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JAN 15 1912

NEW YORK SHOW REPORT

MOTORCYCLE ILLUSTRATED

Vol 7

THURSDAY, JANUARY 11, 1912
Motorcycle Publishing Company, 51 Chambers Street, New York City.

547965

v.7 (1912)

No. 1

Indian

MOTORCYCLES

OVER 265 PER CENT. INCREASE

in shipments of 1912 models in two months, November and December, 1911, as compared with the corresponding months in 1910.

Each machine in this percentage was of the 1912 type, embodying 14 important improvements, including Free Engine Clutch and the new Indian Armored Type Magneto, which are supplied free of extra charge with all 1912 Model Indians.

1,200 INDIAN agents at the present time will demonstrate the 1912 Models. Inspect them and compare them with any other machines on the market, regardless of price.

To insure early delivery place your order now.

4 H. P., Single Cylinder, $200.	7 H. P., Twin Cylinder, $250.

New 1912 catalogue free on request.

THE HENDEE MANUFACTURING CO., SPRINGFIELD, MASS

(Largest Manufacturers of Motorcycles in the World)

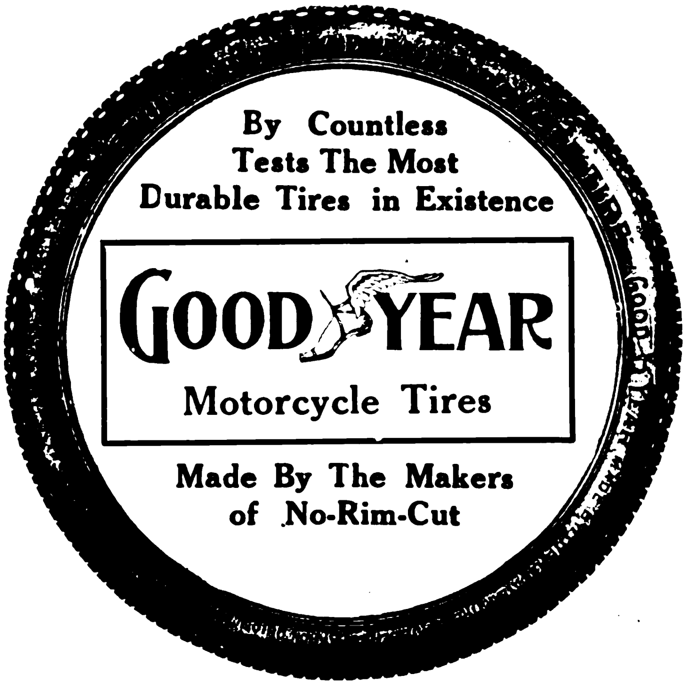
CHICAGO DENVER SAN FRANCISCO LONDON

TGL

The Leading Motorcycle Tires Thicker Treads—Tougher Fabrics Construction Unusual—Unequalled

Motorcyclists everwhere are enthusiastic over Goodyear Motorcycle Tires.

These tires save time—save trouble—save scads of money hitherto spent either for repairs or for new tires. They outlast all other makes. They render **Goodyear Service.**



Thicker Treads

The puncture is one of the chief causes of motorcycle tire trouble. So to lessen the **danger** of puncture, we build our motorcycle tires with extra thick treads. These treads are thicker than found on most any other motorcycle tire. So Goodyears not only come nearer to being puncture-proof, but they give most mileage.

Materials—Fabrics

The Rubber used in Goodyear Tires is New, Live and Properly compounded. Like all the materials used, this rubber is the very best and highest grade that money can buy.

We also use a **fabric** different from that commonly used. Our fabric possesses unusual tensile strength. Instead of weaving it **closely,** we weave it loosely, in such a manner that later every thread may be thoroughly embedded in rubber. Thus, the threads, separated, can not rub together, cause internal friction and develop weak spots in the tire.

Our Great Endurance Test

Every Motorcycle tire made—including our own—undergoes this test—the severest that we can devise to try out a tire's endurance—the same test given our No-Rim-Cut Tires.

In this test we place our tire on a heavily-weighted endurance machine. We wear it down by countless revolutions on a surface rougher, harder on the tire than the average road.

Then every other tire gets the same test.

Our tire must outlast—outwear all other makes. Failing in this, it is abandoned and we perfect one that **does.**

Thirteen Years' Experience

During these years we have studied the tire problem from every angle. We have spent vast sums of money in sifting down principles, materials, methods, theories. Our aim was the ideal—the tire of perfect service. We focused on the problem the brains and skill of the world's greatest tire experts.

One outcome was Goodyear No-Rim-Cut Auto Tire—a tire which leaped into astonishing popularity with a record of sales that in one year's time—1911—exceeded all others.

Another outcome was the Goodyear Motorcycle tire—offered you today at the price you'd expect to pay for any standard tire.

Let us tell you more about these tires. They hold more world's records than all other tires combined.

BULLETIN

San Francisco, Dec. 22.—Goodyears win all events at Oakland Motordrome. Five-mile amateur, Walker; six-mile pro., Wolters; ten-mile pro., Wolters.

Los Angeles, Dec. 24.—Goodyear Stock and Blue Streak Tires win first, second and third in every race on program.

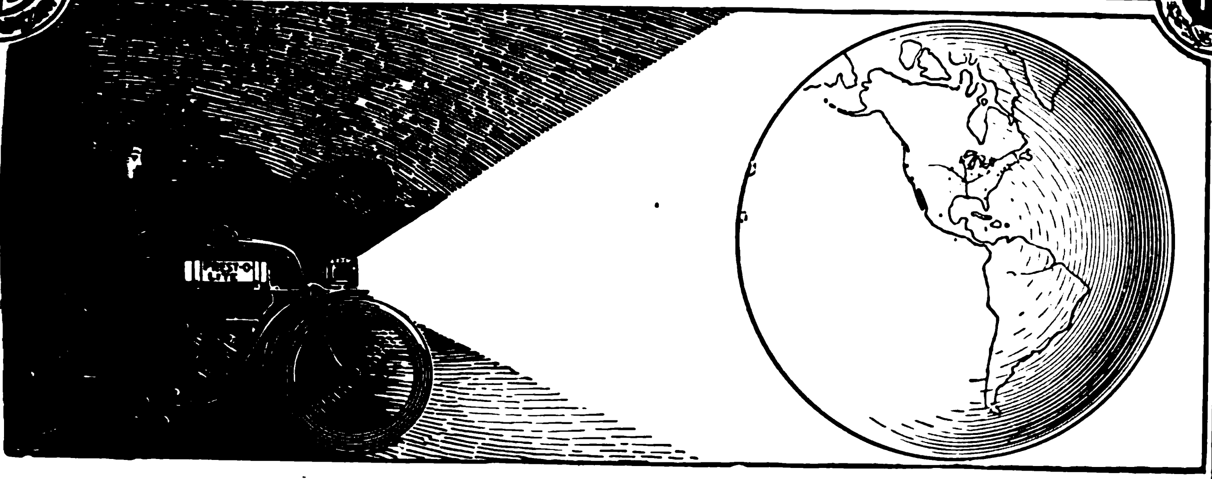
Goodyear Motorcycle Tires hold all world's Amateur and Professional Speed Records.

SEND FOR OUR TIRE BOOK

THE GOODYEAR TIRE & RUBBER CO. - - Mott Street, Akron, Ohio

Branches and Agencies in 103 Principal Cities. We make all Kinds of Rubber Tires, Tire Accessories and Repair Outfits

"THE LIGHT UNIVERSAL"



Wherever You Find Motorcycles There You Will Find

PREST-O-LITE

Practically All Experienced Owners Use It!
Over 10,000 Wise Dealers Handle It!

Insist Upon It. On Your Motorcycle.

Don't try to get along with the unsatisfactory, unreliable service of the generator, or imitation gas tank. One accident caused by poor, undependable light will cost many times the price of Prest-O-Lite. Thousands of owners have discarded the generator for Prest-O-Lite after a short experience. Be guided by those who know. Get Prest-O-Lite.

When you buy you should be particular about details that mean added expense later. Don't accept a generator. Get a lighting system that you can depend upon. If you take a substitute for Prest-O-Lite you will regret it before you've used your machine a month. Without good light the machine is not of full value.

The Prest-O-Lite Company manufactures Prest-O-Lite. "The Light Universal"; Prest-O-Starter, that eliminates the crank; Prest-O-Tire Tubes, that displace the pump; Prest-O-Tire Tanks; Prest-O-Carbon Remover and the Prest-O-Welder. Ask for information and literature for any or all of them.

The Prest-O-Lite Co.

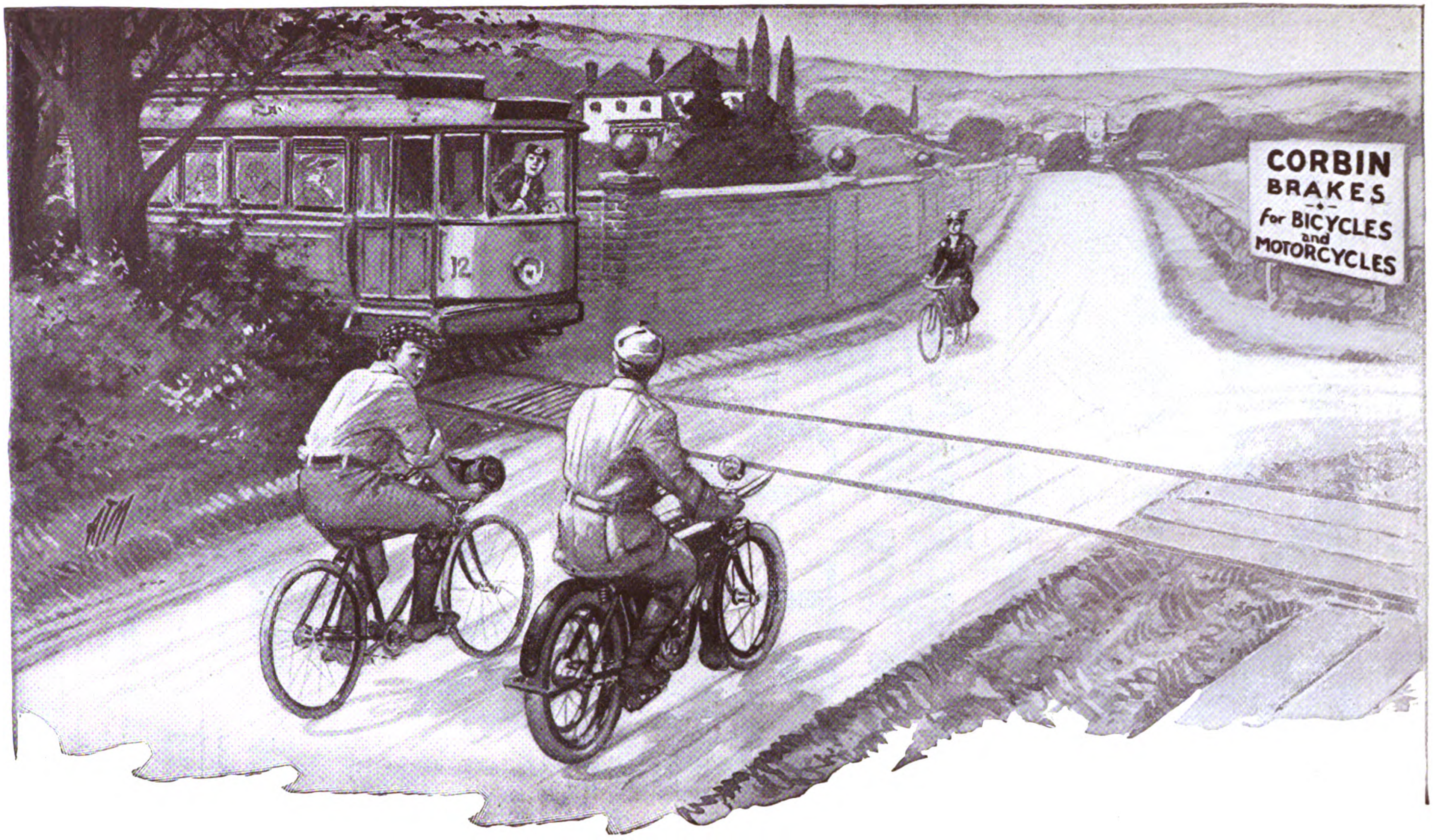
246 E. South St.
Indianapolis, Ind.

10,000 Exchange Stations, 25 Branches, 13 Charging Plants

BRANCHES AT: Atlanta, Baltimore, Boston, Buffalo, Chicago (2), Cincinnati, Cleveland, Dallas, Detroit, Indianapolis, Jacksonville, Kansas City, Los Angeles, Milwaukee, Minneapolis, New York, Omaha, Philadelphia, Pittsburg, Providence, St. Louis, St. Paul, San Francisco, Seattle.

CHARGING PLANTS: Atlanta, Cleveland, Dallas, E. Cambridge, Hawthorne, Ill.; Indianapolis, Long Island City, Waverly, N. J.; Los Angeles, Minnesota Transfer, Oakland, Omaha and Seattle.

FOREIGN AGENCIES: Honolulu, H. I.; Manila, P. I.; San Juan, P. R.; Toronto, Can.; Vancouver, B. C.; City of Mexico; London, Eng.; Berlin, Germany; Australia.


CORBIN
BRAKES
for BICYCLES
and
MOTORCYCLES
12

CORBIN BRAKES

—make bicycling and motorcycling SAFE at all times on any road.

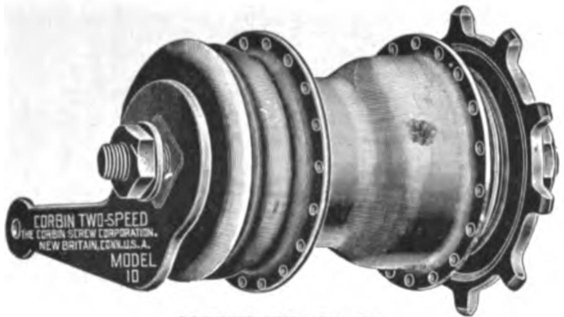
A slight back pedaling pressure operates the CORBIN, which is located in the

Your machine can be stopped instantly or slowed down gradually, according to desire or the need of the moment.

The CORBIN MOTORCYCLE BRAKE has a V-shaped drum and a triangular friction band. This yields 50 per cent. more braking surface than the old flat band type. Riders of high powered machines should be Corbin equipped for this reason alone.

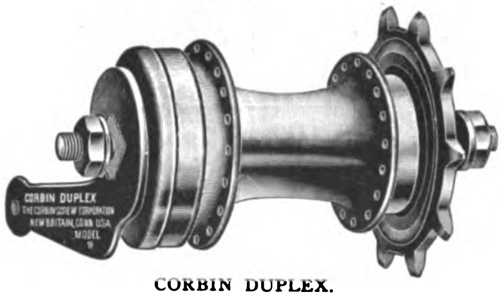
Chain interference is impossible with the Corbin Brake. The releasing mechanism is entirely outside, making the action easier and more reliable. The Corbin can be fitted to either belt or chain driven Motorcycles.

BRAKES FOR BICYCLES



CORBIN TWO-SPEED.

The Corbin Two-Speed Coaster Brake is invaluable for hill climbing and wind resistance. Added to this is the element of safety in having your machine under complete control.



CORBIN DUPLEX.

The Corbin Duplex has been the standard in Coaster Brake construction for 13 years. Either of these Brakes can be fitted to any make of bicycle.

Your Guarantee of Corbin efficiency and reliability is the Manufacturers' 13 years experience.

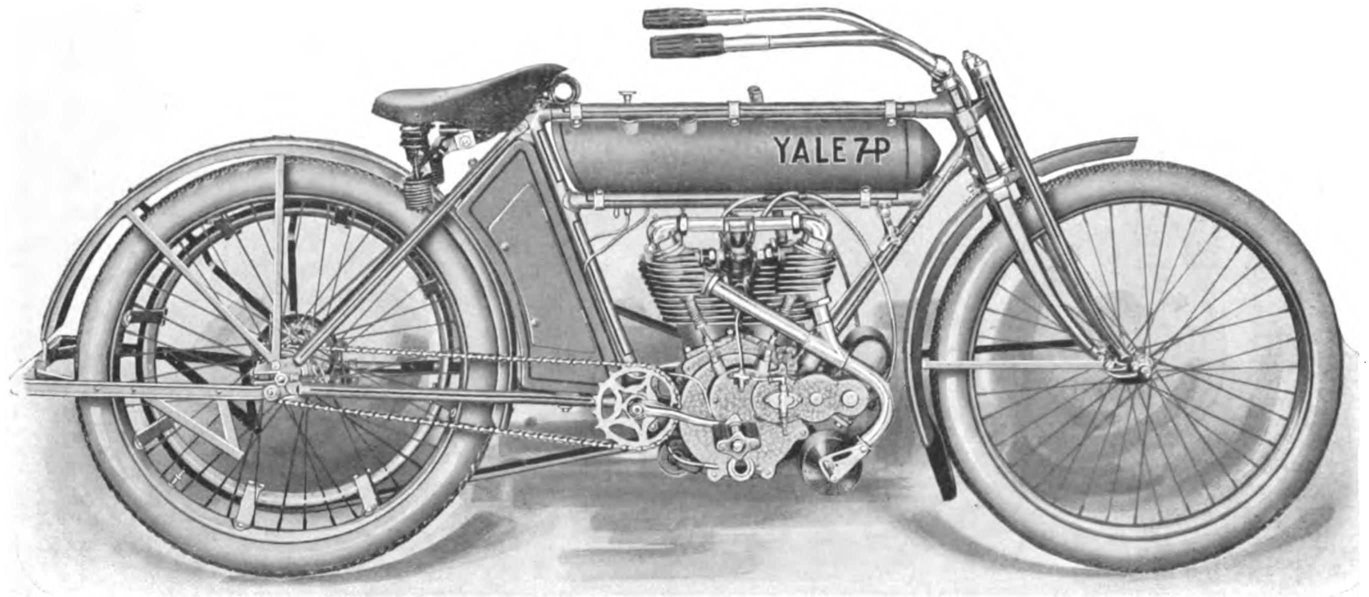
No matter where you may ride you're always in Corbin territory. Sold by leading Jobbers and Dealers everywhere. Insure SAFETY by specifying CORBIN and insisting upon it.

WRITE FOR FREE CATALOG

THE CORBIN SCREW CORPORATION

(Licensed Coaster Brake Manufacturers)
New Britain, Connecticut
Western Office, 65 West Lake St., Chicago, Ill.

RIDE A YALE—THEY NEVER FAIL



YALE QUALITY

QUALITY of materials and methods of manufacture gauge the selling price of any article.

A CHEAPLY made article sells at a low price.

A HIGH class article made of first quality materials by improved manufacturing methods sells at a correspondingly high price.

THERE ARE several grades of most any article manufactured. Each sells at the price set by quality or value to the consumer.

TODAY THIS is true of the motorcycle. The **YALE** is, by the materials and methods employed in its production, a high-class motorcycle and sells at a price based on cost to produce and ability to give satisfactory service.

EVERY PIECE and part is treated in the most scientific way. Every detail looked after in the most careful manner, from selecting the steel best suited for drop forging motorcycle parts to copper plating the spokes before they are nickeled.

THERE ARE more forgings used in **YALE** construction than in any other motorcycle built.

EVERY ROD, rod end, bolt and nut is copper plated before being nickeled.

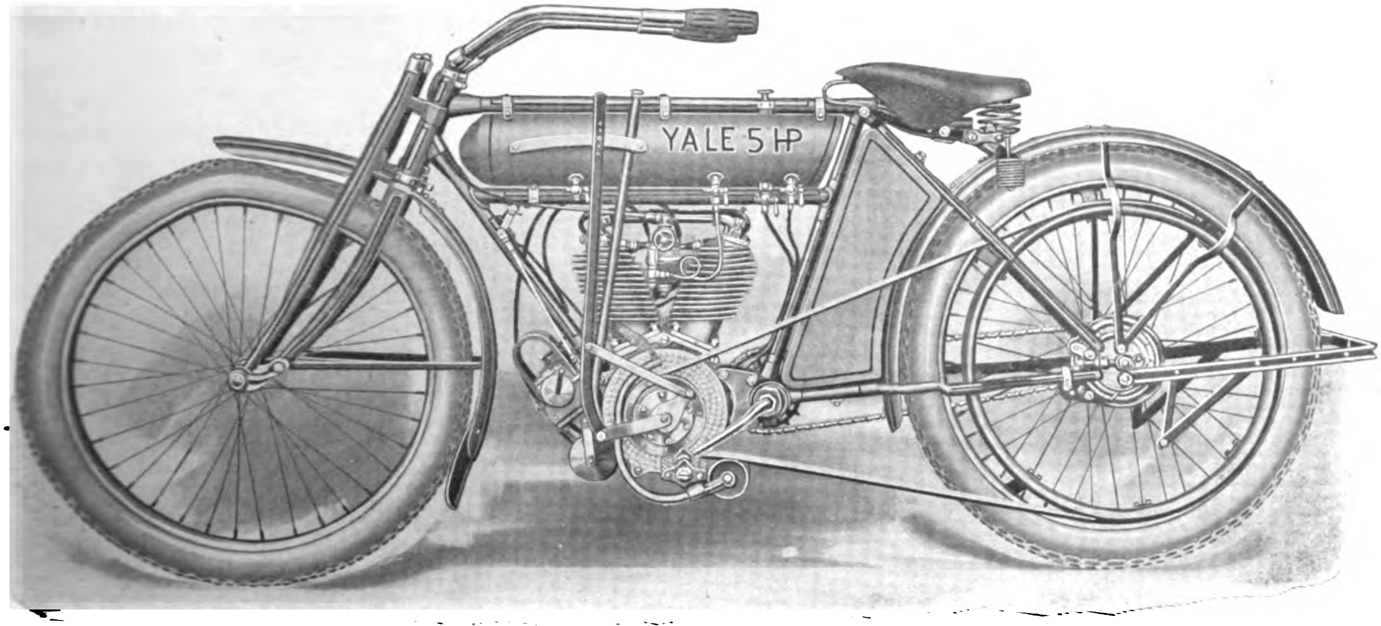
THE FINISH is another proof of the care taken in building these famous machines. First, a coat of anti-rust is baked on, then hand rubbed with pumice. A coat of grey enamel is then sprayed on, of absolute uniform thickness. A thorough baking follows, after which a hand pumice rubbing.

THREE COATS of enamel are applied in this manner, after which the blue stripe is put on. Then a dip in high luster varnish and another baking completes the job.

THIS IS only a sample of the care exercised in the **YALE** factory and is a **GUARANTEE** to the rider that he is getting the **BEST.**

WE ARE strong advocates of direct side by side comparison. Compare the **YALE** handle bars, fork, frame, grip control, tires, spokes, finish, etc., with those of any other machine and the vast superiority of the **YALE** is immediately apparent.

RIDE A YALE—THEY NEVER FAIL



AND CONSTRUCTION

RUN THE YALE alongside of any motorcycle listed at or about the same price. Look the two over. See how *much* bigger, better, and stronger the **YALE** is. See how much heavier the construction is. See if it *does* not seem more practical to invest in a **YALE** than in some cheap machine. The additional price guarantees you additional strength and security.

ASK ANY YALE agent what Consolidated protection in allotted territory means.

HE WILL tell you **ABSOLUTE PROTECTION** and prompt receipt of all inquiries from that territory.

ASK ANY YALE agent what Consolidated service means. He will tell you "Shipment of machines on the day his order reaches the factory."

LOW PRICE is not everything and you, Mr. Dealer, will find this true before the season is over.

THERE ARE many Packard and Pierce cars sold each year in spite of the fact that you can buy a fair car for $500.00.

YOU WILL find in every town a certain number of people who demand the best, who buy only the best, and are perfectly willing to pay for quality of material and workmanship.

YOU CAN sell these **PARTICULAR** people in your town a **YALE.** Better write today for full information. Agents wanted in unoccupied territory.

EXHIBITING AT MADISON SQUARE GARDEN AUTOMOBILE SHOW, JAN. 6th TO 13th
SPACE No. 704

THE CONSOLIDATED MANUFACTURING CO.
1730 FERNWOOD AVE. TOLEDO, OHIO
F. C. CORNISH, Eastern Representative, 219 Clinton Ave., Newark, N. J.
Consolidated Pacific Coast Branch, Los Angeles, Cal., California District.

A RENEWED RESOLVE

Resolved:

That the Standard Company maintain the same high standard in the quality of the material, design and workmanship of its products and the same high excellence of business efficiency that has characterized its past endeavors. To this business policy can be attributed the upbuilding of this vast enterprise whose reputation and business dealings are world-wide.

DIAMOND "E" SPOKES

One of the many products of the Standard Company, stand preeminent in their class. Their quality and temper are unquestionably superior to all others. This is why when spokes are needed Diamond "E" Spokes are always thought of first.

THE STANDARD MOTORCYCLE PEDAL

No. 3

is a justly celebrated companion to Diamond "E" Spokes. They excel in the amount of comfort they give as well as the high quality they represent. No other pedals are so luxuriously cushioned and caparisoned as the Standard No. 3. The foot finds not only restful ease but safe security, in the deeply corrugated rubber pads. The twentieth century motorcycle is never rightly in the "comfort" category until equipped with The Standard No. 3 Pedals.

OTHER PRODUCTS:

Emergency Axles, Sager Motorcycle Toe Clips, Bridgeport and Standard Bicycle Pedals, Sager and Standard Toe Clips

THE STANDARD COMPANY

TORRINGTON, CONNECTICUT

DID SHE EVER CALL YOU "SELFISH"?

THEN DON'T FORGET THE GIRL

Side Car Bodies

May be made of bamboo splits, woven pampas grass or willow, CHEAPLY. We tried them. They won't stand our roads. Hand-built bodies of selected Asiatic reed on steel reinforced wooden frames WILL stand, but cost money. That is how we build them, without an eye to first cost; just Quality and Service.

A Majestic Side Car will Double the Joy of Motorcycling.

DON'T DELAY!!

Price, all ready for the road, complete with 26-in. or 28-in. wheel, and 2¼-in. Kokomo tire,

$60.00

The live agents will send in their orders promptly, and receive one hundred catalogues free.

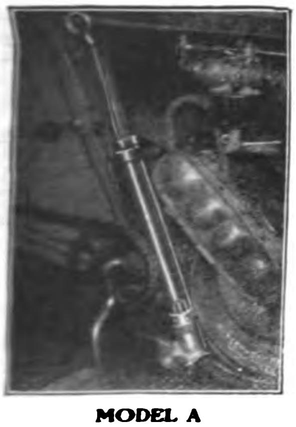
Majestic Manufacturing Company

Worcester, Mass.

(DON'T FORGET the GIRL!)

PURDY MOTORCYCLE WHISTLE

"MAKES EM' STEP LIVELY"



MODEL A

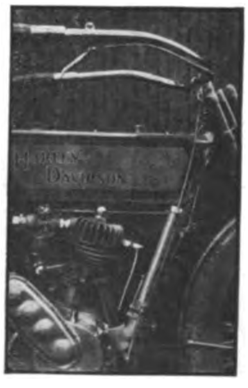
Lever Control

The whistle that "made good" and now used everywhere.

A powerful and effective alarm—equipped with a butterfly valve which automatically forces the full exhaust through the sound chambers—blows at any speed.

Complete description in our illustrated booklet—free on request.

Attachments for all motorcycles
Price complete, $6.00 (either model)



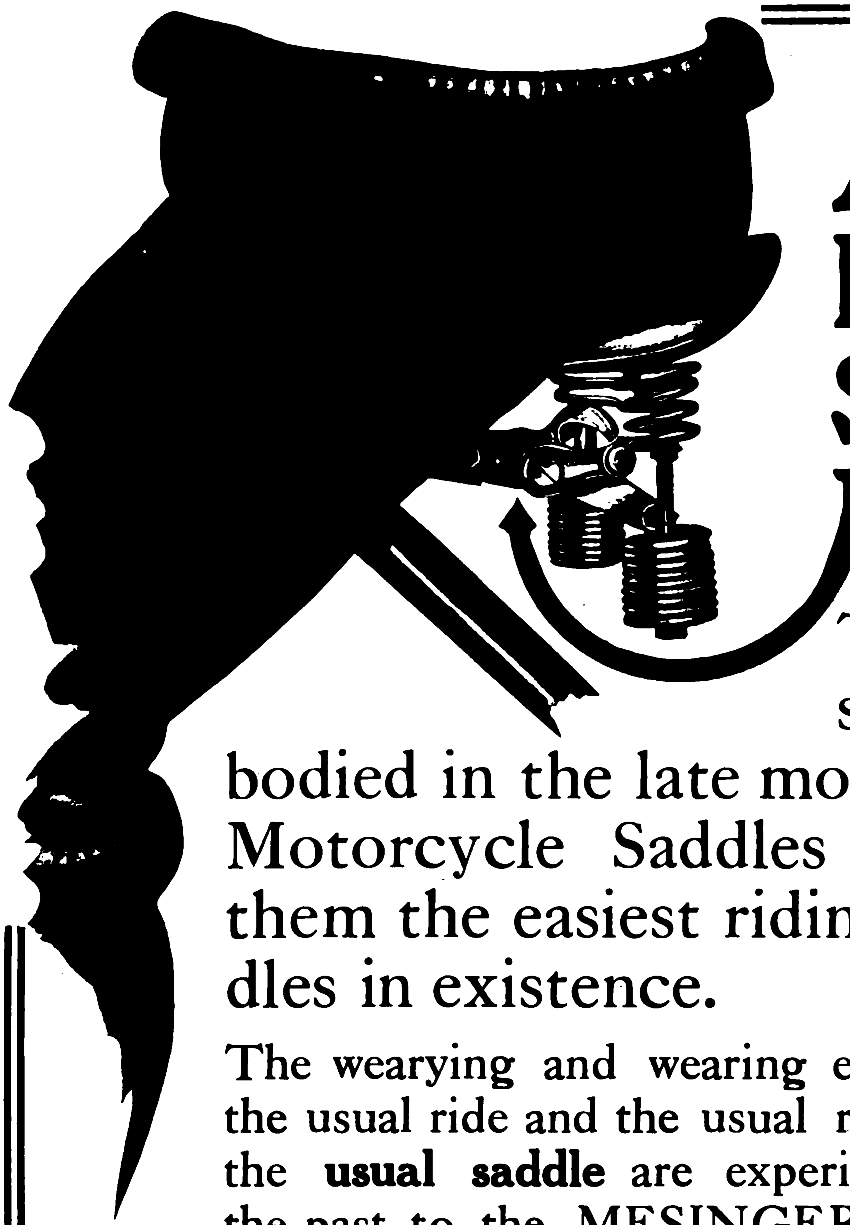
MODEL B

Handle Bar Control

A new one that positively will prove a winner.

DEALERS! Our proposition *will* interest you. Write *to-day.*

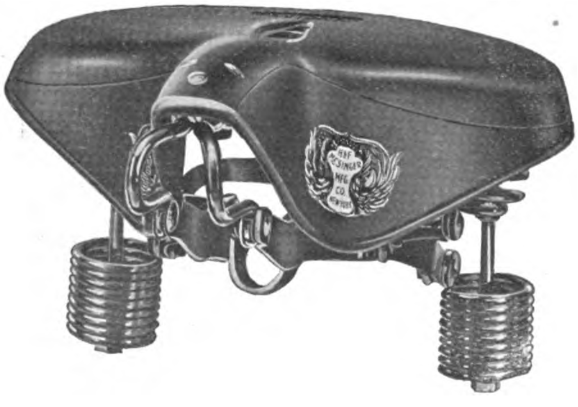
PURDY BROS. - 531 W. Garfield Boulevard, Chicago



All Rough Roads Stop Here

The wonderful new spring system embodied in the late models of MESINGER Motorcycle Saddles make them the easiest riding saddles in existence.

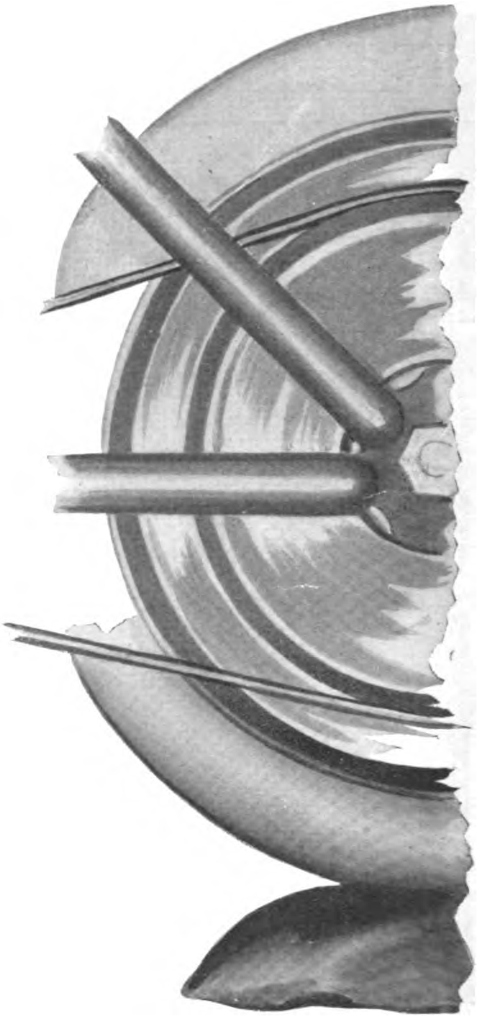
The wearying and wearing effects of the usual ride and the usual road and the **usual saddle** are experiences of the past to the MESINGER owner.



Standard No. 4, Showing Open Front Springs

The new Shock Absorber takes what the rider used to take. It invites long trips and assures perfect comfort.

Almost every dealer can give you a demonstration. If the one you know cannot, please drop us a line.



H. & F. MESINGER

1801-1807 First Avenue New York City

REASONS WHY

Mesinger Saddles Are Superior Saddles

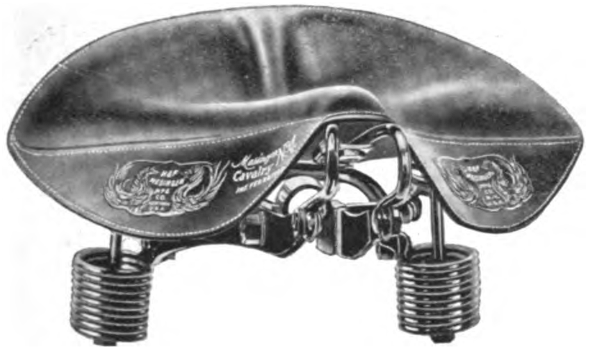
MATERIAL.—In no other saddle is such a high grade of leather used. It doesn't stretch all out of shape after a little hard riding over rough roads. The springs, the truss and other metal parts—these all bear out excellence of material.

WORKMANSHIP.—Our shop men have grown old in the saddle industry. Making good saddles has been reduced to a fine art with them. In no other factory is there such a collection of expert saddle makers as here.

DESIGN.—This saddle is shaped right to hold the rider in a firm, comfortable position. The distinctive Mesinger shock-absorbers smooth out all roads.

"ASK THE RIDER AND WATCH HIM RIDING"

QUALITY IS THE SECRET OF OUR PRE-EMINENCE



MESINGER CAVALRY No. 4

Winner of Many Tourist Trophies

Mesinger Saddles can be imitated but not equaled

They occupy a premier position in the saddle-making industry of the world, and MESINGER has come to mean saddle perfection.

In Mesinger Saddles, the little details have been cared for as thoroughly as the big fundamental points. That's what makes **Mesinger Quality.**

What the Mesinger saddle does in actual use is proof of the excellence of the material used and the skill of its designers.

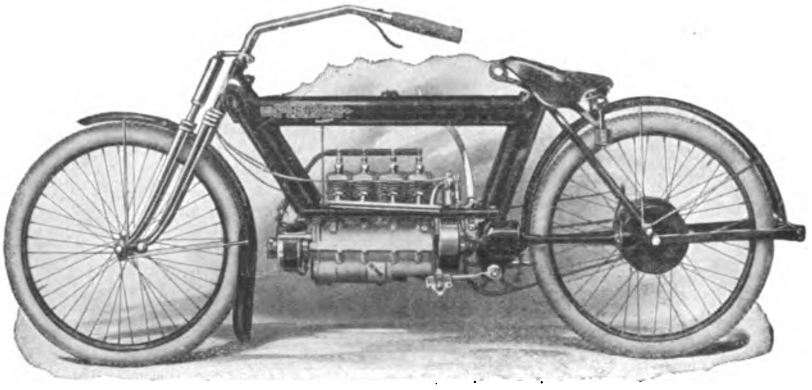
H. & F. MESINGER MANUFACTURING CO.

1801-1807 FIRST AVENUE, NEW YORK

THE SUPERIORITY OF PIERCE MOTORCYCLES

IS INCONTESTABLY PROVEN BY THE LETTER PRINTED BELOW

Single and Four Cylinder Models



They're Vibration-less

READ THIS

TACOMA, Wash., November 22, 1911.

THE PIERCE CYCLE CO.,
Buffalo, N. Y.

Gentlemen:

After experimenting with two different makes of twin-cylinder motorcycles with unsatisfactory results, we decided to try the Pierce Arrow Four Cylinder on our delivery system. On May 9th we put one of your machines on our runs, which totals about 150 to 165 miles every 24 hours, seven days in a week, through rain, hail, snow and mud.

Our machine, at the date of writing, registers on our Warner autometer 14,681 miles, with a total of 9,537 deliveries.

Proud to say that our expense of upkeep to date amounts to just $6.80.

October 21st, our business had increased to such an extent that two more of your machines were purchased from your N. W. distributors, F. R. & J. E. Bunker, and have placed our order with them for the first 1912 Pierce Four that you ship to Tacoma.

We attribute our success to your Pierce Four Cylinder motorcycles and the Technical Service rendered by your local distributors.

E. A. FRIEND & CO., Quick Delivery Despatch.

Pierce 1912 Models make a complete line. Will you be one of the 400 prominent dealers who will sell Pierce Motorcycles for 1912?

Ask for Catalog "G" ***Bicycle Catalog "GG"***

THE PIERCE CYCLE CO., BUFFALO, N. Y.

Manufacturers also of Famous Pierce Bicycles • Pacific Coast Branch, Oakland, Cal.

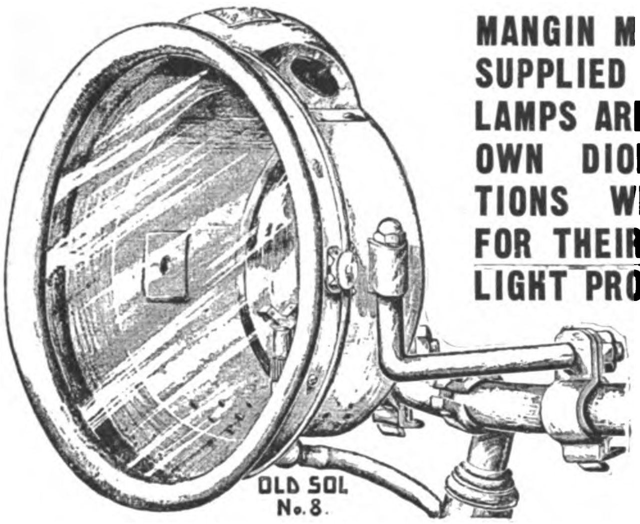
DID THEY LIKE "OLD SOL"?

ASK THE BOYS WHO SAW THEM AT THE N. Y. SHOW

THIS IS ☛

"DADDY OLD SOL" No. 8

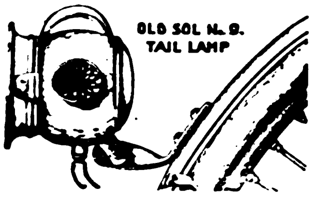
ITS PROJECTION OF LIGHT IS NEVER EXCEEDED BY ANY AUTOMOBILE LAMP, SELDOM EQUALLED.



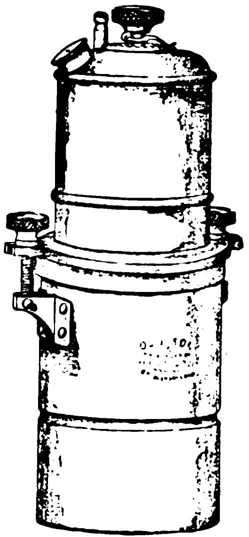
OLD SOL No. 8.

MANGIN MIRROR LENSES AS SUPPLIED IN "OLD SOL" LAMPS ARE GROUND TO OUR OWN DIOPTIC SPECIFICATIONS WHICH ACCOUNTS FOR THEIR EXTRAORDINARY LIGHT PROJECTION.

TAIL LAMPS ARE NOW PRETTY GENERALLY REQUIRED; AS USUAL "OLD SOL" IS READY WITH A SPLENDID MODEL, OUR No. 9-



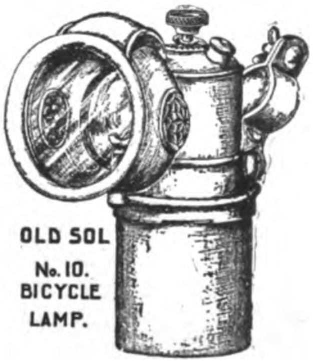
OLD SOL No. 9. TAIL LAMP



OLD SOL No. 5. GENERATOR

A BICYCLE LAMP? YES! "OLD SOL" No. 10 HAS MANY SPLENDID FEATURES AND IS MOST ATTRACTIVE IN PRICE.

"OLD SOL" GENERATOR No. 5 A DANDY. WILL SUPPLY GAS TO "DADDY OLD SOL" FOR 6 HOURS.



OLD SOL No. 10. BICYCLE LAMP.

Above are shown a few of the "OLD SOL" Motorcycle and Bicycle lamps. These particular models are illustrated because they are *new* and show that we are alive to the needs of the riders. We ride ourselves and so are able to anticipate your wants.

There are five variations of our handle bar brackets as shown on "DADDY OLD SOL" above, and we tell exactly how to attach to every motorcycle sold in Canada and the United States.

Send for our 1912 chart. Just out and copyrighted.

HAWTHORNE MFG. CO., INC.

BRIDGEPORT, CONN., U. S. A.

Canadian Factory, POLLOCK MFG. CO., Ltd., Berlin, Ontario, Canada

New York Show, Space 1579, Basement **Chicago Show, Space 113, Second Floor, Coliseum Annex**

SPLITDORF PLUGS

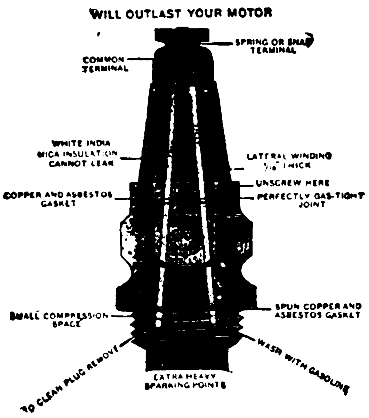
"Always There"

SPLITDORF PLUGS are a standard in the motorcycle world, and their quality has been demonstrated in thousands of track and road struggles.

A "record of performance" of SPLITDORF PLUGS would be to all intents and purposes a complete motorcycling record—such is the sweeping hold of SPLITDORF efficiency on racer and "road-plugger" alike.

> The fastest single cylinder racing work of the 1911 season was done on a machine using SPLITDORF PLUGS—the White Thor IV. Mathews made 1 mile in :46, 5 miles in 4:11 on this machine at Riverview.
>
> At Cleveland, Sept. 10, he rode 5 miles on a dirt track in 4:48; at Syracuse, Sept. 16, he rode 5 miles on a dirt track in 4:46, and one mile in :53 1/5 on a machine using SPLITDORF PLUGS.
>
> Wenk, the most consistent amateur winner at Riverview, in Chicago, rode a Thor with SPLITDORF PLUGS, giving others a handicap ranging from 200 yards to a lap and a half.
>
> At Winnipeg, Canada, Oct. 14, Joe Baribeau rode an Indian with SPLITDORF PLUGS, 100 miles on a dirt track in 100:14 3/5.
>
> At San Jose, Cal., Oct. 15, Ben Broderick, on an Indian, with SPLITDORF PLUGS, rode 100 miles in 98:11.
>
> At Terre Haute, Ind., Oct. 15, E. E. Baker, Indian, rode 100 miles on a ½-mile dirt track in 2:23:35 2/5, with V. O. Scanling, Indian, second—both using SPLITDORF PLUGS.

But why continue? SPLITDORF PLUGS are STANDARD—for track or road work they are INVINCIBLE.


WILL OUTLAST YOUR MOTOR
SPRING OR SNAP TERMINAL
COMMON TERMINAL
WHITE INDIA MICA INSULATION CANNOT LEAK
LATERAL WINDING 1/16" THICK
UNSCREW HERE
COPPER AND ASBESTOS GASKET
PERFECTLY GAS-TIGHT JOINT
SMALL COMPRESSION SPACE
SPUN COPPER AND ASBESTOS GASKET
TO CLEAN PLUG REMOVE
WASH WITH GASOLINE
EXTRA HEAVY SPARKING POINTS

Write for our Magneto Catalog

C. F. SPLITDORF

Walton Avenue and 138th Street
NEW YORK

BRANCHES

NEW YORK .... 1679 Broadway
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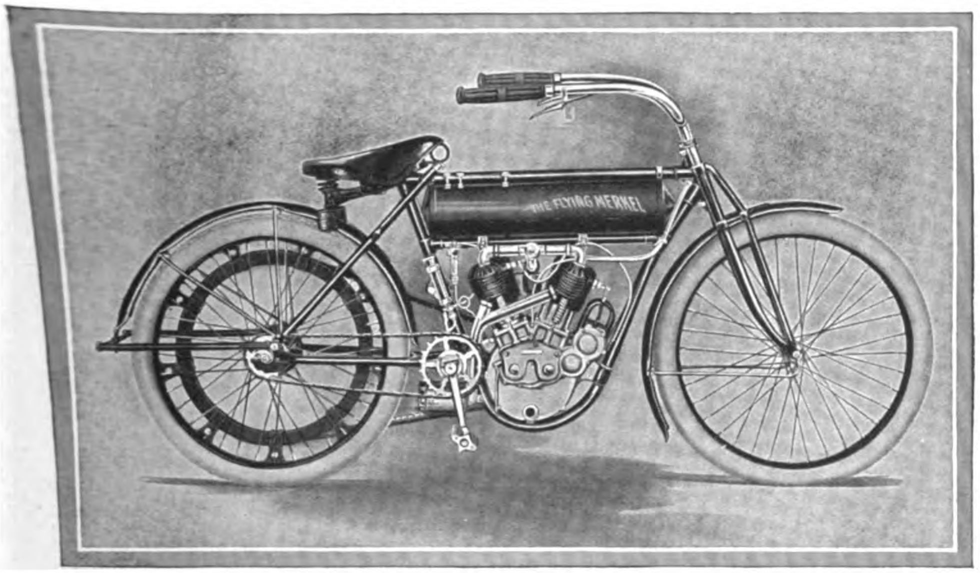
Kindly always mention the paper when writing to advertisers.



THE FLYING MERKEL

1912 TWINS

With Free Engine, Belt or Chain Drive

6 H. P. - $250

7 H. P. - $275

are a Show in Themselves.

See Them at the New York Show.

New Catalog "B" Now Ready

MIAMI

The Miami Cycle & Mfg. Co.
MIDDLETOWN, OHIO
MEMBERS OF M.M.A

MIAMI

California Distributors	**The Appeal Mfg. & Jobbing Co., Los Angeles.**
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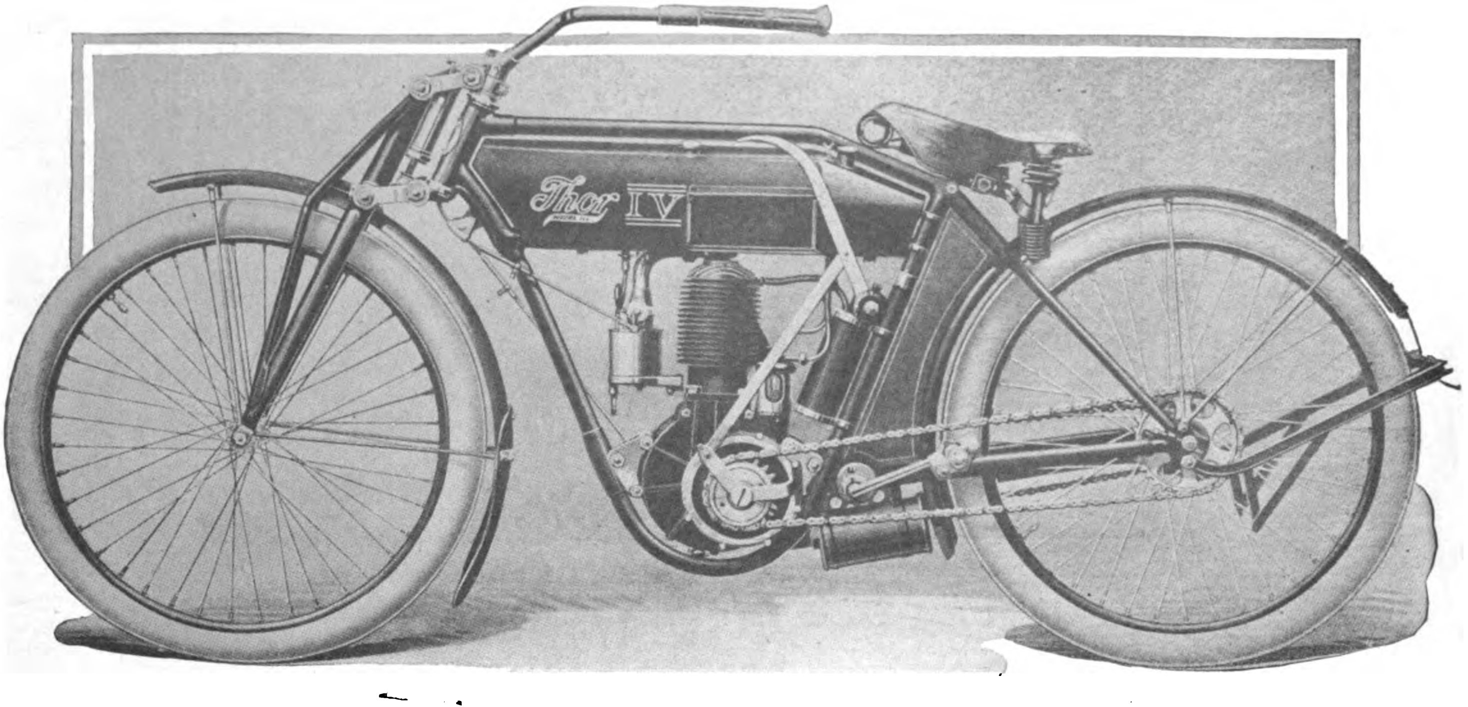
(17)

The New 1912 Thor Models have been award

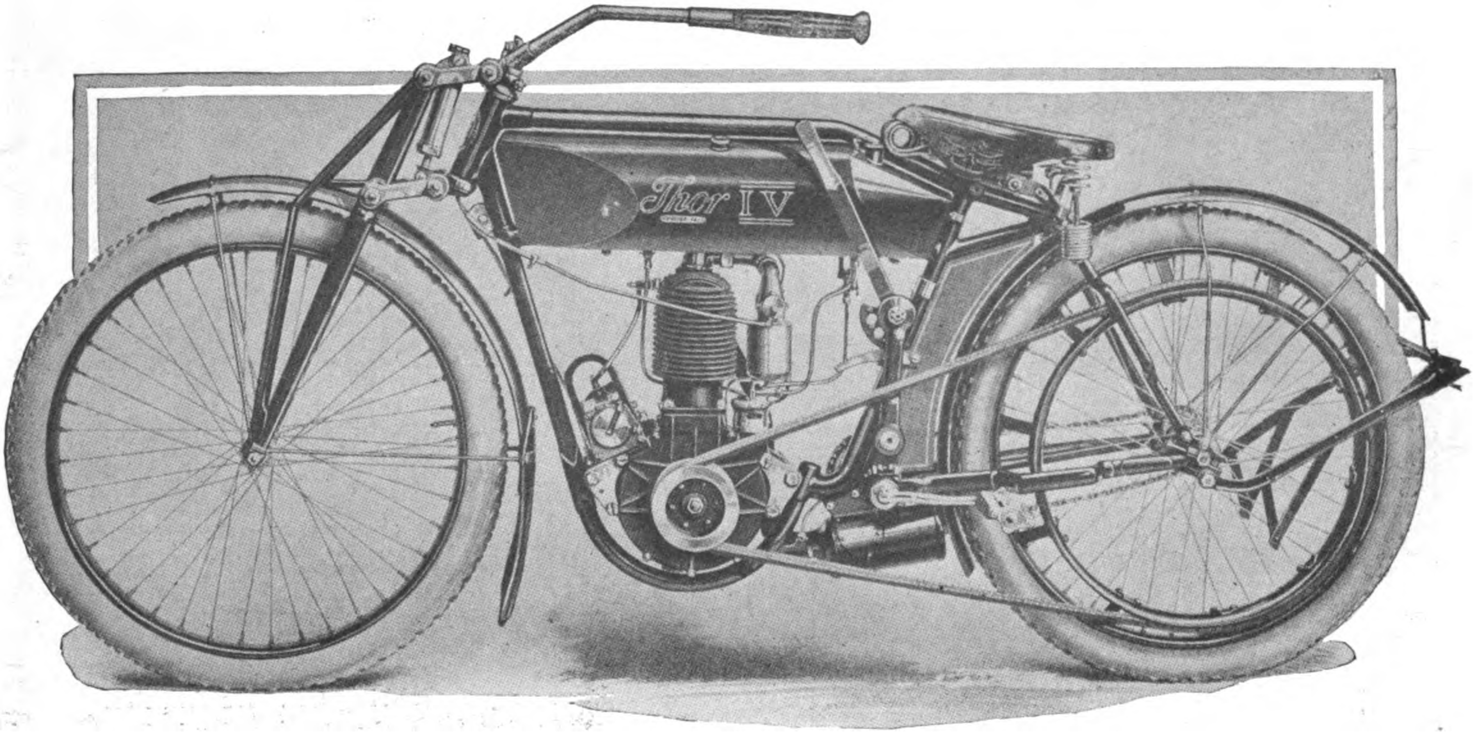
THE FIRST SALE



Model "CR" Battery Ignition—$175.00 *Model "CM" Magneto Ignition—$225.00*

THOR IV H. P. single cylinder, undergeared transmission, with THOR ball-bearing free engine clutch, regular equipment.

The sensation created by the Thor Exhibit proves beyond a doubt the



Model "CN" Magneto Ignition—$200.00 *Model "CT" Battery Ignition—$175.00*

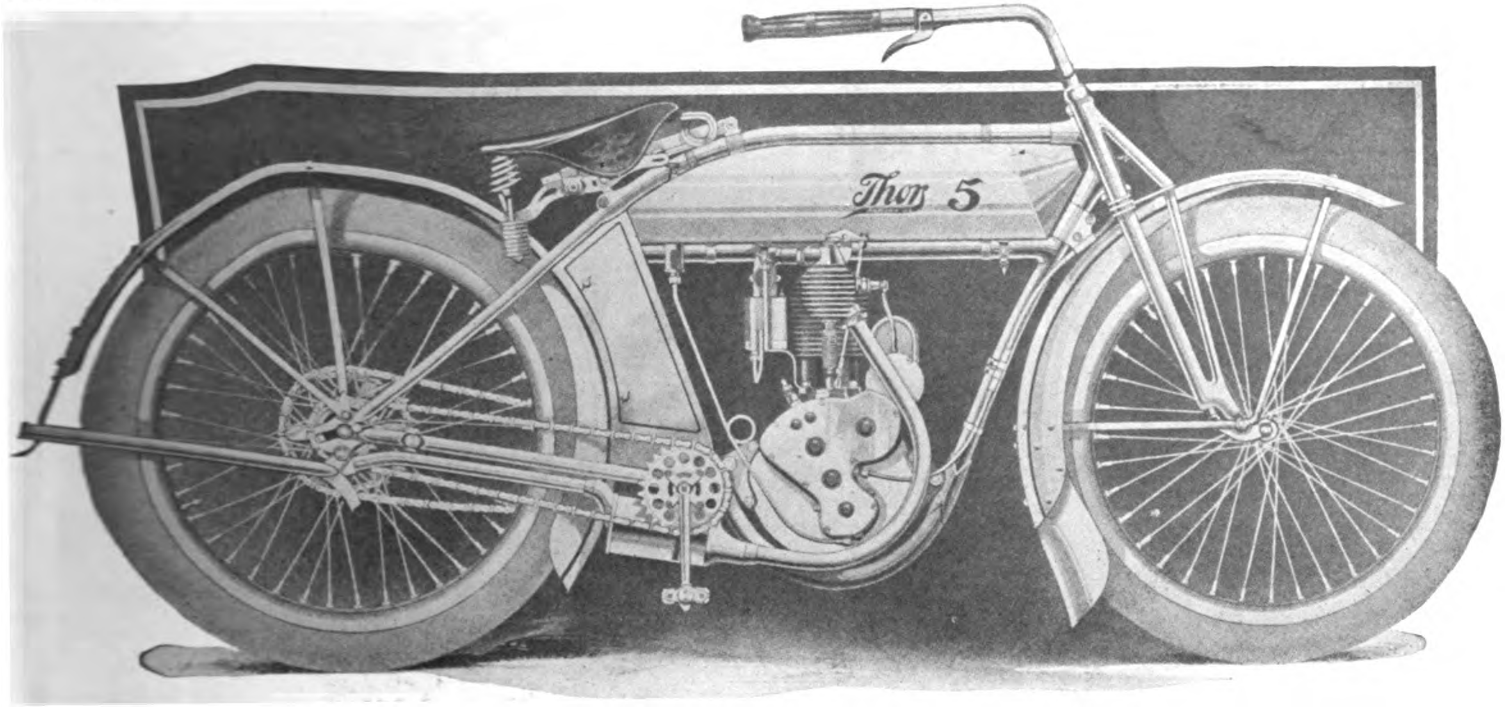
THOR IV H. P. single cylinder, belt transmission, with free engine device, regular equipment.

DEALERS, BY ALL MEANS WRITE US

AURORA AUTOMATIC MACHINERY CO., Thor Bldg., Chicago.

ed the Highest Honors at the New York Show

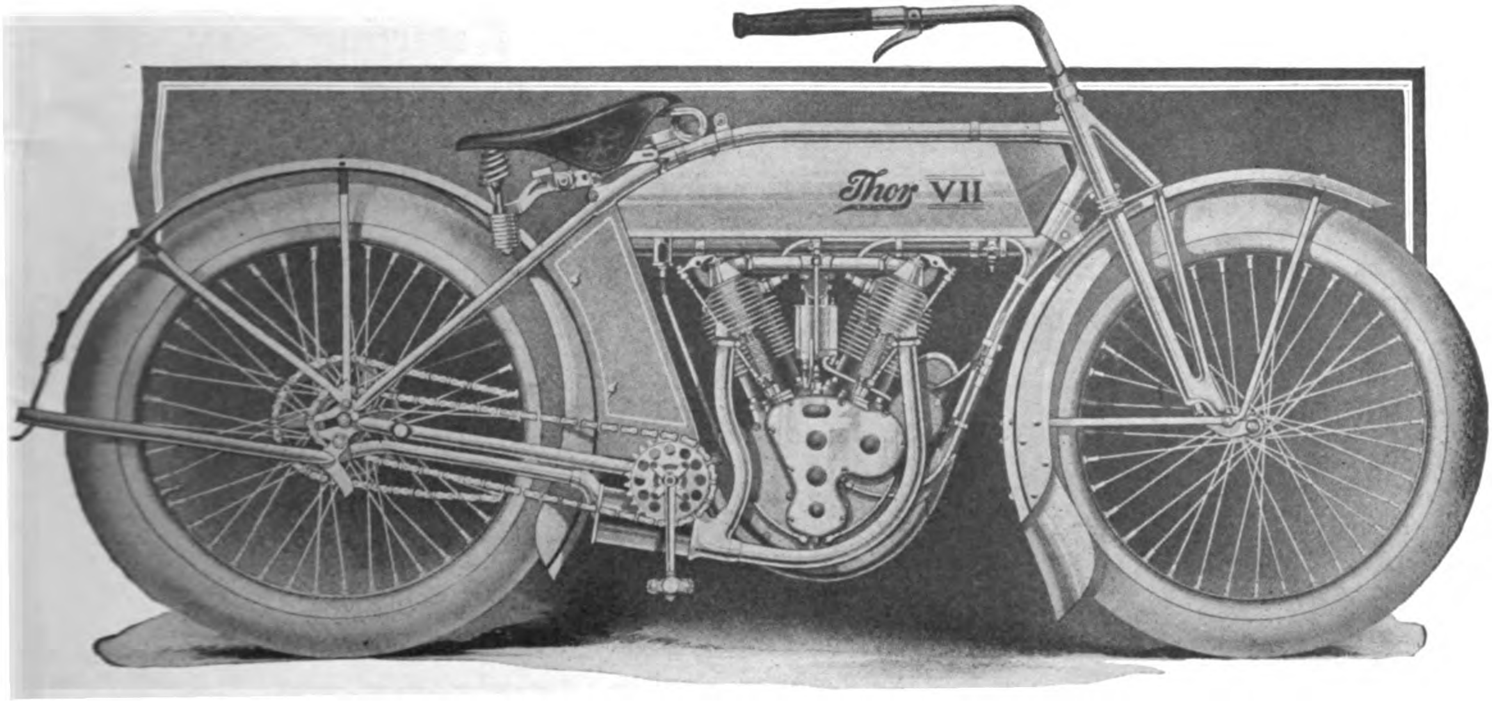
WAS A THOR



Model "W"—$250.00

THOR 5 H. P. single cylinder, magneto ignition, chain transmission, with THOR ball-bearing free engine clutch, regular equipment. Model X belt transmission.

fact that Thor Motorcycles have revolutionized the Motorcycle Industry.



Model "U"—$300.00

THOR 7 H. P. double cylinder, magneto ignition, chain transmission, with THOR ball-bearing free engine clutch, regular equipment.

TODAY; HERE IS YOUR OPPORTUNITY.

A. FREED, Pacific Coast Dist., 1440 Market St., San Francisco

"COME ON ALONG"

"Anywhere, Under Any Condition"

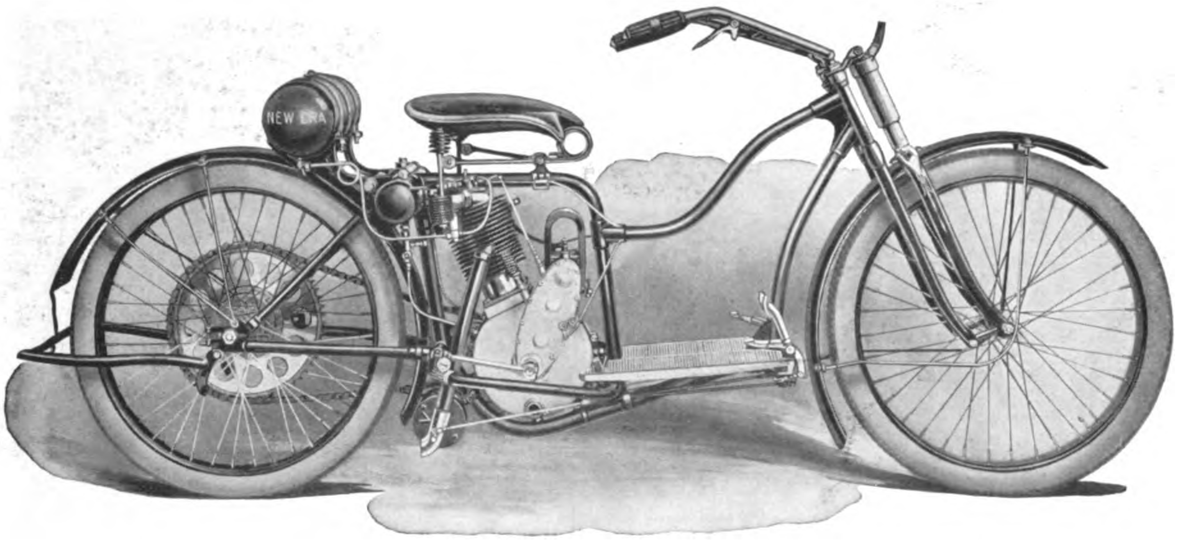
Two Speed Gear

Free Engine

Hand Cranked Motor

Band Brake

Mechanically Operated Valves



2¾" Tires

Foot-Boards

Direct Drive On High Speed

Steel Tanks

Double Oiling System

4 H. P. Roadster—Single Passenger Model

Our improved priming device makes starting easy in cold weather.

Are you treating yourself as well as you deserve?

We know you deserve the best. Are you getting it?

If you buy a motorcycle before you try a "NEW ERA," you are doing yourself an injustice. If you try a "NEW ERA" you will buy no other.

Somewhere, sometime, someone may build a machine as good as the "NEW ERA," but up to the present moment the "NEW ERA" reigns supreme.

An opportunity for good live agents. Correspondence solicited.

THE NEW ERA AUTO-CYCLE CO.

22 DALE AVENUE DAYTON, OHIO

Within the Reach of All

There is no longer any excuse for one who wants a motorcycle to delay purchasing one. High-grade motorcycles are now obtainable from reliable dealers in Greater New York on easy terms. High-grade motorcycles are now within the reach of all. The Motorcycle Dealers' Association of Greater New York has been formed and incorporated to do business on the most economical basis, protect prospective buyers and assure purchasers of satisfactory treatment. Every member of this association can be thoroughly depended upon for honest business dealings, satisfactory service at all times, and the lowest possible prices for high-grade machines and repair work.

You Pay on the Instalment Plan

To help the man who wants a machine on instalments, every member of this association is offering machines on the easy-payment plan, under uniform terms. Take your pick of machines, go to any dealer mentioned below, and you will be sure to get satisfactory results.

The terms of one are those of the others, and it is only by this co-operation of the Greater New York dealers that such inducements can be offered. During 1912 do business only with members of the Motorcycle Dealers' Association of Greater New York, and you will reap the benefit in better treatment, better service, prompt attention, and always the lowest possible prices.

The following is an accurate directory of all motorcycle dealers in Greater New York and vicinity who have been thoroughly investigated by the New York Dealers' Association, and have been found worthy of recommendation to anyone expecting to buy a motorcycle, whether for cash or on the instalment plan:

THE SORENSEN CO.
Thor and Flying Merkel
Phone 133 Peekskill.
South St., Peekskill, N. Y.

NORMAN E. HEIL
Flying Merkel, R.-S., Marvel and M.-M.
Phone 2783-W. Paterson.
Van Houten & Washington Sts., Paterson, N. J.

ROBERT BRAZENOR
Harley-Davidson
Phone 4489-W. East New York.
1507 Bushwick Ave., Brooklyn, N. Y.

BEN. RUDERMAN
Thor
Phone 769-W. Bedford.
1040 Bedford Ave., Brooklyn, N. Y.

BIDWELL & CONKLIN
Indian and Pierce
Phone Schuyler 5453.
2142 Broadway, New York.

THE SUN MOTOR AND SUPPLY CO.
N. S. U. and Flanders
Phone Schuyler 9740.
206 West 76th St., New York.

GEO. P. JENKINS
Marsh-Metz
Phone Columbus 1435.
256 West 55th St., New York.

J. FOLEY
Indian and Thor
Phone Melrose 2948
165th St. and Jerome Ave., New York.

GUS ROTHOLZ
Indian and Excelsior
Phone Harlem 2337
1491 Fifth Ave., New York.

THE GOTHAM MOTOR CO.
Yale
Phone Morningside 837.
204 West 116th St., New York.

THE WEAVER-EBLING CO.
Harley-Davidson
Phone 9641 Schuyler.
2230 Broadway, New York.

H. JEHLE
Flying Merkel and Minneapolis
Phone Market 2215.
407 Halsey St., Newark, N. J.

THE FORD MOTORCYCLE CO.
Flanders, Excelsior, Curtiss and Marvel
Phone 1349 White Plains.
58 Martine St., White Plains, N. Y.

A. H. PATTERSON
Indian, Pierce, and New Era
Phone 3662 Bedford.
1082 Bedford Ave., Brooklyn, N. Y.

HENRY HEYER
Marsh-Metz
Phone 3177-L Bedford.
1325 Bedford Ave., Brooklyn, N. Y.

NEW YORK MOTORCYCLE CO.
Thor and Minneapolis
Phone 1781 Bryant.
318 West 48th St., New York.

THE PROGRESSIVE CYCLE & AUTO SUPPLY CO.
Thor
Phone 3347 Worth.
81 Chambers St., New York.

AMOS SHIRLEY
Excelsior, R.-S., Indian and Pope
Phone Columbus 508.
935 Eighth Ave., New York.

THE F. B. WIDMAYER CO.
Flying Merkel and New Era
Phone Schuyler 4376.
2306 Broadway, New York.

T. J. SIXSMITH
Indian, Excelsior and R.-S.
Phone Riverside 8861
203 West 100th St., New York.

F. A. BAKER & CO.
Indian and Pierce
Phone Barclay 6452.
10 Warren St., New York.

THE MOTOR FINANCE CO., 246 West 59th Street, NEW YORK

(Phone 7076 Columbus)

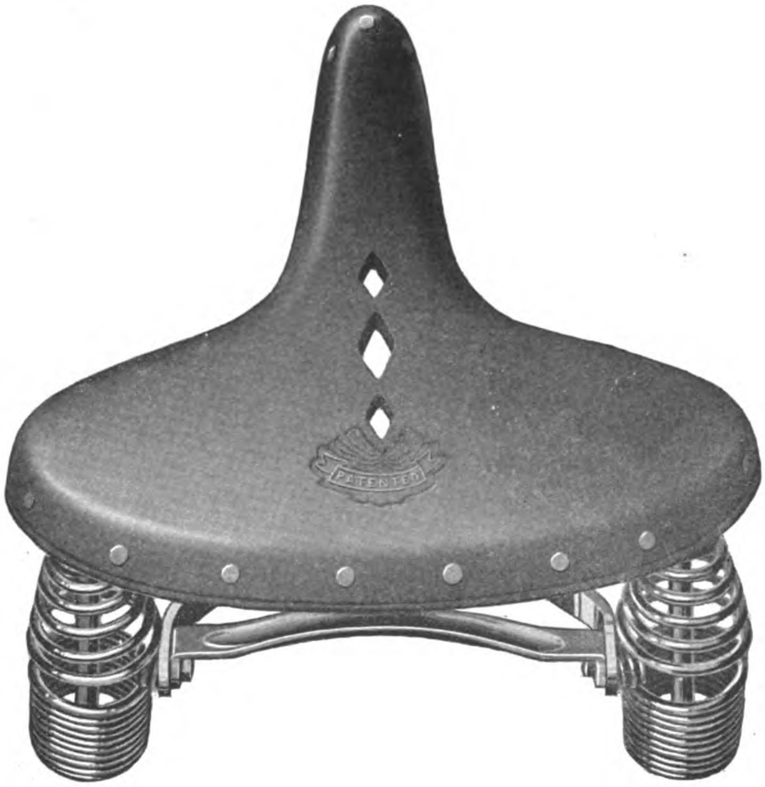
finances all sales made on easy payments transacted by all the dealers in the above directory
Terms and particulars cheerfully given

The Men Behind The Troxel Saddlo

H. T. ROBERTS — D. S. TROXEL — J. W. BRANDT

FIVE FEATURES

1. No nose coil. This gives a lower saddle position and a clean appearance.
2. Larger seating room and narrow nose; the best riding qualities.
3. The spring action is new and cannot be bottomed. The yoke on the plungers in the springs is all one piece and is hinged at the top, allowing the yoke to stay in the center of the springs at all times. The reason for this is that the radius of circle the top takes when in action shortens when the top swings down; this throws the top of the yoke out of center and the hinging at the top takes care of this. It will prevent all broken springs because there is no cramping.
4. The brace between the side trusses in the rear is channeled and round, making it easy to pick up and handle machine.
5. The clamp has been made much stronger and four rivets are placed closely together in the rear of the top, holding it to the cantel. Ten rivets in all are used.



THE NEW TROXEL MOTORCYCLE SADDLE
(Patent Applied For)

FIVE MORE FEATURES

6. The adjusting bolt is flat on two sides and is adjusted from the front by running a nut up on a screw. The flat sides also stop the top from twisting at the nose.

7. The finest oak tanned leather, of a dark chocolate color, is used.

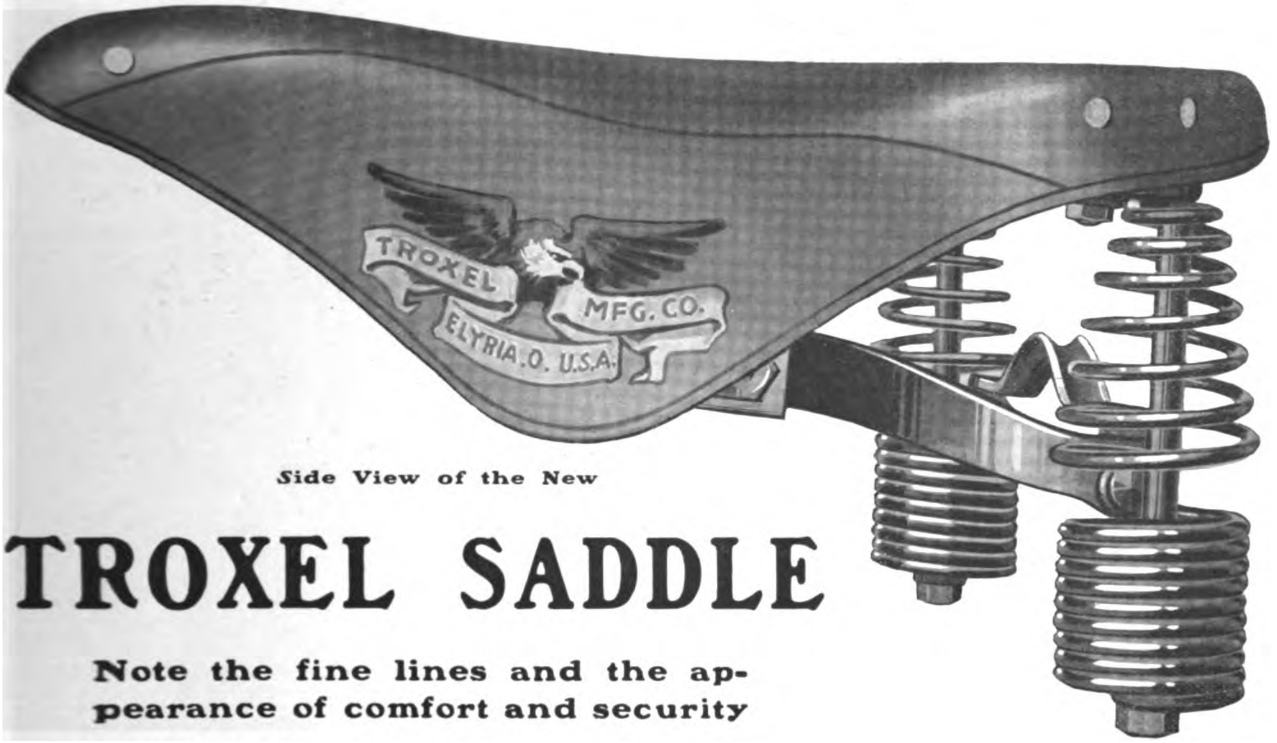
8. The Troxel is the first motorcycle saddle that has been designed especially for the motorcycle trade by a motorcyclist who has ridden thousands of miles on inferior saddles.

9. The workmanship throughout is that of experienced saddle makers.

10. There's nothing else on the market the equal of the new Troxel.

TROXEL MANUFACTURING COMPANY

ELYRIA, OHIO

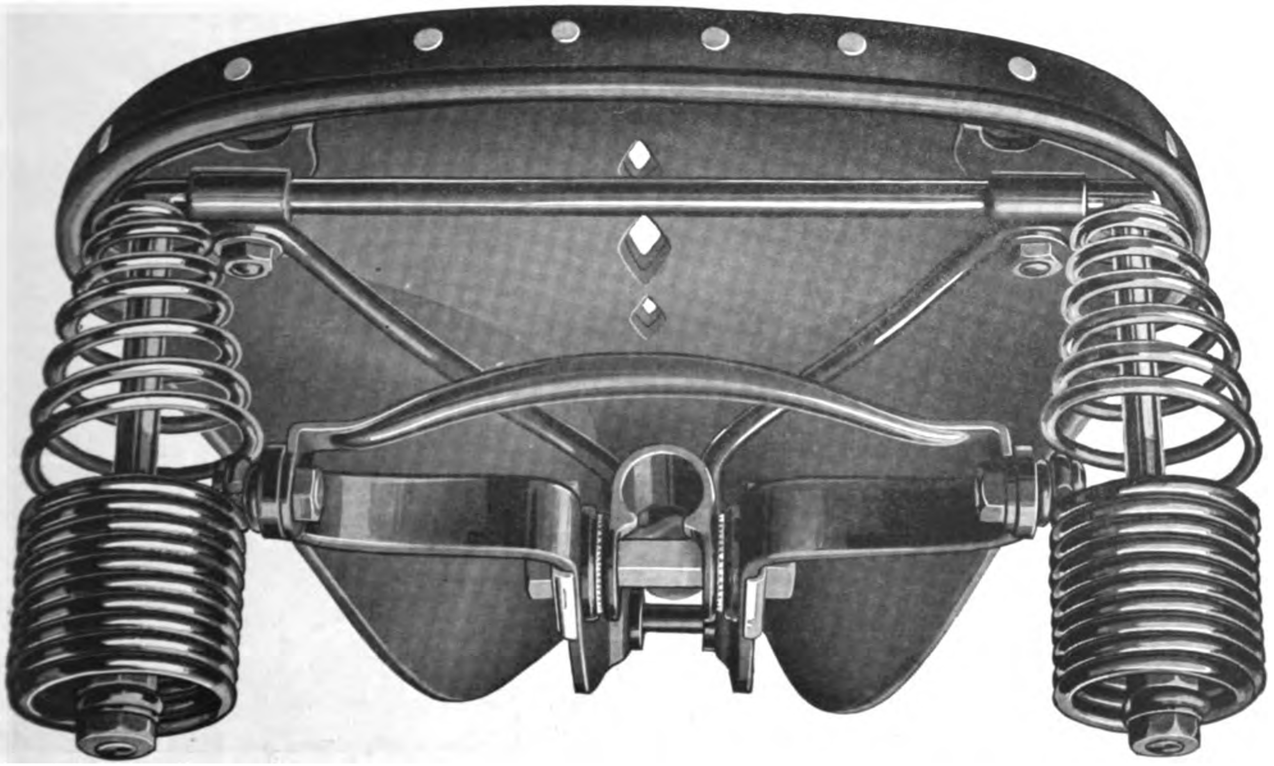


Side View of the New

TROXEL SADDLE

Note the fine lines and the appearance of comfort and security

Made By Experts **TROXEL** **It's Just Perfect**



Rear View, Showing Springs, Trusses, Braces and Clamp

TROXEL MANUFACTURING COMPANY, Elyria, Ohio

Agents—Listen Here!

If you could place an M·M Battery Special in your window to-morrow morning with a price card marked $140. don't you think it would attract a lot of the boys who have been saving up for a motorcycle?

Here is an opportunity you never have seen before—you can sell 10 M·M Battery Specials at $140. to one of any other kind. And sales are what you want.

Remember the M·M Battery Special is a bang-up good machine—none better. The machine will speak for itself.

Now is the time to get started to book orders for spring delivery.

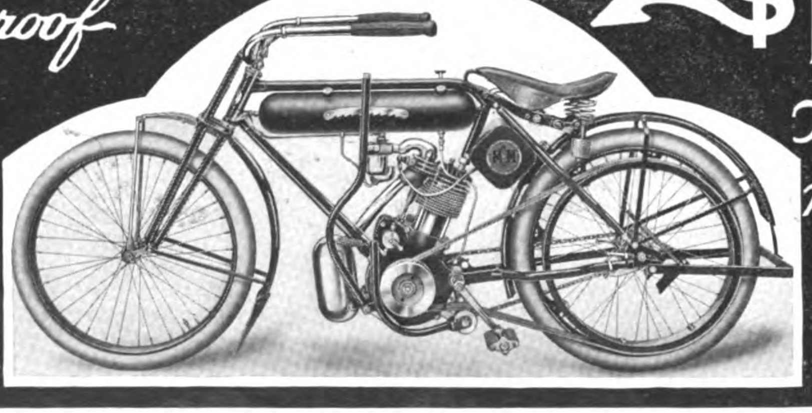
Our commission is large enough to allow you to sell on time.

Write us to-day for particulars.

AMERICAN MOTOR CO., 716 Centre St., Brockton, Mass.

A Machine with 3 Years proof behind it

4 H. P. Battery Special



$140

The lowest price ever offered

NATHAN'S

KOVERAUL

Patent Applied for.

Is the Name of Our New Motorcycle Garment

THE LUCKY WINNER OF THE $50 PRIZE

is Mr. P. R. Bomeisler, Jr., of East Orange, N. J., who suggested the name, because, as he says: "It not only covers all the rider's clothes, but also covers all the requirements of the motorcyclist." We also take pleasure in sending a little present to the following who sent in names that were worthy of consideration, but were not adopted:

Charles Eich, Youngstown, Ohio.
S. M. Kaufman, Chicago, Ill.
F. L. P. Small, Winnipeg, Man.
B. S. Chilson, Fayetteville, N. Y.
Murray Fahnestock, Allegheny, Pa.
M. B. Morris, Jr., Edina, Mo.
Mich. E. Toepel, New York City.
C. L. Wilson, Scipio, Ind.
Mrs. Harry W. Miller, Chicago, Ill.
D. C. Alexander, Atlanta, Ga.
A. H. Bailey, Atlanta, Ga.

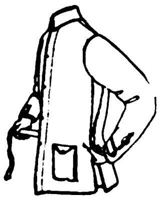
We wish to thank all those who contributed suggestions and wish them all a Happy New Year.

PROTECT YOUR CLOTHES AND HEALTH

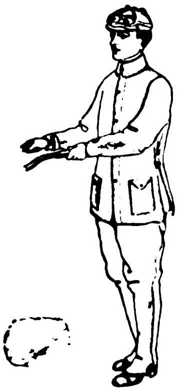
BY WEARING

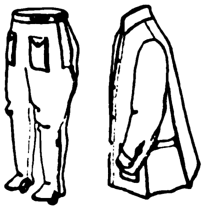
NATHAN'S NEW MOTORCYCLE GARMENT

Which is made of a dark, double-texture mackintosh, which does not show dust or grime. It is the only garment that enables the cyclist to make a trip over muddy or dirty roads without leaving even a speck on his clothing. When he stops at a hotel or restaurant he can remove the garment in a jiffy, and his clothes are just as neat as when he put them on. No extra leggings required.

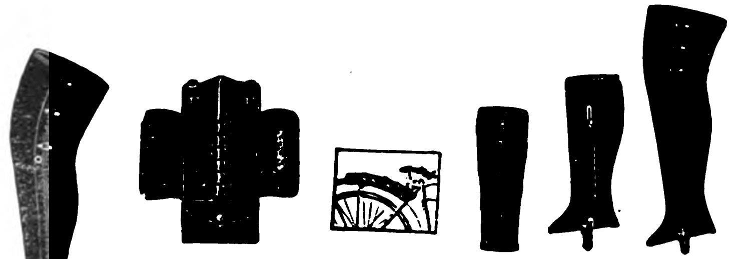


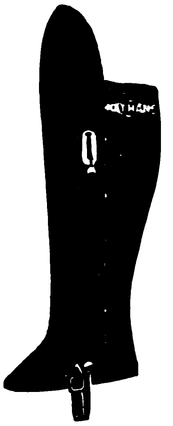
CUT A.

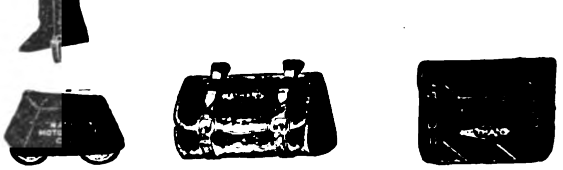


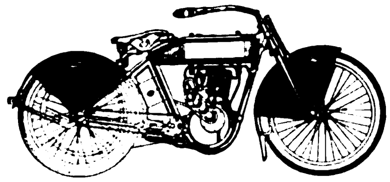


CUT B.









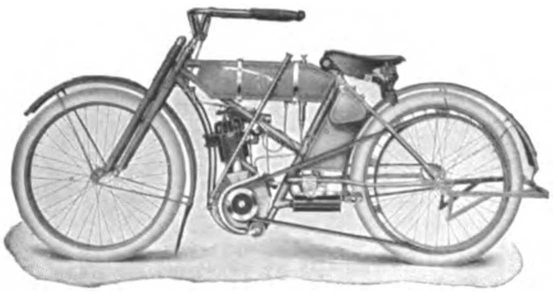
Send for new 1912 catalogue—It's free. Dealers, we ask that you send to us for prices, but you will learn something about quality if you send for samples.

We have just completed exhaustive tests on our new waterproof material, "Never Leak," suitable for summer wear, which we are using for Nathan's "Koveraul" garment.

NATHAN

NATHAN NOVELTY MFG. CO.

84a READE STREET
NEW YORK



MODEL "M" BATTERY, $160

YOUR OWN GOOD JUDGMENT WILL CONVINCE YOU

Of the incomparable value offered in

Wagner

MOTOR CYCLES

1912 MODELS

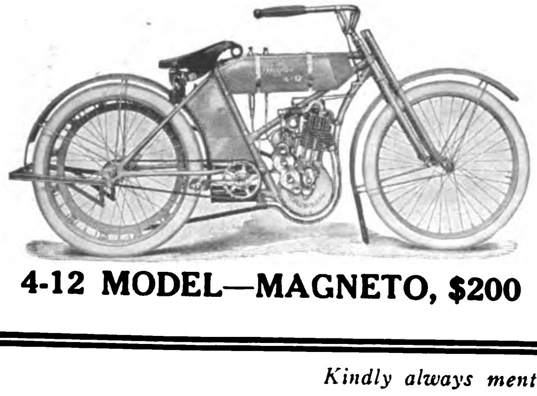
Prices $160 to $200

Mr. Dealer:—Desirable territory is going fast. Have you heard our proposition?

COMPLETE 1912 CATALOG READY

WE CAN GUARANTEE IMMEDIATE DELIVERIES

WAGNER MOTORCYCLE CO.
ST. PAUL, MINN.



4-12 MODEL—MAGNETO, $200

To carry you

there can be nothing to equal a

BROOKS

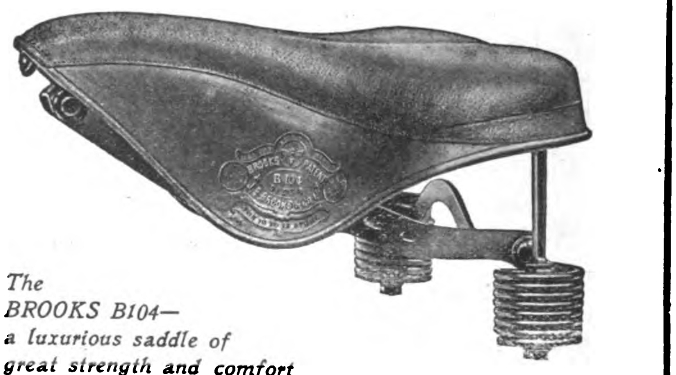
the original and only genuine compound spring Saddle. Its exclusive feature, the BROOKS Compound Spring, insures a constant luxury awheel, for, by its aid, vibration is successfully absorbed and bouncing totally eliminated.

No other saddle can yield an equal service, because none other can embody the spring which makes its perfect service possible.

Think it over!

J. B. BROOKS & CO., LTD.
75 Criterion Works
Birmingham, Eng.

Distributing Agents for U. S. A.: The D. P. Harris Hardware Co., 48 Warren St., New York.



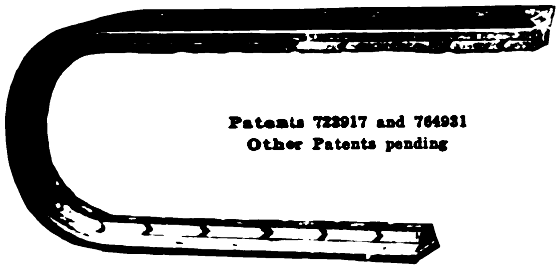
The BROOKS B104—a luxurious saddle of great strength and comfort

Make Your Equipment Perfect

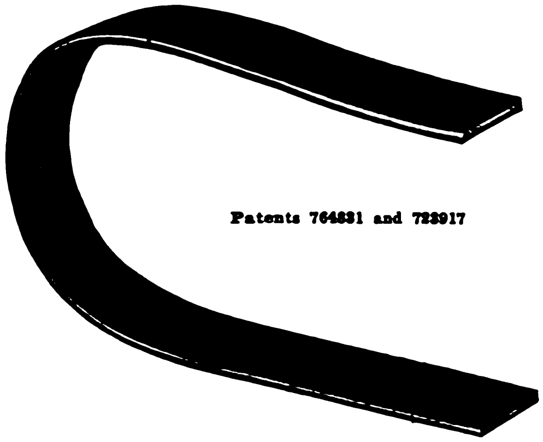
SEA LION BELT CEMENT
CHICAGO BELTING COMPANY

You would not think of buying a fine horse and an expensive buggy and then going to the harness shop to get a cheap harness. We won't take up space to argue this for it is too absurd, yet many motorcycle riders buy a high grade machine with a powerful engine and then hitch them up with a poor belt.

Remember, too, that a belt of the highest grade costs very little more than ordinary belts. White Strip flat belts, White Strip V belts and Sea Lion Waterproof belts represent the highest type of motorcycle transmission developed up to the present time. The rider takes no chance in their purchase for they are absolutely guaranteed.



Patents 723917 and 764931
Other Patents pending



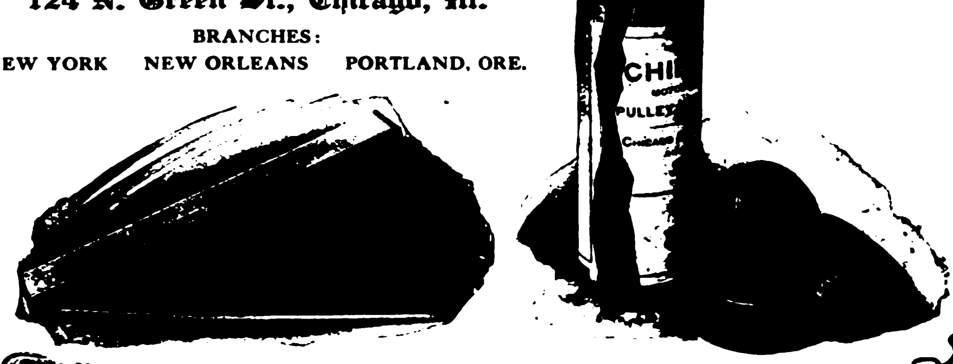
Patents 764831 and 723917

Our 1912 catalogue describes fully all of the motorcycle accessories we manufacture, and also contains information regarding the care of belts which every rider should know.

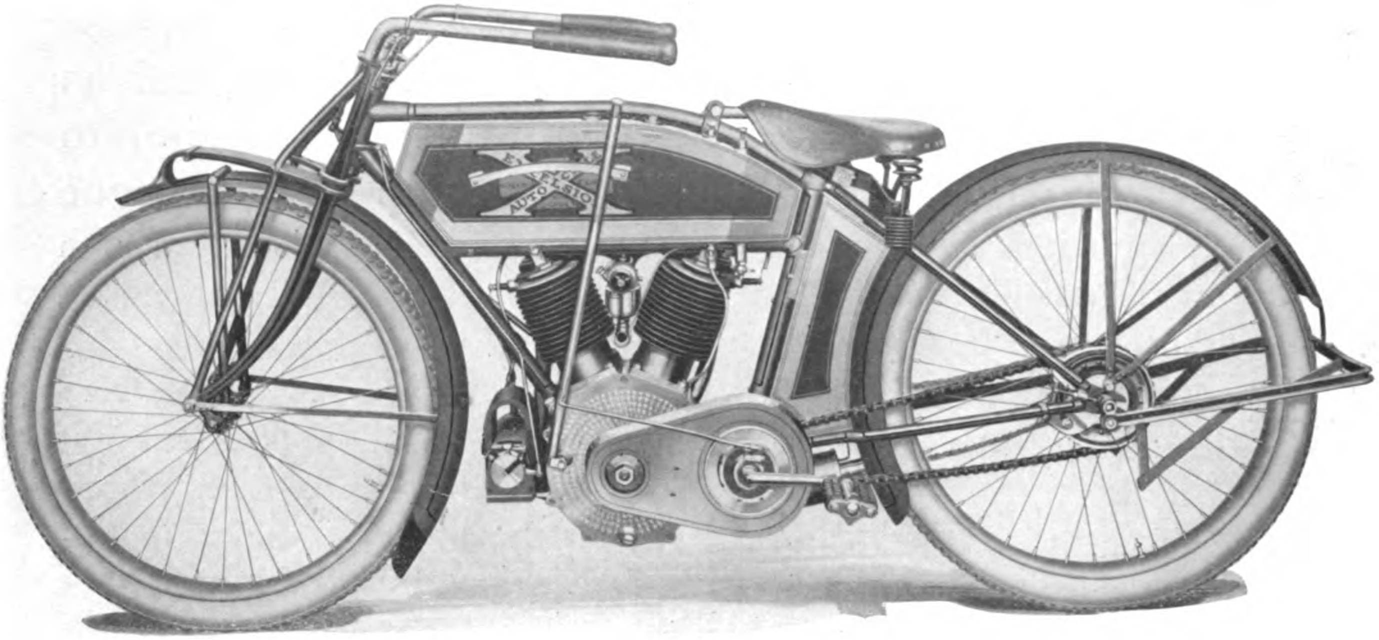
Jobbers who wish to catalogue our product can secure electrotypes of the half-tones shown in this advertisement by writing to our Advertising Department.

We want every Jobber in the United States to write for a copy of our catalogue, and our jobbing prices.

Chicago Belting Company
124 N. Green St., Chicago, Ill.
BRANCHES:
NEW YORK NEW ORLEANS PORTLAND, ORE.

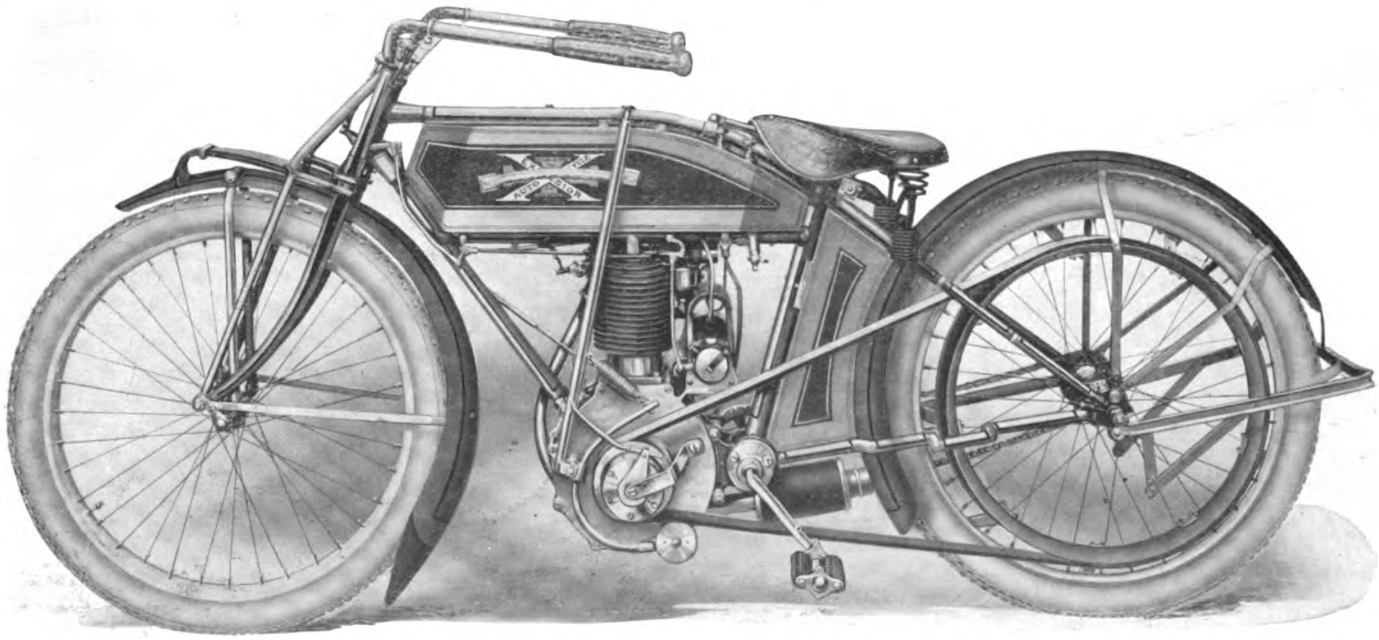


1912 EXCELSIORS


EXCELSIOR
AUTO-CYCLE

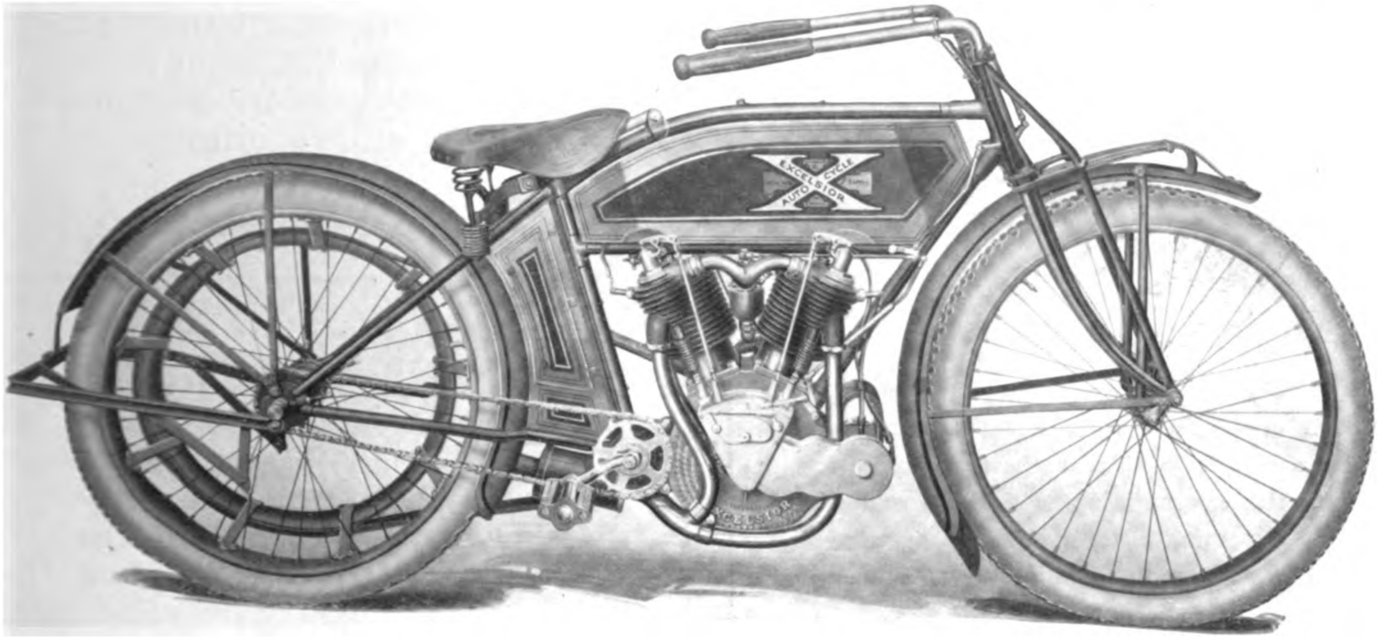
$250 **The Remarkable 7 H. P. Chain Drive Twin, Clutch-Equipped. The Machine that holds the track Records**

WRITE FOR PARTICULARS of the Other Models, with Battery $175


EXCELSIOR
AUTO-CYCLE

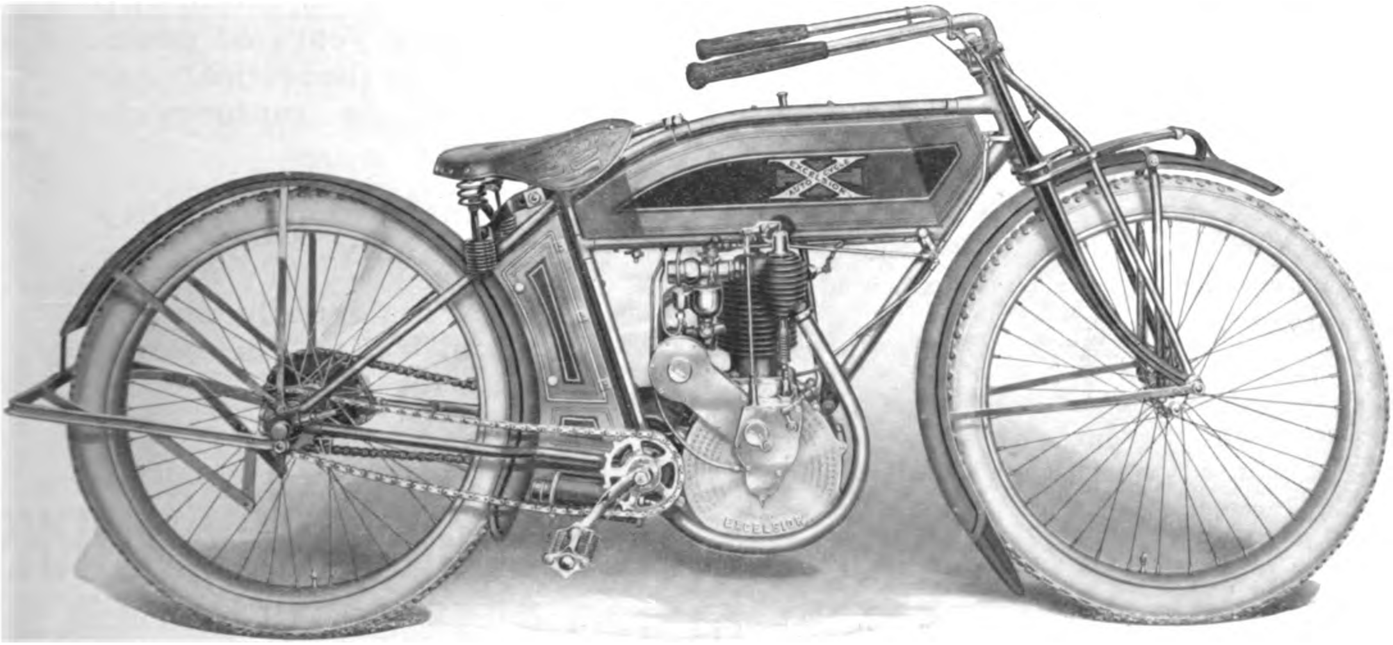
$200 **The New 4 H. P. Belt Drive, Overhead Valve, Clutch-Equipped Single**

At PRICES THAT MAKE THE MARKET!


EXCELSIOR AUTO-CYCLE
EXCELSIOR

The famous 6 H. P. Belt Drive Twin, Clutch-Equipped—
"Always on the Job" - - "Always makes Good" **$225**

AND $185 With Magneto. Quick Deliveries. Ask for 1912 Catalog.


EXCELSIOR AUTO-CYCLE
EXCELSIOR

$200 **The New 4 h. p. Chain Drive Overhead Valve, Clutch-Equipped Single.**

EXCELSIOR MOTOR MFG. & SUPPLY CO.
COR. 22d AND UNION STREETS, CHICAGO

KOKOMO
STUDDED TREAD

The materials entering into the construction of a tire are important factors, but something more than the best materials are necessary to produce the desired results—that something is the knowledge of rubber and how to handle it from its crude state to the finished article.

Kokomo Tires

SIXTEEN YEARS OF EXPERIENCE is back of every Kokomo Tire, and experience counts for more in the manufacture of rubber tires than in any other industry.

It is this experience that eliminates the guesswork and places our product beyond the experimental state.

Kokomo Motorcycle Inner Tubes command the largest sales because of their uniform quality.

Supplied in both Butt-End and Endless.

KOKOMO
RUBBER COMPANY

KOKOMO, IND.

WHEN CONSIDERING

the purchasing value of a motorcycle do not mistake the *quantity* output for the *quality* output.

OVER 12 YEARS

has been spent by the C. V. STAHL MOTOR WORKS in studying the motorcycle in all its phases of production and in bringing their 1912 model up to a high standard of perfectability.

THE "C.V.S." 1912

represents the product of unsurpassed skill in designing and workmanship plus long years of practical (not theoretical) experience in motorcycle building.

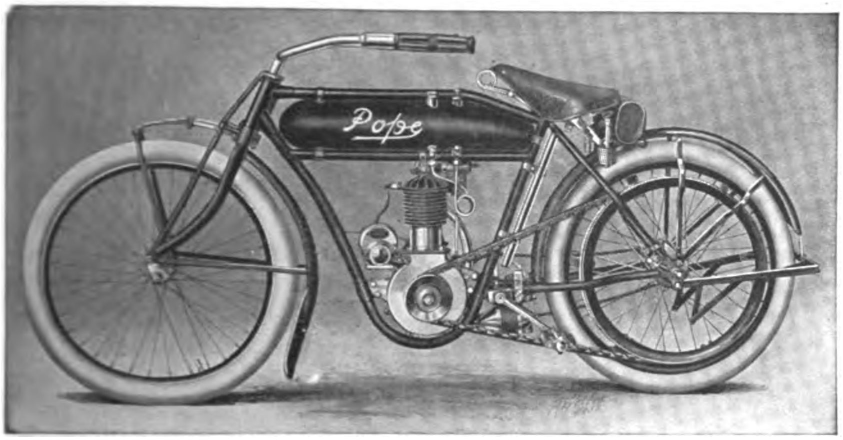
We cater to the quality buyers only.

1912 Catalogue in preparation. Send in your name for it.

THE
C. V. STAHL MOTOR WORKS

DIAMOND ST., RIDGLEY AVE. & MARSTON STS.
PHILADELPHIA, PENNA.

We Have WRITTEN EVIDENCE



TO PROVE

THAT

POPE MOTORCYCLES

($175, with MAGNETO)

(1) Are, Regardless of Price, the Best All-Round Machines Built.
(2) Can go Anywhere and Do Anything any 4-horsepower Machine Does.
(3) Have Performed Equal to and In Some Cases Outstripped High-Powered Twin Machines.
(4) Are Regular Little POPE-HARTFORD AUTOMOBILES with Plenty of Reserve Power For Every Emergency of the Road.
(5) Are Great on Steep Grades and Wonders on Rough or Sandy Roads.
(6) Run Equally Well in All Sections of the Country and Abroad.
(7) Are Constructed To Stand Up and Wear Wonderfully Well.
(8) Are Just the Right Weight for Durability, Convenience and Easy-Riding Qualities.
(9) Are Simple To Operate and Easy To Handle, Even For Women Riders.
(10) Can be Started on a Quarter Turn of the Pedals.
(11) Have Quiet, Smooth-Running Motors.
(12) Can Be Throttled Down Slower Than Most Machines.
(13) Are Most Economical in the Consumption of Oil and Fuel.
(14) Are Perfect Score Machines in Reliability and Endurance Contests.
(15) Have Satisfied Various Riders So Well That Not Even a Bonus Would Tempt Them to Sell or Exchange For Other Makes.

Would You Like To See Our Evidence Covering the Above Points and Many Others?

It is in our Book of Testimonials. Copy Sent on Application.
Our Space at the New York Show Is No. 719.

The Pope Manufacturing Company

Hartford, Conn.

✦ the oil that lubricates most ✦

Label copyright 1891 by Vacuum Oil Company.

GARGOYLE

Mobiloil

PROPER OIL IS A BUSINESS PROPOSITION

It is a simple business proposition that so valuable a mechanism as a motorcycle should be operated under the best possible conditions. This is only another way of saying that the oil used should be of the highest quality and able to perform what is universally admitted to be the most difficult service required of a lubricant. Wear of the parts, loss of power, and general and rapid depreciation will infallibly follow the use of a lubricant that does not possess the ability to stand up under work. Mobiloils have been prepared with an understanding of what is required of them; and the methods of manufacture used give them the essential qualities to the highest possible degree.

GARGOYLE
Mobiloil
"B"
(Heavy body)

IF OIL SAVES POWER, IT FOLLOWS THAT ONE OIL SAVES MORE POWER THAN ANOTHER

Vacuum Oil Company

Rochester, U.S.A.

Eastern Branches

BOSTON
49 Federal St.

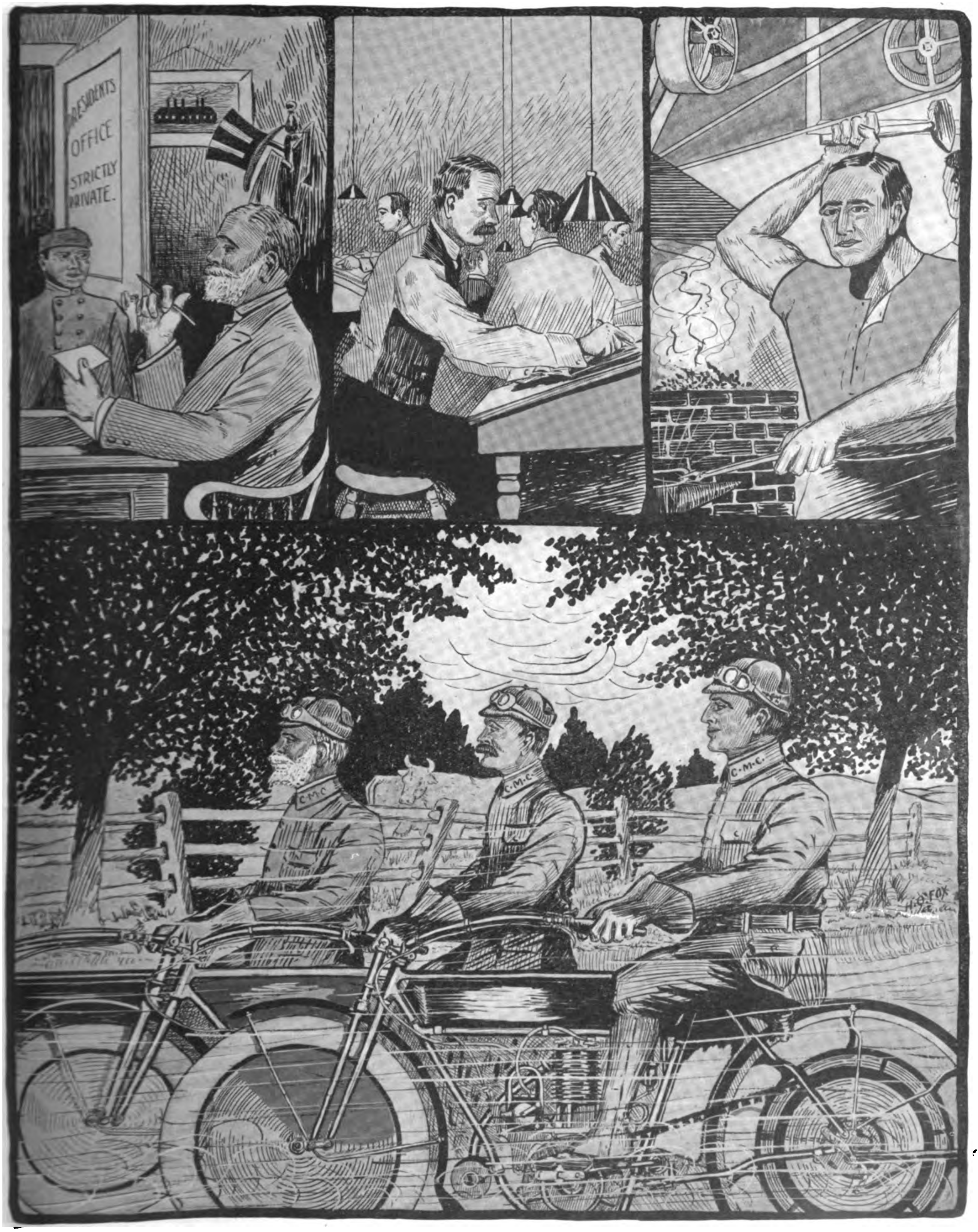
PORTLAND
117 Commercial St.

NEW YORK
29 Broadway

BANGOR
154 Exchange St.

PHILADELPHIA
605 Brown Bros. Bldg.

SPRINGFIELD
406 Hitchcock Bldg.


PRESIDENTS
OFFICE
STRICTLY
PRIVATE.
C.M.C.
C.M.C.
C.M.C.
H.G. FOX

THE FRATERNITY OF THE SPORT
The **Motor-Driven Two-Wheeler Brings All Classes Into the Same Brotherhood.**

YOU riders who are about to buy a new machine or refit the old one—Compare the various tire makers. Decide which one of them has the facilities for giving you the best possible value for your tire money.

Then specify that make on your machine.

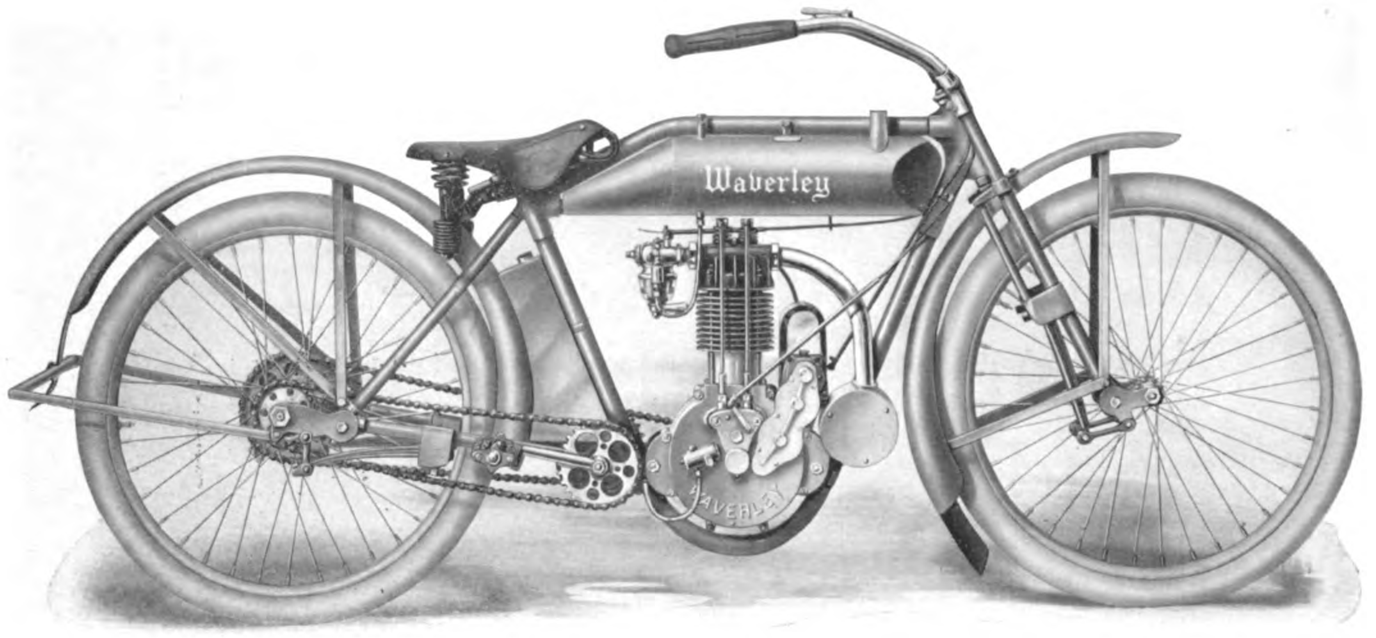
Don't leave your tire equipment to chance.

United States Tires are made as no other tires in the world are made, because produced under conditions duplicated nowhere else in the world. Yet they cost no more than you are asked to pay for other brands.

Good dealers everywhere handle them—all manufacturers will be glad to honor specifications.

UNITED STATES TIRE COMPANY
New York

Waverley Model A-4



The Height cf Metercycle Excellence

The sensation of 1911 was the **Waverley** motor that not only ran away from the singles but held its own with the twins.

We are now building this motor in a motorcycle that is **Waverley** quality all through.

Every good feature of all the others, combined with a real cushioned frame—not a frame weakened by joints and hinges, but a rigid frame supported on a set of leaf springs that provides entire relief from all road conditions without in any way detracting from the strength and rigidity of the frame.

This is just one feature of superiority, and the **Waverley** is plump full of them.

Our advance circular gives all the details, such as free motor clutch, overhead mechanical valves, a real muffler, unbreakable cushion fork and many others.

Write for it today.

We want a few live agents of the better class who sell high grade goods on a quality basis and to such only we offer a liberal proposition.

WAVERLEY MANUFACTURING COMPANY

103 WAVERLEY PLACE **JEFFERSON, WIS.**

Chicagc Branch: 140 So. Dearborn Street

MOTORCYCLE
ILLUSTRATED

AT MADISON SQUARE GARDEN

Last Motor Show In Big Amusement Place Opens Auspiciously—Crowds Are Larger and Interest Keener Than Ever Before.

THE NEW YORK
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ASTOR, LENOX AND
TILDEN FOUNDATIONS.
R 1913 L

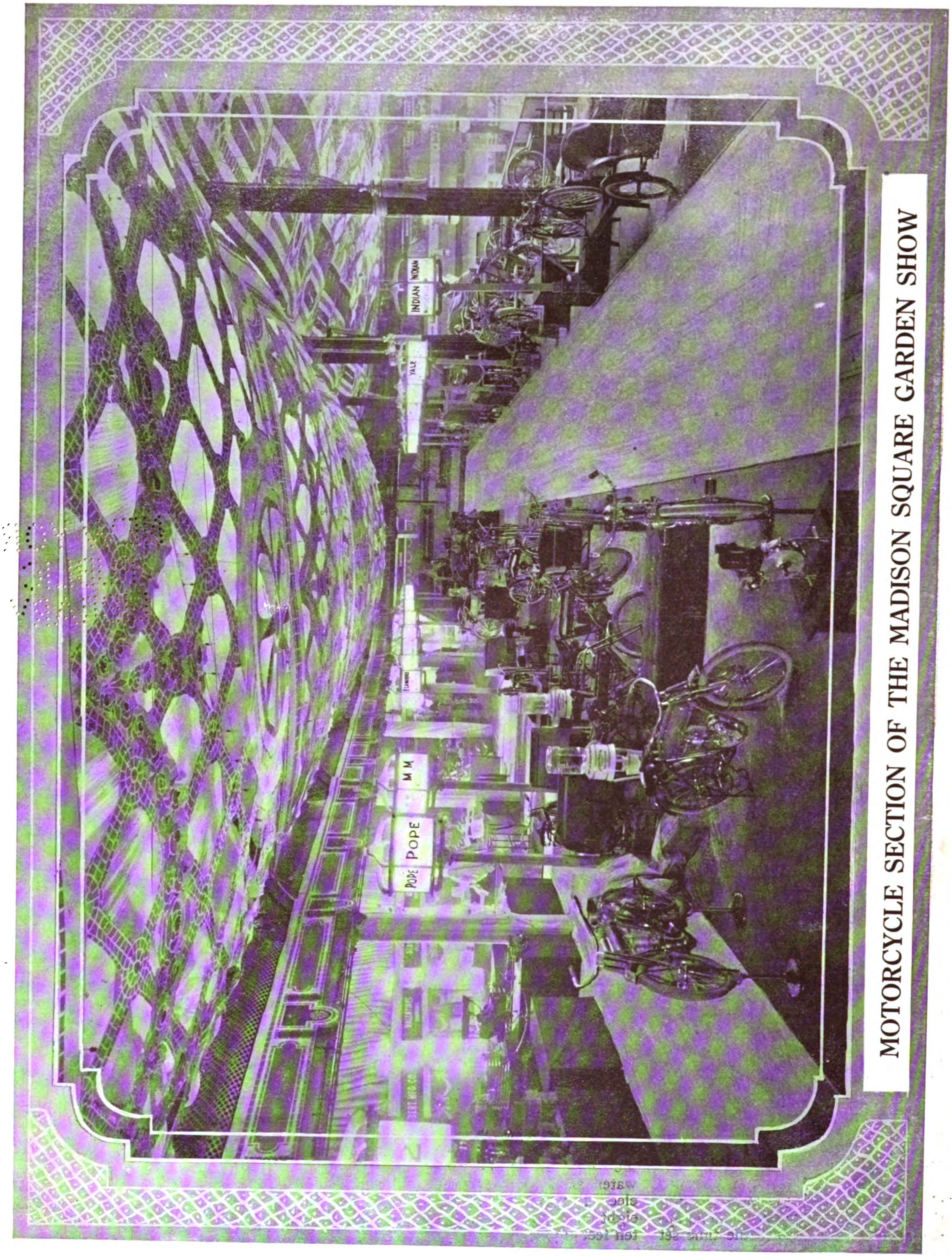
"THE best ever" is the unanimous sentiment expressed regarding the Twelfth Annual Automobile Show—the last show to be held in the historic Madison Square Garden—with the motorcycle exhibiting in the first section this week. With sixteen manufacturers showing *the best* in "motorcycledom," and nearly seventy accessory producers exhibiting everything that has been thought of as a necessity or a luxury for motorcyclists the "Home of Shows" holds the interest of the dealers and riders from all parts of the country for hours—and even then something good is sure to be missed.

Those in charge seemed to have done their utmost to make the present show in every way—decorative effect, number and interest of exhibits, etc.—a fitting close to the history of Madison Square Garden, which has harbored the motor shows since their inception twelve years ago, and the regular exhibition of motorcycles since 1907. Whether or not this last show marks also the last time that the motorcycle will be a part of the automobile show, the motor two-wheelers branching out in a show of their own next year, is, of course, problematical. To say such an event is simply a possibility is putting it mildly, for if the strong sentiments of some of the manufacturers can be taken as a forecast, 1913 will see the First Annual Motorcycle and Accessory Show in New York.

At 7:30 last Saturday night it seemed almost an impossibility that the exhibition hall would be in a presentable appearance by eight o'clock, the time set for the opening of the doors, but on close inspection, when the bugle signalled the eventful hour, the show was nearer actual completion than ever before, and in a very short time a record crowd was critically eyeing the exhibits. There are several classes who attend a show of this kind. Some go simply out of curiosity, perhaps because they have been given a pass and desire to kill time; some to show allegiance to the machine they ride; some to find out what new parts or accessories are on the market which will add to their comfort or the power of their machines or, if they be dealers, to keep up to the times with their stock; and, finally, some go to inspect every exhibit most thoroughly and critically. The latter class of visitors has largely predominated at the present show, or at least up to the time of writing, and this fact augurs well for the current year in the motorcycle industry, for when the majority of inspectors ask question after question the constantiy growing interest in the motorcycle is conclusively demonstrated.

The Garden foyer is banked on each side with thick boxwood hedges, with here and there a niche in which is seen a marble figure sculptured by the eminent Martini. In the arena the visitor is confronted by a large fountain casting up sparkling streams of water, in back of which is a statue representing the "Era of Motors." The splashing water is made irridescent by hidden electric bulbs. About the fountain are eight bust figures mounted on pedestals ten feet high, arched by garlands of natural flowers. Hanging from above is a striking gold and crimson canopy, weighing three tons, which is claimed to be the largest single piece of decorative fabric ever woven. The decorative scheme is of an Oriental garden in crimson and gold, with lattice construction. Last year's plan of having the elevated platform and balcony above the arena boxes project over the main floor, and the scheme of covering the high rear seats so as to make a sort of mezzanine floor, has been repeated this year.

Revealing a strong trend toward standardization, fewer models of each make are shown, and the predominating improvements are toward the comfort of the rider. Spring seat parts are seen on many of the machines, and the rigid and spring types of frame have each gained advocates; half of the makers are using magnetos exclusively—chain transmission has made great gains, with the clutch very popular and two-speeds next in favor. Refinements in forks and frames are prominent, and the use of overhead rocker valves is more popular, while tanks have been enlarged in many models. Two machines are shown for the first time—the Flanders and Henderson, the latter a four-cylindered crank-starter model without pedals. Improvements in tires, magnetos, spark plugs, carbureters, speedometers, lamps and horns, are evident; in fact, there are tons of accessories, in such profusion as to bewilder the visitor. Full details and specifications of the exhibits will be found in the following pages.


INDIAN
INDIAN
YALE
M M
POPE
POPE

MOTORCYCLE SECTION OF THE MADISON SQUARE GARDEN SHOW

SHOW PERSONALS

G. N. Pyatt, Frank Sample and A. P. Egan make up the Show staff of the Havoline Oil Co.

G. C. McCullough, New York manager for the Pennsylvania Tire Co., is in charge of the company's stand.

Secretary John P. Grace is the "man of the hour" at the Show headquarters of the Byrne-Kingston Company.

Heading the staff at the stand of J. H. Williams & Co., are A. S. Maxwell, M. P. Lande and A. L. Whittemore.

James Rohde, Eastern salesman for the Eisemann Magneto Co., is acting as demonstrator of the Eisemann line.

At the Janney-Steinmetz stand N. W. Schlater is unfolding the interesting story of how his firm produces non-leaking tanks.

Charles O. Tingley is being assisted by William McCullom in pointing out the most attractive features of the Tingley exhibit.

Sales Manager G. T. Briggs, of Indianapolis, heads the reception committee at the headquarters of the Wheeler & Schebler Co.

J. W. Drown is the representative who is succeeding in answering innumerable queries at the Standard Roller Bearing Company's stand without losing his smile.

The Garden exhibit of the Hawthorne Mfg. Co., of Bridgeport, Conn., is in charge of Thomas M. Dunham, manager of the company's motorcycle accessory department.

A. J. Inderreiden, New York branch manager for the Warner Instrument Co., may usually be found in the center of an interested group of visitors at this company's booth.

Visitors to the Show headquarters of the Houpert Company found N. W. Durnin, Jr., prepared to explain how the firm turns out gears and castings that satisfy a dozen of the leading foreign makers of high grade cars, not to speak of the American builders.

M. E. LOGUE is in charge of the Diamond Rubber Company's exhibit.

W. W. TOTMAN is presiding at the booth of the Whitney Mfg. Co., assisted by H. L. Sevin.

F. S. LAWRIE and D. S. Spacke are explaining the new Spacke De Luxe motors to throngs of visitors.

THE president of the Veeder Mfg. Company, D. J. Post, is on the jom with E. B. Smith at their exhibit.

W. G. SCHACK is as "Emblematic" as usual, which, in the present instance, means that he is as busy as the busiest.

"BIG CHIEF" George H. Hendee is encouraging his large tribe of "Indians" by almost constant attendance at the show.

F. H. GROTH has been appointed manager of the motor cycle department of the B. F. Goodrich Tire Co., Akron, Ohio.

DR. G. B. GIBSON, secretary and treasurer of the F. A. M., was also noted among the arrivals at "Showville" on Wednesday.

J. M. SHACKLEFORD and J. B. Todd have the assistance of the various branch managers in the Empire Tire Company's booth.

MANY cycling enthusiasts of former days are seen in the "press room" at the Garden, among them John Wetmore and "Charlie" Duryea.

G. H. HAMILTON, of the Federal Rubber Company, and president of the F. A. M., "dropped" into the Garden from Columbus, A., on Tuesday morning.

T. W. HENDERSON, president, and W. G. Henderson, the designer, are explaining the new addition to the motorcycle family, the Henderson four-cylinder.

THE Federal Rubber Company is well represented by B. C. Dowse, president; H. A. Gittens, G. H. Hamilton, Marcus Allen, W. D. Kirkpatrick and B. E. Longthon.

GUERNSEY VAN RIPER, the F. A. M. "Publicity Man," was on the job early Saturday morning, loading his guns preparatory to firing a broadside of F. A. M. literature at the metropolitan press.

THE Schickel two-cycle motorcycle is being explained by Norbert H. Schickel, president of the Schickel Motor Company, assisted by William C. Schickel, Bruno Benzinger, R. M. Hillis and L. J. Carling.

FROM Erie, Pa., representing the Continental Rubber Company, came Sales Manager W. J. Surre, W. S. Tullis, W. M. Johnson and R. Sisson. F. W. Fee, the Chicago branch manager, is also on the job.

THE New Departure Mfg. Co. has a big force looking out for its interests, including DeWitt Page, secretary of the company; Fred Hughes, J. J. Jennings, S. B. Dusinberrie, A. E. Griffith, M. J. Horton and T. N. Biddle.

SECRETARY T. W. GUTHRIE, J. C. Manternach and Advertising Manager G. L. Dodge are helping L. B. Rockwell, the New York representative, to boost the Standard Welding Company's products at their exhibit.

"WHITE THOR" HANDIN is taking orders 'as fast as he can write 'em" for the "White Man's Hope" at the Aurora Automatic Machinery Company's booth, assisted by E. W. ("Shorty") Matthews, T. K. Lee, W. L. Hays and H. A. Gliesman.

J. B. WEBB, of the United States Tire Company, has been appointed special Eastern representative for that company, stating January 15th. Webb formerly covered the New York territory, but has been working toward the larger field for some time.

ELLIS WHITTIER, secretary; Ralph D. Webster, vice-president; J. C. Ferguson, sales manager; A. B. Steele, M. C. Yeomans, A. C. Rice, and F. L. Ellis, the mechanical engineer and inventor of the clutch, are endeavoring to "Eclipse" everything else at the show.

IN addition to the regular New York staff, including Advertising Manager A. H. Bartsch, the following branch managers of the Bosch Magneto Company are at their booth: F. D. Morman, from Toronto; A. D. Altree, Chicago; M. Toast, Detroit, and George Miller, from San Francisco.

MANY feel that no cycling event of any importance, particularly in the metropolitan district, is quite complete without the presence of "Happy Days" Pitman, and he is at the show every day early and late, extending to his multitude of friends —for every one is a friend of "Pit"— his usual greeting, "Happy days to you, sir."

PRESIDENT E. A. HAWTHORNE, Vice-President Wm. A. Cook, Secretary E. S. Hawthorne, E. J. Madden, Horace Hawthorne and Thomas M. Dunham were seen at the exhibit of the Hawthorne Mfg. Co., manufacturers of the "Old Sol" products.

F. J. WESCHLER, chairman of the Motorcycle Manufacturers' Show Committee, arrived in the "Big Village" from the "Indian Camp" on Tuesday.

A. B. COFFMAN, of the Consolidated Mfg. Co., and president of the Motorcycle Manufacturers' Association, was there at the sound of the bugle on Saturday night.

MESSRS. Buffum, Errant and Chapple are on the job for the "Flying Merkel."

COASTER BRAKE LEADERS UNDER INDICTMENT.

A BATCH of indictments have been handed down by a Federal Grand Jury, sitting in Buffalo, against the Licensed Coaster Brake manufacturers, charging that they form a combination in violation of the Sherman anti-trust law, by obtaining control of 90 per cent. of the business of manufacturing and selling coaster brakes. Eighteen individuals and six corporations are charged with "conspiracy." They are as follows:

Edwin E. Jackson, Jr., Frederick R. Huntington, James P. Drouillard and William A. Graham, of New York City; Albert R. Rockwell, Dewitt Page, Charles T. Treadway and Gales P. Moore, of Bristol, Conn.; Charles Glover and Clarence A. Earl, of New Britain, Conn.; David L. Whittier, Ralph D. Webster, Leonard S. Whittier and Edward J. Dunn, of Elmira, N. Y.; Simon Florsheim and John D. Hurley, of Chicago, Ill.; Kelly R. Jacoby and Emmett M. Jackson, of Middletown, Ohio; New Departure Manufacturing Company, Corbin Screw Corporation, Aurora Automatic Machinery Company, Eclipse Machine Company, Miami Cycle & Manufacturing Company and Buffalo Metal Goods Company.

The indicted men have been notified to appear before a United States justice on Friday, the 12th inst., in Buffalo, to plead on the indictments.

De Witt Page, of the New Departure Manufacturing Company, referred to the Federal action as follows:

"We feel that this is purely a patent matter, and, as we hold the brake patents, that we are well within our rights. I have had no time to look over the indictments in full, but the officers of this company believe that this investigation will strengthen us, and we welcome it. If we are not right, we shall be glad to have the government put us right. We have always tried to co-operate with the government, and simply look for the same treatment from it."

No complications of any character are anticipated as a result of the action taken by the government.

SHOW HUMOR

WELL, WHAT'S THE ANSWER?

AND in all the excitement some one asked: "If Jake De Rosier broke the world's record, what can the Eclipse brake?" That isn't all; the guilty party escaped in the crowd, and is still at large.

CORBIN BRAND CIGARS.

A. H. HARROP and Otis M. Scripture, of the Corbin Screw Corporation, are giving out Corbin Brake buttons, with the injunction to "Use Corbin brakes and never go broke." The Corbin folks also sent down 250 cigars for the dinner of the Dealers and United Cyclists (Corbin screw shaving with Corbin broke shavings as wrappers).

HAT CARDS IN DEMAND

JUST before the opening of the show the New Departure Co. sent out several thousand hat cards bearing this inscription: "You d—n fool, this ain't your hat." On the reverse side of the card is a diagram showing the quickest and easiest way to get from the entrance of the New Departure stand. Needless to say, the cards made quite a hit and were to be seen on all sides.

HAD HIM GUESSING

THE Bosch Magneto Company has a very large model of a spark plug, aproximately three feet in length, hanging in the center of their booth. Early on Tuesday evening, a faddishly dressed youth examined the exhibit very thoroughly and then, after studying the large spark plug for some time, called Advertising Manager Bartsch and asked anxiously:

"Will you please tell me what make machine that goes on?"

IT WAS A FALSE ALARM

WEBB, of the United States Tire Company, was inquiring around the Garden on Tuesday if it would be all right—as long as he had ten tickets for the dealers' banquet on Wednesday night—if he ate the shares of ten men. This would have meant ten portions of oysters, ten portions of sardines, ten portions of fish, ten portions of chicken, and so on down the line. As this was the dealers' first affair of the kind, they by no means desired any casualties reported, and as soon as the committee heard of Webb's decision they called a conference, where they discussed many plans pro and con, until the final decision was reached in the "wee small hours" to request the attendance at the dinner of two physicians, one, it was thought, not being sufficient. Webb acted very judiciously at the dinner, however, and the anxiety on the part of the committee proved unwarranted, in spite of the fact that it had been stated that the genial tire man had been fasting for several days in preparation.

"PIT'S" RECORD SQUASHED.

IT was reported on good authority that "Happy Days" Pitman had a dose of his own medicine at the show. The report states that "Pit" had made up his mind before the opening of the show to endeavor to break a record in the number of old friends met there, and early in the week he boastfully claimed such a record. This reached the ears of the chairman of the Competition Committee, however, and in spite of "Pitt's" official position as referee, his plan was nipped in the bud by the receipt of the following letter:

"Dear Pit: It has reached the ears of the chairman of the friendship competition committee that you are claiming a record in the number of old friends met at the Madison Square Garden Show. As this committee is maintained for the purpose of encouraging the sport of friendship and the renewal of old friendships, and as the occasional winning of a trophy in such an event is the greatest encouragement, I must, as chairman of this committee, appeal to you to cease your claim, because of the large number you have attained making it impossible for the younger generation to reach anywhere near your mark. Further, I must disapprove of your record because of the fact that you were not properly equipped—with duster, cap, etc.

(Signed) JEREMIAH P. THORN,
"Chairman."

GOOD WORK IN ENGLAND.

THAT American machines are capable of standing up under the stress of long road trials in winter weather was demonstrated recently in reliability runs held in England and Ireland. In the Sheffield and Hallamshire M. C. trial, December 26, from Sheffield to Bridlington and return, 170 miles, F. B. Roper, piloting an Indian machine and side-car, took first prize.

SHOW BUSINESS

CLAIMS FIRST SALE.

SALES MANAGER HANDIN, of the Aurora Automatic Machinery Company, has put in a claim for the honor of making the first sale at this year's show. Early on Saturday morning, just as it was being unpacked, T. J. Lee, a dealer from Paterson, N. J., purchased a White Thor four at $175. Handin further stated on Monday afternoon that he had received orders for twenty-seven machines.

HENDERSON PLEASED HIM.

PRESIDENT T. W. HENDERSON, of the Henderson Motorcycle Company, sold the first Henderson machine to C. H. Foster, manufacturer of the Gabriel horns, on Monday morning. Mr. Foster stated that the machine was for his son and that he would place a ten-tube Gabriel horn on it the first time it was used.

FIVE HUNDRED SHICKELS.

FIVE hundred machines will be the first factory output of the Shickel Motor Company, was the statement of President N. H. Shickel. The first machines will be ready for delivery about February 1. He stated further that the reason that they did not go ahead and place the Schickel two-cycle machine on the market after the last shows, was because the number of inquiries received by the company was so great that they realized their inability to supply the demand immediately, and thought it best to await further developments and increased facilities.

POWER IN DEMAND.

F. S. LAWRIE, of the F. W. Spacke Co., states that the number of inquiries he had received regarding the firms 9 h. motor is so large that it is plainly evident that there was a great demand for a motor of this type.

"LOOKED GOOD" TO GITHENS.

H. A. GITHENS, of the Federal Rubber Company, said Monday: "Without a doubt this is the best show ever held. In the first place, the show itself is nearer complete than ever before, and I have never seen such large crowds and such keen interest. On Monday, which is usually considered an off day, the building is crowded from morning until night. It certainly looks well for the industry during this year and those to follow."

BEST OF ALL.

IN an interview on Tuesday, A. B. Coffman, of the Consolidated Mfg. Co., manufacturers of the Yale motorcycle, and president of the Motorcycle Manufacturers' Association, said:

"From every standpoint, the 1912 motorcycle show, now being staged as part of the automobile show in Madison Square Garden, is the most satisfactory exhibition we have ever held.

"While there are no radical changes in motorcycle construction," continued Mr. Coffman, "the 1912 models now exhibited at the Garden represent another step in the development of these popular single-trackers. Year by year there are changes and refinements, and now we are very near the goal of the perfect motorcycle.

"Last year the motorcycles were exhibited during the second week of the Automobile Show—with the commercial cars and trucks. Before that we had exhibited with the pleasure cars, but our space was in the basement, and not in all ways satisfactory. This year, however, we are completely satisfied. Our machines are being shown during the first week, and we have good space in one of the balconies."

LOGUE'S OPINION.

M. E. LOGUE, of the Diamond Rubber Company, stated that the inquiries at the show were more numerous than ever before, and that the demand was constantly increasing for corrugated tires rather than the flat types. "Naturally," he said, "the reduction in price of motorcycles will sell more machine and bring about a correspondingly heavy demand for tires."

SECRETARY PAGE, of the New Departure Mfg. Co., stated that the company's business has shown a ninety-five per cent. increase during the past year, and that the factory is running twenty-two hours a day.

GEORGE P. JENKINS and Henry Heyer are showing the M. M. machines at the exhibit of the American Motors Company. President W. T. Marsh arrived on Wednesday morning.

E. C. KICHERER, E. F. Howard and J. I. Swegles assisted Sales Manager John Yoke in showing the Flanders "4."

HUNDREDS AT DINNER

Banquet Tendered at the Earlington by the New York Dealers' Association and United Cyclists.

JUST as we are going to press the dinner tendered the motorcycle and accessory manufacturers by the Motorcycle Dealers' Association, of Greater New York, in conjunction with the United Cyclists, is in progress at the Hotel Earlington, and is apparently a greater success than was even anticipated, with one of the most representative gatherings seen in recent years in the cycle industry. A very strong sentiment is evidenced that the dinner, with the outcome of the united efforts of manufacturers, dealers and riders to boost the sport, will mark the opening of a new and greater era for cycling in the East.

A unique feature is the fact that two toastmasters are presiding alternately—President H. A. Gliesman, of the Dealers' Association, and President J. A. Hall, of the United Cyclists. The following speakers are on the program: Hon. Alfred E. Steers, Borough President of Brooklyn; Hon. George R. Lunn, Mayor of Syracuse, N. Y.; Hon. Lewis L. Fawcett, Justice of the Supreme Court; George M. Hendee, president of the Hendee Mfg. Co.; George H. Hamilton, president of the F. A. M.; Fred I. Willis, secretary and treasurer, National Association of Cycle Jobbers; A. B. Coffman, president of the Motorcycle Manufacturers' Association and the Consolidated Mfg. Co.; J. Leo Sauer, chairman F. A. M. Legal Action Committee; Mark Eisener, counsel of Dealers' Association; W. F. Remppis, of the Reading Standard Co., and others.

Letters of regret were read from Wm. H. Taft, President of the United States; John A. Dix, Governor of New York; Woodrow Wilson, Governor of New Jersey; Chas. E. Hughes, Justice of the United States Supreme Court; Wm. A. Prendergast, Comptroller of New York; Wm. J. Gaynor, Mayor of New York; Andrew Carnegie, John Wanamaker and several others.

The national colors properly decorated the large banquet hall, and on either side of the toastmasters rested the first prize offered and won in the first recognized bicycle race in the United States in Brockton, Mass., July 4, 1898, and the first prize for the first century road championship of America, run under the auspices of the Boston Bicycle Club in 1885. Both prizes are the highly valued possession of the winner—cyclings' best-known and esteemed "vet"—Will R. (Happy Days) Pitman, now official F. A. M. referee, who is always on hand when there is an opportunity to reminisce about cycling.

MACHINES on SHOW

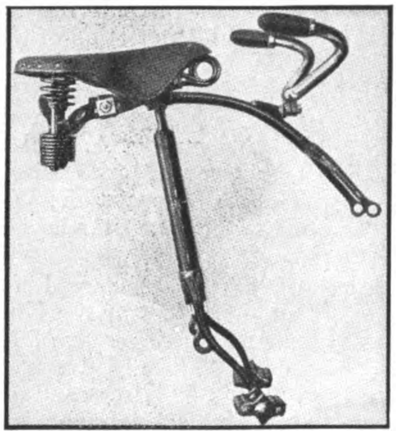
FULLY described when the 1912 announcements were made by their manufacturers, and their features emphasized in the New York Show Forecast of Motorcycle Illustrated, the sixteen makes of machines on exhibition in Madison Square Garden this week are already well known to the readers of this paper. Accordingly, only the general specifications of each type are given herewith, affording the dealer and prospective purchaser an opportunity to comprehend at a glance just what each manufacturer has to offer. The machines shown are arranged alphabetically according to the names by which they are known by the trade, as follows: Emblem, Excelsior, Flanders, Harley-Davidson, Henderson, Indian, Merkel, M. M., Minneapolis, New Era, Pierce, Pope, Reading-Standard, Schickel, Thor and Yale.

EMBLEM.

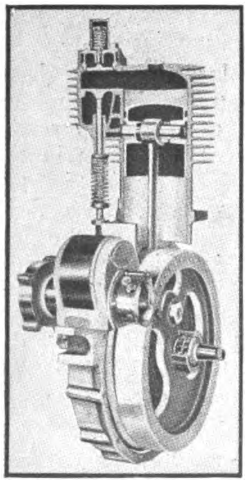
Emblem Manufacturing Co., Angola, N. Y.

Models and prices:

7 h. twin	$250
4 h. single, battery	175
4 h. single, magneto	200
5 h. single, battery	200
5 h. single, magneto	225



Emblem Tandem Attachment.



Emblem Motor.

Among new features of the Emblem line for 1912 are greater front and rear mudguard clearance, longer front forks, shorter frame head, three-stem handlebar lock, lower top frame tube to afford lower saddle position, low goose-neck saddle spring, improved rear fork ends and mounting for stand. Oil compartment in front, with oil pump in front part of tank; celluloid oil pump barrel, smaller battery case with improved fastener, thinner flanges on cylinder, ground cylinders, improved oil retention packing for crankshaft, better base compression release, larger mainshaft and connecting-rod bearings, improved valve mechanism, large clutch discs running in oil and new contact breaker cam.

The 7 h. twin has automatic inlets, hand pump lubrication, one speed, cushion plunger fork, V-belt drive, magneto or dual ignition, multiple disc clutch on main shaft, rigid frame with trussed loop, one brake, coaster; tires, 28 x 2½ inches. Control is by double-grip system; clutch operated by hand latch, and brake by pedal. The gasoline tank holds 2 gallons and the oil reservoir 2 quarts.

EXCELSIOR.

Excelsior Motor Mfg. & Supply Co., Chicago, Ill.

Models and prices:

7 h. twin	$250
6 h. twin	225
4 h. single, magneto	200
4 h. single battery	175

Bosch magneto on all but battery model. Straight line open bottom frames, with top tube curved to a long radius to get a low saddle position, tubular and wall re-enforcements in frame, cradle type spring fork with five leaves, anchored to the fork-crown at the butt and to yoke at the end of the scroll. Spring seat post embodying recoil and shock springs with adjusting collars for fitting to the weight of the rider, three points of attachment for handlebars, one piece cylinders, mechanically operated valves on twins and singles, valve gearing adjustable with positive locking devices, and three-ring pistons with oil grooves. Bronze bearings on motor shaft and crankpin. Centrifugal lubrication from flywheel duct to crankpin and walls. Magneto in front of crankcase. Chain drive on 4 h. single and 7 h. twin, option of belt on one model of 4 h. single, belt only on another 4 h. model and on 6 h. twin. Two chains used in transmission, one from motor shaft to countershaft, covered, with Eclipse free engine clutch in countershaft acting as compensating device; second drive from clutch to rear wheel sprocket. Belt models have regular lever operating idler with spring tensioning device, and in addition an Eclipse free-engine clutch, the latter being operated by a link attached to the idler lever. New shape of tanks, with capacity of 2 gallons of gasoline and 2 quarts of oil, new and characteristic "X" trademark. Bore and stroke of 4 h. motors, 3 21/64 and 3½ inches; of 6 h. twin, 3 and 3½ inches; of 7 h. twin, 3 21/64 and 3½ inches. Woodruff keys used to fasten sprockets, flywheels, etc. Coaster brake fitted on all models. Twisting grip controls for spark and throttle.

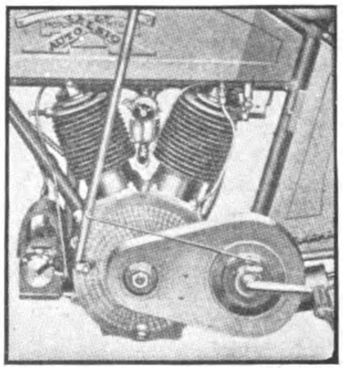
FLANDERS.

Flanders Mfg. Company, Pontiac, Mich.

Models and prices:

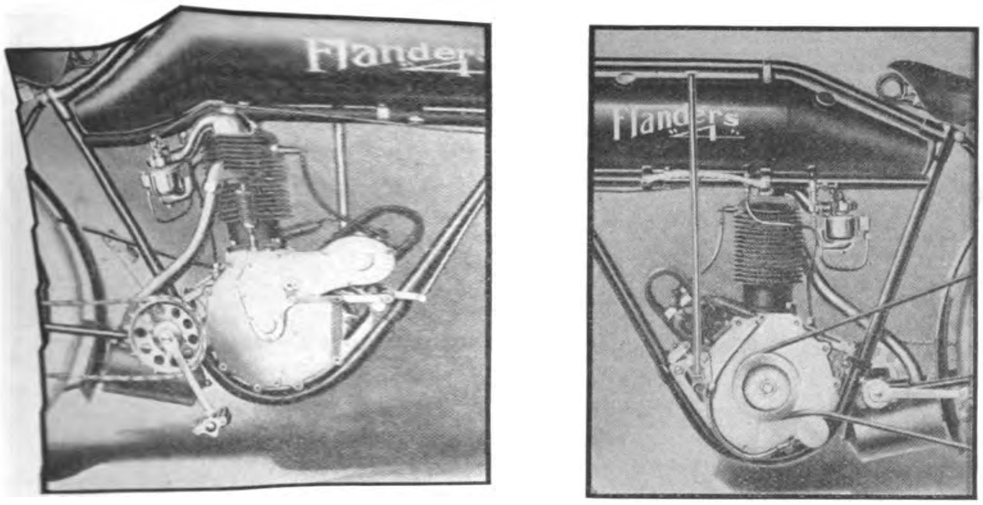
4 h. single with magneto ignition	$175

Splitdorf magneto used, fitted in front on foot attached to crankcase and gear driven. Automatic inlet valve over exhaust valve. Bronze bearings on crankpin and motorshaft. Rigid trussed loop frame, cushion plunger fork, double grip control and handlever with spring idler for flat belt drive. Oiling flow regulated by valve operated by



Excelsior 7 h. Chain Twin.

Excelsior Fork.



Two Views of the Flanders Power Plant.

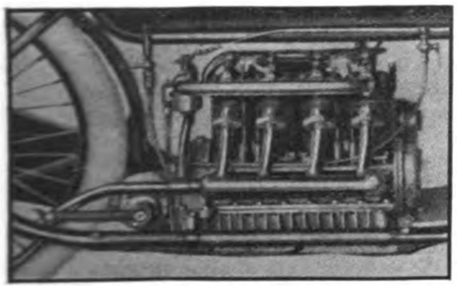
link from throttle connection, gravity system with sight-feed. Tanks, stream line type with recessed filler caps. Gasoline capacity, 1½ gallons; oil, 1½ quarts. Cylinder dimensions, 3¼ inches bore, 3.6 inches stroke. Troxel saddle, Thor or Eclipse coaster brake, wheelbase, 53½ inches; weight, 160 pounds; 2½-inch tires, special Kingston carbureter.

HENDERSON.

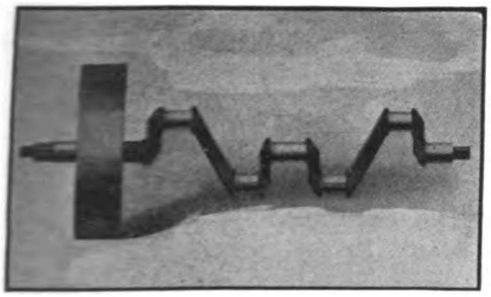
Henderson Motorcycle Company, 268 Jefferson Avenue, Detroit, Mich.

Models and prices:

7 h. four-cylinder	$235



Henderson Motor and Crankshaft.



Magneto ignition gear driven from valve shaft. Mechanical inlet valves placed over exhause valve, inlet operated by rockers. Exhaust leads to expansion chamber and thence to long exhaust pipe at rear. Trapezoidal underslung frame, enclosed chain drive from disc clutch mounted on countershaft, the latter driven by bevel gearing from the motor-shaft. Brakes and clutch operated by pedals, both on wide aluminum foot-board in front of motor. Front wheel fitted with wide aprons, preventing splash. Provision for two saddles on top tube. Plunger type spring forks, 28 x 2½-inch tires, 2½-inch bore and 3-inch stroke, long cylindrical oil and gasoline tanks, lubrication by gear pump, carbureter at rear of motor with single inlet manifold.

HARLEY-DAVIDSON.

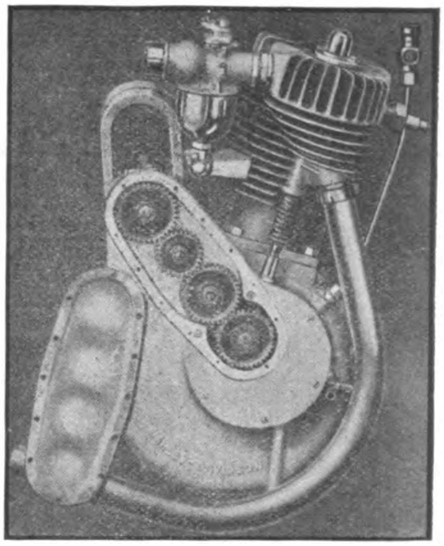
Harley-Davidson Motor Company, Milwaukee, Wis.

Models and prices:

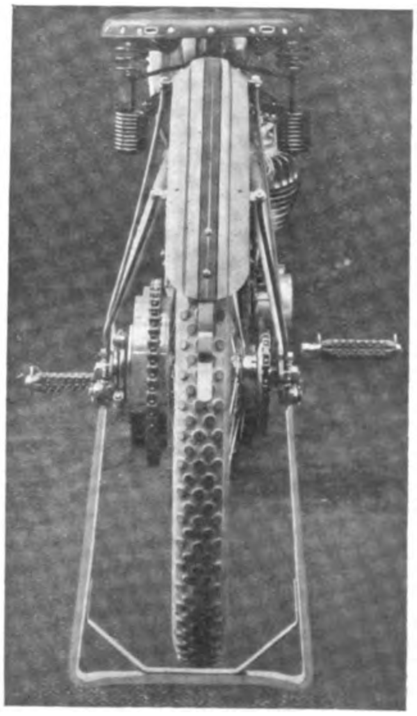
7 h. twin	$285
6½ h. twin	275
4 h. single, magneto	235
4 h. single, battery	200

Bosch magnetos on all but latter model. Magneto in rear on all models, driven by gearing. Floating seat with double springs for shock and recoil, flat belt transmission on all but 7 h. model. Idler operated by hand lever through toothed arc. Reinforced frame head, drop-forged rear stay jaws, side guards on front wheel mudguards, improved stand, new forward position of filler caps, top tube dropped to accommodate floating seat device, sprink fork of cushion type with springs enclosed, eccentric pedal hanger, semi-automatic vacuum feed lubrication system, enclosed grip control, chrome vanadium steel connecting rods, 55-inch wheelbase on single cylinder, and 56½ inches on twin models. Single cylinder motors, 3 5-16 bore and 3½-inch stroke; 6½ h. twin has bore of 3 inches and stroke of 3½ inches; 7 h. twin has 3 5/16-inch bore and 3½-inch stroke. 28-inch wheels with 2½-inch tires on all models. Free-wheel multiple disc clutch in rear hub operated by lever on seat-mast in addition to hand-lever for idler for $10 extra, except on 7 h. model. Belt on 4 h. models, 1¾-inch double-ply flat belt, waterproof and endless. On 6½ h. twin, 2-inch flat belt. Valve lifting mechanism on this model is independent of throttle control. Makes of saddles and tires optional.

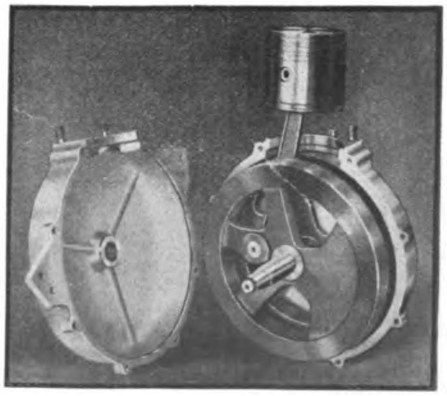
The 7 h. chain drive model employs roller chain transmission through countershaft in connection with free-wheel device. The first drive chain is adjustable by an eccentric in the counter shaft, and the final drive chain by means of rear axle slide screws. The pedal chain is adjusted by a second eccentric on the countershaft. Silencer springs are fitted to the mechanically operated inlet valve mechanism on the twin models, while the inlet valves on the singles are automatic.



Harley-Davidson Motor.



Harley-Davidson Free Wheel.



Harley-Davidson Crank-Case, Etc.

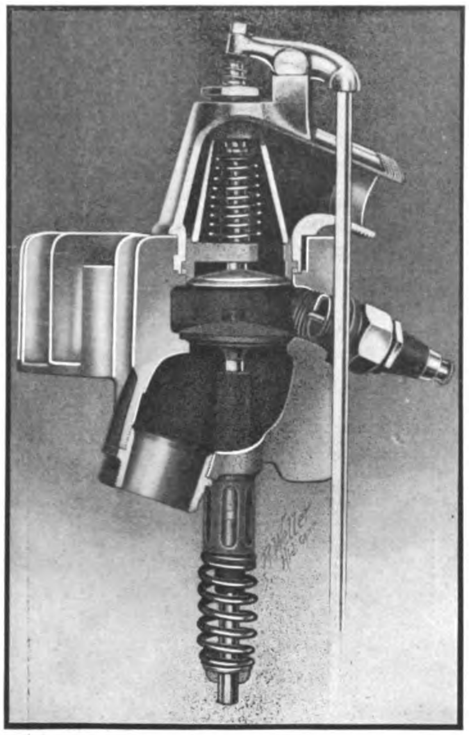
The new chain-drive Harley-Davidson is illustrated and described on another page of this issue.

INDIAN.

Hendee Mfg. Co., Springfield, Mass.

Models and prices:

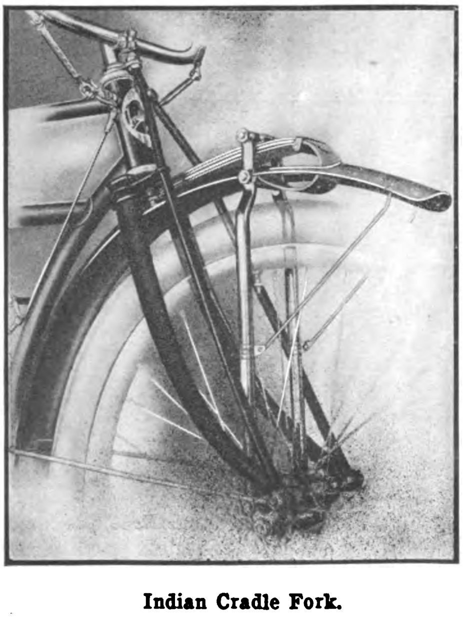
7 h. T. T. model	$300
7 h. T. T. model, two speed	325
7 h. twin model	225
4 h. T. T. model, two speed	275
4 h. T. T. model	250
4 h. single	200



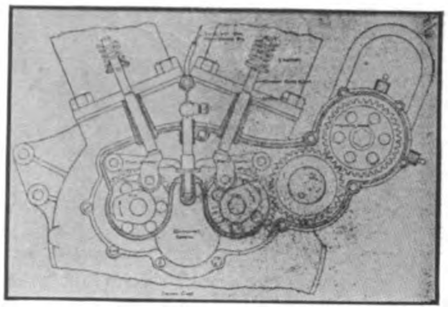
Indian Mechanical Valves.

Bosch magneto, armored type, on all models fitted on foot in front of crankcase. Free engine clutch of Indian multiple-disc type on all models. Mechanical inlet valves, rigid trussed-loop frame, cradle scroll spring fork, two jet carbureter with by-pass, combination filler-cap and priming syringe, large tanks with 2½ gallons of gasoline and 2 quarts of oil. Re-inforced frame, 19 inches in height, automatic positive pump lubrication system, roller chain drive with guarded sprockets on primary drive. Coaster band brake on regular models and double hand-and-pedal-controlled brake on T. T. models. Two-speed gear of sliding dog-clutch type on bottom bracket with clutch lever on right side and change gear handle on top tube, right side. Metal tool boxes, 28-inch wheels and 2½-inch tires; 53-inch wheelbase on regular and 55 inches on T. T. models. Kick starter on T. T. models and rear hub with Timken roller bearings. Motor base oil level indicator, cylinder priming cups, redesigned front cylinder on twins, heavier grip controls, new valve lifters on 5 h. singles, keyed handlebar stems, increased size of crankpin, larger valves and heavier springs.

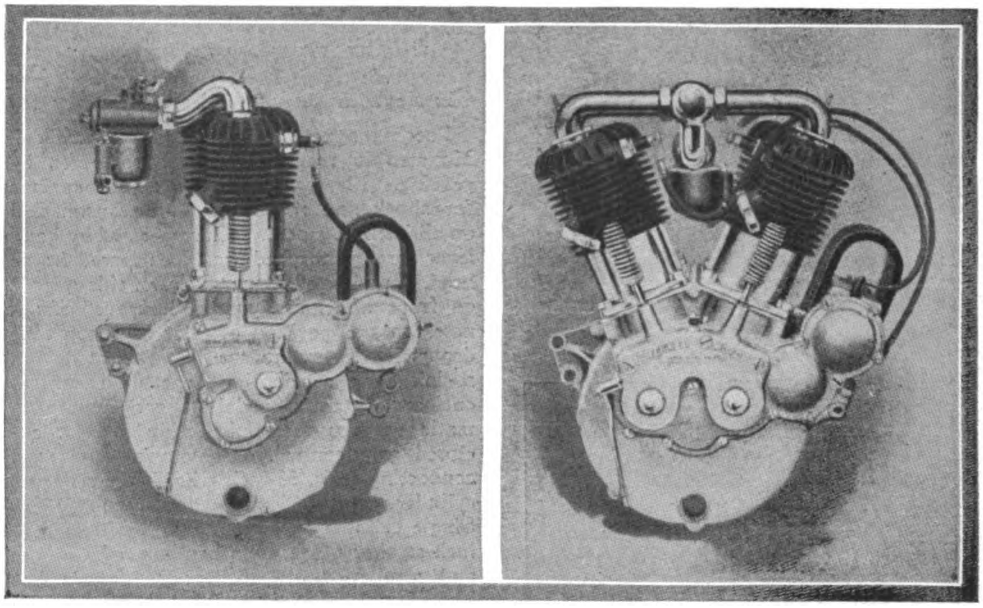
Motor dimensions: 4 h. models, 3¼ x 3 43/64 inches bore and stroke; twins, same bore and stroke, and practically identical in other dimensions. Metal tool boxes and auxiliary hand pumps for use in filling crankcase, etc., for emergencies or when racing, on all models. Knockout hub on all front axles and similar device on rear axles of T. T. models. Option of belt drive on 4 h. regular model, fitted with flat belt, idler lever working over notched quadrant on cylinder and free-engine clutch, enabling independent adjustment of belt tension and movement of clutch lever. Side car attachment will be furnished soon as an extra.



Indian Cradle Fork.



Traverse Section of Merkel Motor, Showing Valve Mechanism and Magneto Drive.



Merkel Single and Twin Motors.

MERKEL.

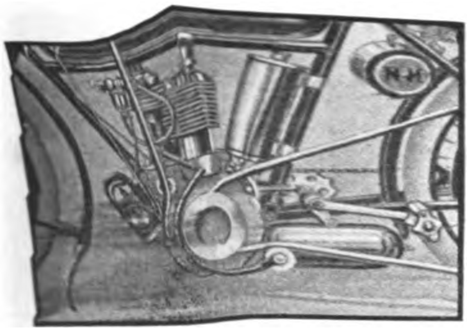
Miami Cycle & Mfg. Co., Middletown, Ohio.

Models and prices:

7 h. twin	$275
6 h. twin	250
4 h. single	225
4 h. single	200

Bosch magneto, free engine clutch and automatic inlet valves are fitted on all models. First three models have spring frame of Merkel patent while last model has rigid frame. Option of either V-belt or chain drive on all models. Chain drive machines have compensating sprocket and belt drive has 1¼-inch V-belt. Free engine clutch is of the multiple disc type and is operated from the handlebar. Motors are full ball-bearing, and lubrication is automatic with auxiliary force pump. Band brake on belt drive machines and Musselman armless coaster on chain models. Extra wide front and rear mudguards on all models. Motors: 4 h., 3.45 inch bore and 3.25 inch stroke; 6 h. motor, 3.25 inch bore and stroke; 7 h. motor, 3.45 inch and 3.25 inch stroke. Troxel or Mesinger saddle as desired. Tanks hold 7 quarts of gasoline and 3 pints of oil. Luggage carrier, $5 extra. Tandem attachment with pedals and bars, $25 extra. All models have cylindrical tanks with Torpedo front head. Carbureter of Merkel make with metal bowl and metal float. Control by wire from grips, with all mechanism housed in bars.

Flywheels and shafts are forged in one piece. Main shaft of each flywheel is part of steel forging. Exhaust valves in one piece, cut from bar, gears all outside of crankcase. Cams lift rockers fitted with rollers and jumpers are fitted on twin motors to effect the valve lift. Twin models are also made in racing type as specials, with drop handlebars and spring operated lubricating pump mounted on top tube. Special models have chain transmission and are without clutch. These models have been winners in many speed events and are widely recognized by the characteristic Merkel orange color and the curved shape of tanks.



M. M. Single.

M. M.

American Motor Co., Brockton, Mass.

Models and prices:

8 h. twin	$275
"Four fifty"	200
4 h. magneto special	160
4 h. battery	140

Bosch magneto on all models except the last. 26-inch wheels, flat belt, hand idler with spring tension, five-leaf spring fork, bell crank grip control, automatic stand, double expansion muffler and Mesinger cavalry saddle on all models. Cylinder priming cups; on twin, four ring pistons, increased tire clearance, vanadium steel in springs and hand pump lubrication; roller bearings with oil rings and Schebler carbureter on twin and 4½ h. models. Option of V-belt and 28-inch wheels. Wheelbase 56 inches on twin and 54 inches on 4½ h. model. On V-belt machines, expanding drum clutch. Schebler carbureter on 4 h. battery and magneto models.

MINNEAPOLIS.

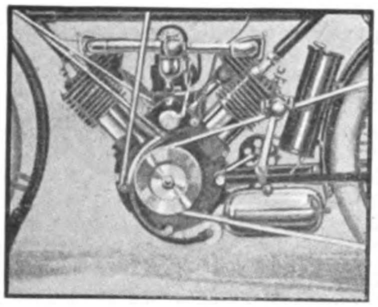
Minneapolis Motorcycle Company, 517 Seventeenth Street, South, Minneapolis, Minn.

Models and prices:

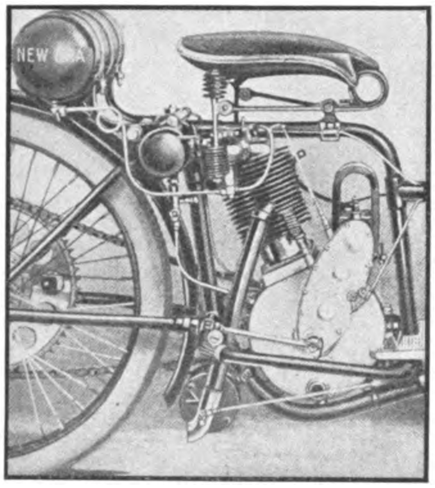
5 h. chain drive, two speed gear	$285
5 h. belt drive, two speed gear	285
5 h. belt drive	240
5 h. chain, two speed gear with van	375

Single-cylinder motor on all models, bore and strokes 3½ and 3¾ inches, respectively. Side-by-side mechanical valves, magneto ignition with magneto on foot at rear of cylinder, special one-inch Schebler carbureter, force-pump lubrication, double-grip control, 26 or 28 x 2½-inch tires, re-inforced steel tubing frame; Thor coaster brake, on all models. Triple spring fork on all except van model. Spring frame of special type, $15 extra.

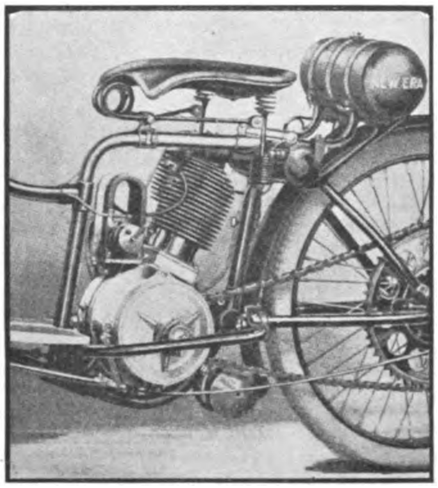
Two-speed gear of planetary type in unit construction with motor, multiple disc clutch operated from lever on handlebar, gear actuated by vertical lever on top tube. Belt two-speed model has belt operated by lever which controls idler and has no clutch. Plain belt model is not of unit construction. Ball bearing of Schafer type in transmission and clutch. Tandem attachment, $15 extra. Eccentric pedalling chain adjustment in hanger. Van has capacity of 300 pounds and may be had as separate attachment for $125. This is an ideal commercial vehicle for light delivery in either form.

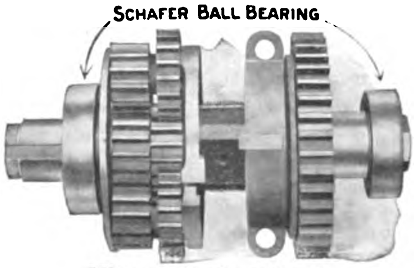


M. M. 90° Twin.



NEW ERA
Two Views of the Motor Seat, Tank, Etc.





Minneapolis Two-Speed.

NEW ERA.

New Era Autocycle Co., Dayton, Ohio.

Models and prices:

4 h. single	$285
4 h. delivery van.	

Bosch magneto in front of motors, sight feed lubrication, cushion plunger fork, two-speed planetary change gear, rigid trussed cradle frame, mechanical valves, roller chain final drive, internal expanding band brake and 28 by 2½-inch tires. Two speed gear mounted on the motor shaft and controlled by foot pedals, interlocked with brake pedal to prevent engaging either speed when brake is on and disengaging either speed by application of brake. Handle starting; no regular pedals. Form seat and gasoline tank on rear of frame, capacity 1¾ gallons. Oil tank in rear of seat mast, capacity, 3 pints. Aluminum footboard, re-designed cylinder and exhaust pipe, heavier rims, motor inclined from vertical. One piece flywheels and crankshaft, borne on radial ball-bearings. Tandem attachment, $15 extra.

POPE.

Pope Manufacturing Co., Hartford, Conn.

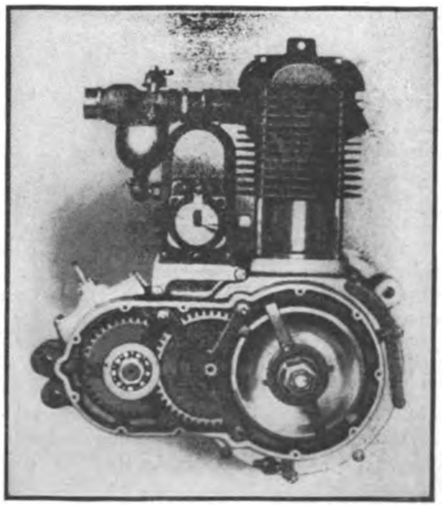
Models and prices:

3 h. single	$175

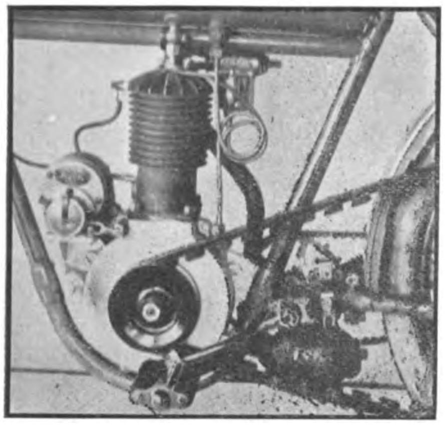
Herz magneto mounted on foot in front of crankcase, foot also forming bearer for motor, automatic inlet valve, hand pump lubrication, rigid trussed loop frame, reinforced, cradle spring fork, V-belt drive, camelback top tube, 26 by 2¼-inch tires; gasoline tank capacity, 1¾ gallons; oil, 1 quart; horizontal flanges on cylinder body and radial vertical flanges on head. Persons Champion saddle with leather tool bag, wheelbase, 51 inches. Adams stand, double grip control.

INCREASE IN BAND BRAKES.

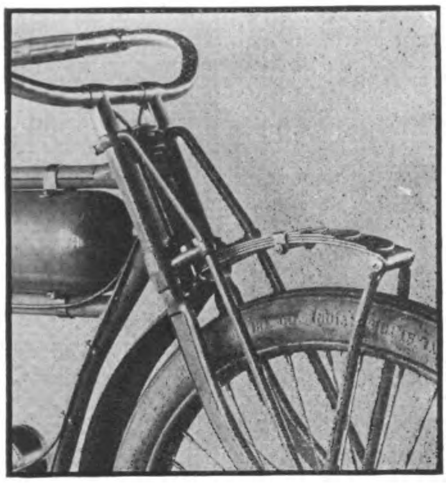
Tendencies of the 1912 season are toward the increased use of the band brake, no less than three prominent makers employing them regularly on their chain-drive models, and one of these on all models in addition to the coaster. In addition to the chief advocate of the coaster-operated band brake, another recruit among the brake makers has brought out an internal expanding band type. Which will predominate, the coaster or the band, time alone will tell.



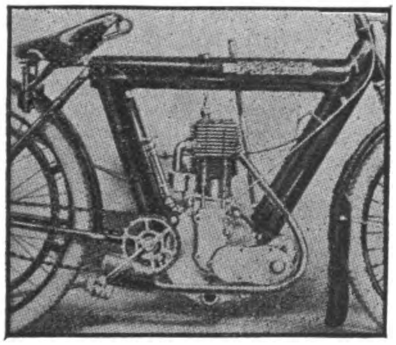
Minneapolis Unit Power Plant.



Pope Motor.



Pope Fork.



Pierce Single Motor.

PIERCE.

Pierce Cycle Company, Buffalo, N. Y.

Models and prices:

7 h. four-cylinder, magneto	$400
5 h. single, magneto	265
5 h. single, magneto	250
5 h. single, magneto	225

The $250 and $265 models are new throughout for 1912. The engine is redesigned, with longer stroke, larger valves, larger exhaust tube and muffler, quieter gearing for valves, magneto insulated against oil, wider piston rings, flat rear pulley, spring tank caps, new fork cushion, larger handlebar tubing and lower bars, improved carbureter, lower frame head, throttle grip starting index and roller contact grips.

Splash lubrication in addition to pump, redesigned crankcase, wider piston rings, pinned, oil-tight motor base and oil gauge in base are among the refinements shown in the Pierce four-cylinder. It has new valve lifters, right hand gear-set and clutch control, taper and key fly-wheel mounting, keyed gears and larger clutch pins. The 5 h. model which lists at $265 has V-belt drive, cushion plunger fork, mechanical valves, multiple disc clutch on motor-shaft, rigid tank-in-the frame construction, band brake and 28 x 2½-inch tires. The 5 h. magneto single, at $225, and the $250 magneto single are without the clutch. The Pierce is the only advocate of the tank-frame construction exhibiting.

READING STANDARD.

Reading Standard Company, Reading, Pa.

Models and prices:

7 h. twin	$290
4 h. single, magneto	225
4 h. Tourist single	250

All types Bosch-equipped, mechanical valves, double-grip control. Twin model has gravity feed and hand pump, cushion plunger fork, internal gear and chain drive, rigid frame with keystone truss, two brakes, coaster and band, and 28 x 2½-inch tires. It has one speed and is supplied with clutch. Control of the brakes is by hand lever and pedal; the gasoline tank has a capacity of 2½ gallons, and oil tank one-half gallon.

The $225 single has flat belt drive as standard. The same type with double equipment, double brakes, foot-rests, lubricataing systems, belt tensioners and double control is referred to as the Tourist type, listing at $250; clutch fitted on twin for $10 extra. The twin and light-equipment single are new models of the R-S. Chief among features of the former are the protected magneto, low-chain speed, foot-rests, double-braking system, undergeared drive and unusually efficient lubricating.

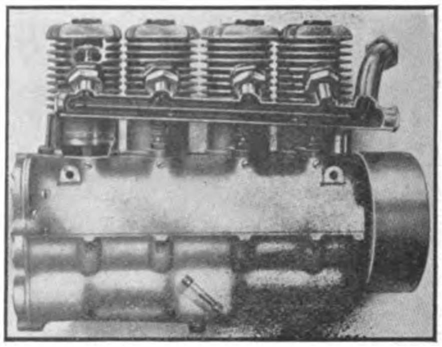
SCHICKEL.

Schickel Motor Co., 59 Garden Street, Stamford, Conn.

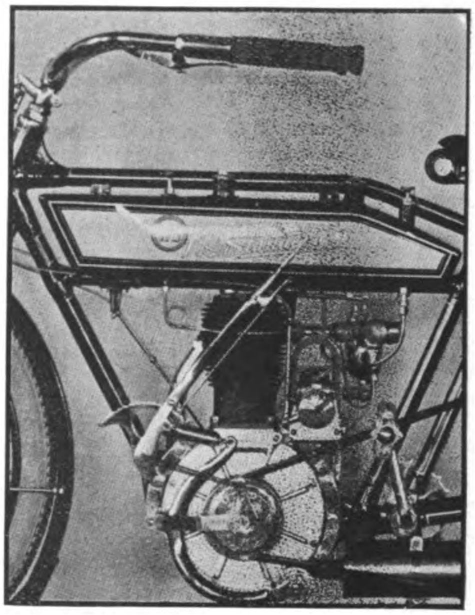
Models and prices:

5 h. single, two stroke	$225

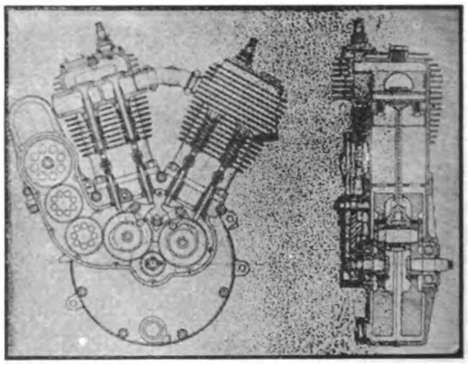
Two stroke valveless motor, 3⅜-inch bore and stroke, 57-inch wheelbase, 28 by 2¾-inch tires, flanged mudguards, high tension magneto, twist-grip controlled free engine and throttle, spark advance lever and compression release lever on handlebar, tank forming top member of frame and of 3 gallon capacity. Motor carried on ball-bearings, flywheel, crankpin and motor-shaft in one piece; ball-bearing connecting-rod big end and pinch fit on wristpin, which works in bush in piston. Magneto housed in cylindrical extension of crankcase, and rocked to give advance or retard of spark. Filler cap forms measure for quantity of oil, which is injected with gasoline in cylinder. Frame members brazed together and aluminum tank ends cast around joint. Idler for flat belt drive. Double spring fork, keystone girder frame, coaster brake, hinged mudguard on rear wheel with patent latch for easy removal of rear wheel. Cylindrical tool compartment in gasoline tank; motor fastened at two points on crankcase and at center of head; conical compression relief valve in front of head and spark plug in rear.



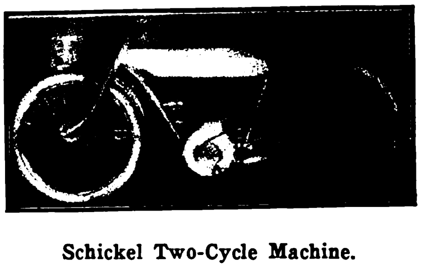
Pierce Four Cylinder Motor.



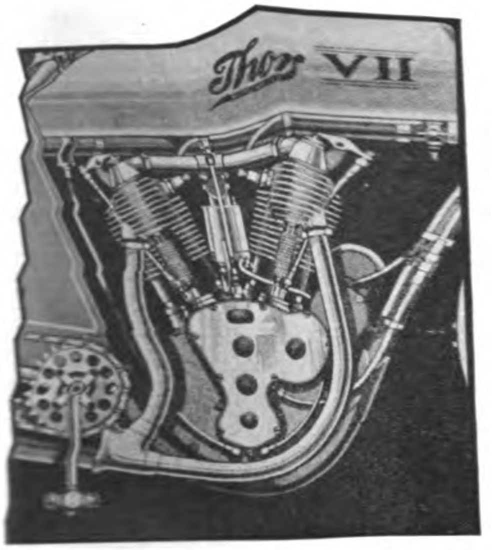
Reading Standard Single.



R. S. 7 h. Twin Motor.



Schickel Two-Cycle Machine.



THOR.

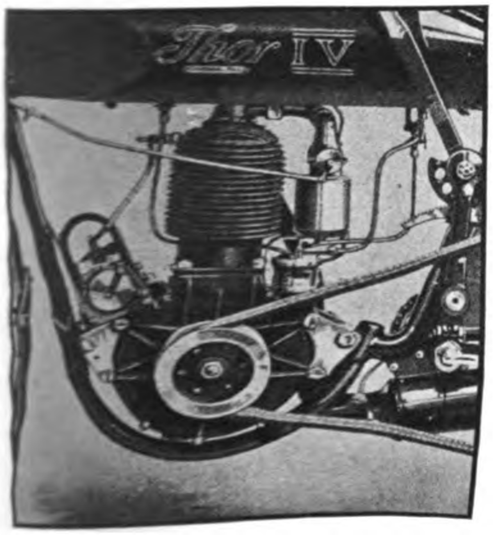
Aurora Automatic Machinery Co., Thor Building, Chicago, Ill.

Models and prices:

7 h. twin	$300
5 h. single	250
4 h. single	175

Bosch magneto on twin and 5 h. single models; 4 h. type has battery ignition. Undergeared chain drive on all models. Camelback frame, truss spring forks, overhead rocker, mechanically-operated inlet valves on two larger models, magneto in front of motor, simplified oil-pump drive, larger and neater tanks, longer handlebars, side guards on front wheel, mudguards, multiple jet carbureter, spring seat post, newly-designed exhaust piping and characteristic white color.

On twin and single 5 h. models, magneto is armored; motors are duplicated, except as to number of cylinders. Tank capacity is 3 gallons of gasoline and 1 gallon of oil. A planetary two-speed gear, fitted into the rear hub and operated in connection with the clutch lever, is an extra, listed at $25, on the 7 h. twin. Multiple disc clutches operated by side lever are fitted to all three models. The angle between the cylinders on the twin is 50 degrees, establishing a precedent in motorcycle construction and enabling the use of a crankcase with great strength at the top and at the cylinder flange seats. Cylinders are mounted at equal angles with the horizontal.



YALE.

Consolidated Mfg. Co., Toledo, Ohio.

Models and prices:

7 h. p. twin	$285
5 h. p. twin	260
4 h. p. magneto single	235
4 h. p. battery single	210

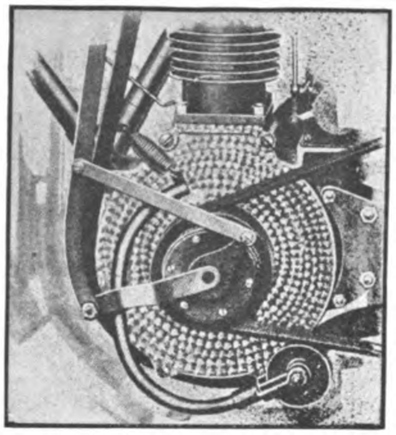
Bosch magneto on all but battery single model. Magneto mounted in front of crankcase on twins and in rear of cylinder on single model. All inlet valves are automatic. Sager type, double plunger spring forks, free-engine clutch operated by hand lever, flat belt drive with hand-lever operated spring idler, three-stem handlebar fastening, wider mudguards, eccentric yoke adjustment for pedalling chain, 2¼-inch tires on all models. Options on V- or flat-belt and coaster or band brake. On the twin cylinders, the cooling flangers are horizontal. Mechanical oilers on twins and gravity lubrication on singles. Distinctive gray coloring with blue stripes on all models. Automatic stand, wider mudguards, with priming cups on 5 and 7 h. models.

Four h. motors have 3¼-inch bore and 3 43-64 inch stroke; 5 h. motor has 2¾ inch bore and 3 43-64 inch stroke. Cylinder dimensions of the 7h. twin are the same as those of the 4 h. singles. Grip control is of the double wire type, with ample movement for spark and throttle. Flat belt is 1¾ inch face, 2-ply water-proofed leather, while V-belt is 1⅛-inch size. Both pulleys are lagged on all models. The free-engine clutch is of the Eclipse type, operated by flat link from the hand-lever. Heitger carbureters are fitted to all Yale machines, and the saddles are either Troxel, Eagle or Mesinger Standard No. 4. An option of either Corbin, Eclipse or Musselman. Wheelbases are 57½ inches and weight 185 pounds. A double spring tandem attachment, complete with saddle and handlebars, is offered at $20 extra.

FOR SIDE-CAR USERS.

THAT the side-car may be comfortable in cold weather is seen to by a fitting developed by an English accessory house in the form of a heater placed on the floor of the side-car body. The heater is a flat metal box with two connections, one by flexible tubing directly to the exhaust piping and the other on the opposite side being the exhaust outlet. The heating medium is consequently the exhaust gas, and the muffler can be dispensed with if desired, as the capacity of the box is such as will allow of sufficient expansion of the gases to reduce the noise of the exhaust. This heater keeps the feet and legs warm and is used in addition to the regular wraps. For riding in cold weather or on cool nights in the spring and autumn some such device is essential, and by such means side-car riding will become an all-the-year-round sport.

Other forms of protection used by our British cousins for protecting the side-car passenger from the weather are front doors on flat dashed attachments, "torpedo" or "scuttle" fronts with side doors, tops and wind-shields. Considering the mild winters over there the passengers are well protected.



Yale Single Motor.

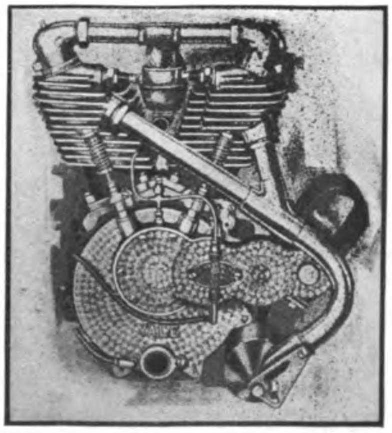
NO DISCOUNT REQUIRED

Chairman Estabrook Points Out That F. A. M. Repair Shop Contract Does Not Demand Bargain Rates.

CHAIRMAN ESTABROOK'S latest registered repair shop bulletin:

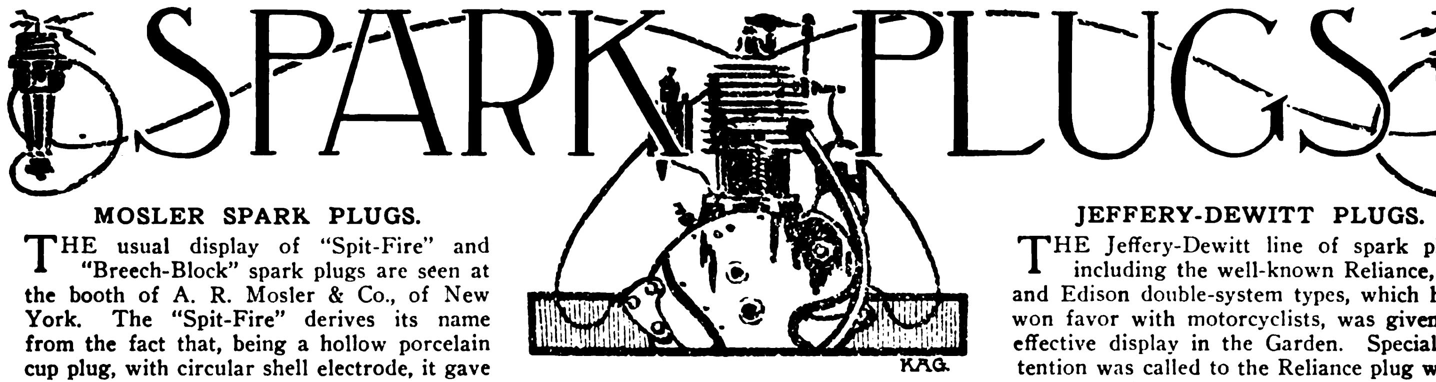
John Steele, 185 Patterson street, Paterson, N. J.; J. B. Quinn, 201 Ridge street, Fall River, Mass.; Whipple & Forman, 51 Genesee street, Auburn, N. Y.; C. J. Mitchell, Temple, Tex.; W. A. Myers, Lycoming Opera House, Williamsport, Pa.; P. N. Thompson, 826 Dodge street, Lake Geneva, Wis.; Sonneborn's Sons, 713 Main street, La Porte, Ind.; Apex Bicycle Company, 12 12th street, Portland, Ore.; Fred Strowbridge, 324 West Dominick street, Rome, N. Y.; G. A. Allen, 44 Church street, Livermore Falls, Me.; Baltimore Gun and Bicycle Works, 336 West Second street, Albany, Ore.; Turlock Cyclery, Hotel Carolyn Building, Turlock, Cal.; Wolverine Auto-Cycle Company, 59 South Jefferson avenue, Battle Creek, Mich.; C. A. Sherman, Middleboro, Mass.; Garrison Motor Company, 454 Monroe street, Memphis, Tenn. Re-issues: Andrew Kraus, 6 Genesee street, Auburn, N. Y.; James Mayo, 222 Penn street, Reading, Pa.; Harley-Davidson Sales Company, Union City, Ind.

For the benefit of repairers who are withholding their registration on account of a supposed 10 per cent. discount formerly required of registered shops, Chairman Estabrook states that the F. A. M. contract does not call for this or any discount. Send your address and the chairman will forward full information.



Yale Twin Engine.

SPARK PLUGS



MOSLER SPARK PLUGS.

THE usual display of "Spit-Fire" and "Breech-Block" spark plugs are seen at the booth of A. R. Mosler & Co., of New York. The "Spit-Fire" derives its name from the fact that, being a hollow porcelain cup plug, with circular shell electrode, it gave a jet of ignited mixture from the cup when the spark passed. The body of the "Breech-Block" plug is formed with three threaded and three blank sectors, and fits into a nipple or false body screwed into the regular engine aperture. The threaded sectors mesh with similar sectors in the nipple when the plug is in place, but when a handle attached to the plug is given one-third of a revolution the threaded sectors on the plug are brought opposite blank sectors in the nipple, allowing the plug to be removed by lifting it clear. By so doing the empty nipple serves also as a priming or relief cup, at the same time allowing the ready cleansing of the plug. Both plugs are made in both metric and English threads and for either battery or magneto ignition.

RED HEAD SPARK PLUGS.

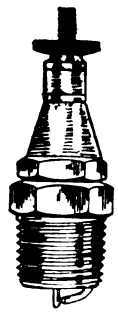
EMIL GROSSMAN COMPANY, 250 West 54th street, New York, makes the "Red Head" spark plugs for motorcycle service. These plugs are noticeable for their simplicity of construction and their ease in dismounting for repair. The cores are porcelain and the plugs are of the two-point type, center electrode and shell point. The hexagons on these plugs are of special dimensions and can best be handled by wrenches put out by the makers, one wrench being used for the core hexagon and the other for the lower hexagon.

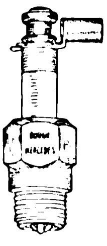
BEST SPARK PLUGS.

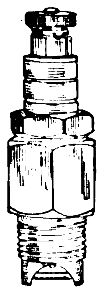
IN the Best spark plug, shown at the stand of the Best Ignition Company, of 200 West 64th street, New York, special attention was called to the button head of the product which acts as a condenser and therefore permits of the production of a hotter spark than is possible with a single wire electrode. Provision is made for the expansion and contraction of the electrode without causing pressure upon the porcelain, so that danger of breaking is reduced to the minimum. The plug serves equally well for battery or high tension magneto service and can be taken apart and re-assembled quickly.

SPLITDORF SPARK PLUGS.

SPLITDORF "Common Sense" spark plugs for the motorcycle, manufactured by C. F. Splitdorf, 261-65 Walton avenue, New York, are fitted with copper asbestos gaskets and a copper gasket is spun over the threads of the shell against the shoulder, which prevents leakage at that point. The plug is made up of a taper pin or center-piece, around which mica sheets are wound to the required thickness. The center pin is then forced into a bushing having a taper hole and the outer end of the pin is covered with mica washers which are held in place by a nut and washer. The bushing and center-piece are then screwed into a shell having a very small opening into the firing chamber through which the spark point protrudes. The smallness of this opening tends to eliminate sooting. The firm also produces motorcycle coils in four types, long and short; long with two secondary leads for two cylinder motors, and a two-cylinder coil for the twin engine.


Kingston.


Herz.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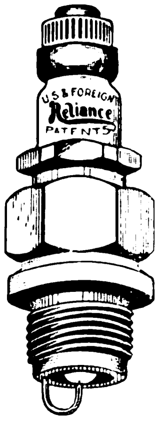
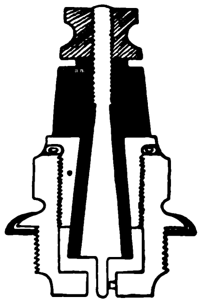
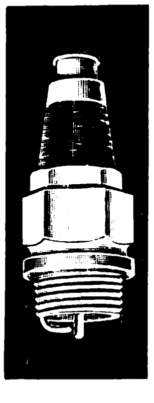
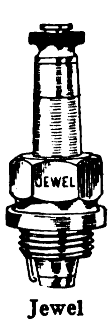


Reliance.


Splitdorf.


Mosler.



Jewel

Bosch.

JEFFERY-DEWITT PLUGS.

THE Jeffery-Dewitt line of spark plugs, including the well-known Reliance, J-D and Edison double-system types, which have won favor with motorcyclists, was given an effective display in the Garden. Special attention was called to the Reliance plug which is distinctive for its ability to spark consistently when submerged in water. In the firm's special plug for use on motorcycles having magneto ignition the central electrode or insulated sparking point is a solid piece of platinum-iridium instead of the ordinary platinum tip. Cement, nuts, gaskets, etc., are eliminated and compression leakage is prevented by the Jeffery-Dewitt method of baking the electrode in the porcelain.

CHAMPION SPECIALS.

DESIGNED for use with either magneto or coil and constructed with a special regard for the requirements of the motorcycle, the spark plug offered by the Champion Spark Plug Company, of Toledo, Ohio, for single-tracker service has met all the expectations of its manufacturers and users throughout the 1911 season and will be continued in the company's line for the coming year. The company also continues its Champion Misskip detector for locating ignition troubles. This device has glass windows in an insulated body within which the spark is shown. Copper-asbestos caskets and imported cable are also found in the Champion line.

MEZGER SPARK PLUGS.

HAVING perfected a soot-proof spark plug which has met all the expectations of automobilists for some time past C. A. Mezger, inc., of 15 Canal place, New York, is now experimenting with a plug specially designed for the motorcycle. Only the automobile types were on display at the show, but it is announced that the product for the motorcycle is in such shape that it can soon be marketed. It will follow the lines of the standard Mezger plug on a smaller scale.

V-RAY SPARK PLUGS.

V-RAY spark plugs in motorcycle sizes are put out by the New York V-Ray Sales Company, of Syracuse, N. Y. There are four side electrodes and one center one, so that sooting of any one will not effect the others, and consequently the operation of the plug. All packing is internal, and the plugs are self-cleaning.

NEW YORK COIL CO.

NEW YORK COIL COMPANY, 338 Pearl street, New York, makes coils for single and twin motorcycles. The coil for twin motors has the primary leads from one end of the coil box and the secondary from the sides. The single cylinder coil is similarly fitted, but with one secondary lead.

ONE of the most successful road races held in California of late was over 68 miles of fine natural highway between Bakersfield and Delano.

FRAMES, TANKS, PEDALS, Etc.

STANDARD TUBING.

THE tubular parts of a motor cycle in their entirety, as furnished by the *Standard* Welding Company, of Cleveland, O., are mounted on a display board in that company's booth, and attract a great deal of attention. They show very clearly the number of parts supplied to the manufacturers of motorcycles by that company. Other boards have mountings of stock tubing, rims and belt pulleys. A new rim designed to meet the demand for wide tires is also exhibited. It is of much heavier stock and made in two diameters, 26 and 28 inches for 2½, 2¾ and 3 inch tires.

SAGER
MOTORCYCLE TOE CLIP

Standard Pedal; Sager Toe Clip.

STANDARD PEDALS.

THE Standard Company, of Torrington, Conn., has a very extensive display of its products. The Standard motorcycle pedal No. 3, which has rubbers of special design with deep corrugations, giving a firm foothold, of course, attracts most attention from motorcyclists. Here also is seen an extensive display of toe clips, spark plugs, nipples, spokes and an emergency axle. The latter is of three-quarter inch steel, with right and left threads, allowing it to be used on either side; 5-32-inch bearings are used, with dust caps of novel construction.

SHEET METAL STAMPINGS.

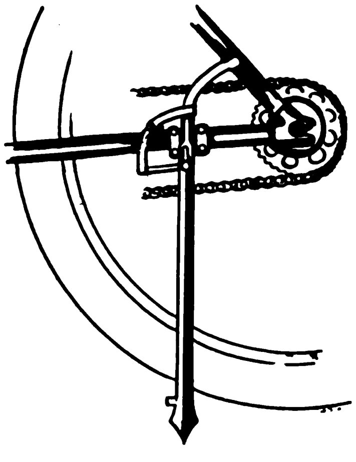
SHEET metal stampings of all kinds were to be found in the attractive display of the Briscoe Manufacturing Company, of Detroit, Mich., in which users of two as well as four wheeled power machines found much to interest them. The firm also markets tools and other products of high grade, but in view of the fact that its plant has been recently equipped with the most modern machinery for sheet metal stamping this department received unusual attention.

CASTINGS FOR THE INDIAN.

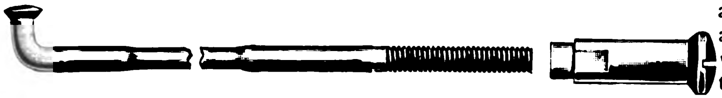
SALES MANAGER FROMME received visitors at the stand of the Manufacturers' Foundry Company, of Waterbury, Conn., and allowed no motorcyclist to depart without learning that the firm supplies castings which go into Indian machines. The company specializes on cylinder castings for both air and water-cooled motors, and does not draw the line at motor boats and aeroplanes.

PEDALS AND PUMPS.

STEVENS & COMPANY, New York City, showed their line of pedals, pumps, and other accessories.



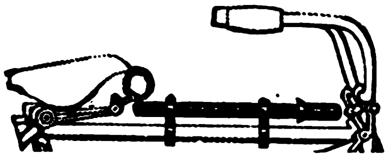
Majestic Stand. Majestic Mfg. Co., Worcester, Mass.



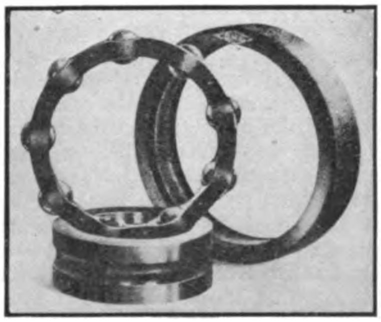
Standard Spoke.

JANNEY-STEINMETZ TANKS.

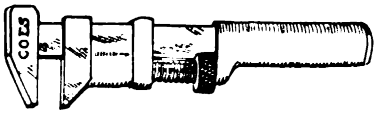
JANNEY, STEINMETZ & CO., of Philadelphia and New York, featured their tank line in the Garden exhibit. The firm has produced gasoline tanks for use on the New Era motorcycles, and is prepared to make them in any shape for motorcycle use. The tanks are made rivetless and of the round end type for general use, but the firm is seriously considering the installation of machinery which will permit it to enter the motorcycle field on a broader basis. A clock faced tire gauge for general use, the product of the United States Gauge Company, of 67 Wall street, New York, was also shown at this stand.



Bridgeport Brass Co., Bridgeport, Conn.



Standard Roller Bearing Co., Philadelphia.



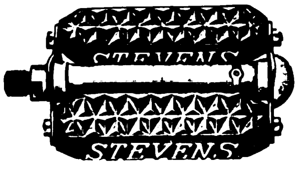
Coes Mfg. Co., Worcester, Mass.

M. M. COAST BRANCH

Los Angeles Agency Will Soon Be Changed to Factory Headquarters, With a Hustling Staff in Charge.

IT is announced that the M. M. agency at Los Angeles, Cal., which has been in charge of Lincoln Holland for some time past, will be changed to a factory branch at an early date, and that arrangements will be made to cover the entire coast territory most advantageously from this headquarters. The branch will be in charge of Lester French, and his assistants will be William A. Smith and Mr. Holland, the former being identified with the wholesale department and the latter with the retail end of the business.

Manager French was graduated in mechanical engineering from Havard and has long been interested in the American motorcycle field. He has written for automobile and motorcycle journals and all his time not actually given up to business has been devoted to furthering the cause of the single-tracker for years past. He acted as manager of the M. M. branch in Buffalo, N. Y., for two years, and produced results which were not overlooked by the company when a man of technical as well as sales experience was needed for the coast headquarters. The change will be made at once.



Stevens Pedal.

WILLIAMS DROP FORGINGS.

DROP forgings of all descriptions, with assorted drop-forged wrench sets as one of the most interesting features, made up the display of J. H. Williams & Co., of Brooklyn, N. Y. At least a dozen different sets made up the wrench exhibit which is designed to meet every emergency in which such a tool might prove of value.

BRAKE LINING.

RAYBESTOS brake lining was the motorcycle feature in the exhibit of the Royal Equipment Company, this product having already won its way to such popularity that the stand attendants were called upon to do little more than call it to the attention of visitors.

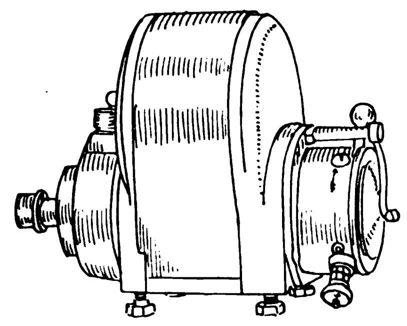
SHAFTS AND GEARS.

GEARING and shafts made up the bulk of the H. J. Houpert display in the Garden, with special emphasis on the gears. The firm, with headquarters at 351 West 52d street, New York, has turned out shafts and gears of incassable steel for a number of the leading foreign and American manufacturers of motor cars, and its plant is capable of meeting any demand made upon it for these products.

J. HARRY SAGER, bicycle and motorcycle spring frame patentee, of Rochester, N. Y., was, as usual, among the show exhibitors.

1912 HERZ MAGNETO.

THE Herz magneto is now constructed with double U shaped magnets, carefully ground and fitted over each other. The side plates of the magnets are also accurately ground, to secure a straight surface for the aluminum side plates, making a dust and waterproof joint. On the inside of the magnets are attached two pole pieces, also accurately ground, and the armature is closely fitted to leave only a minute clearance. With this close fitting armature a very high efficiency of the magnetic lines is obtained, and as a result a very hot spark. At the top and bottom of the pole pieces are fastened metal plates closing up the pole housing to prevent dust or moisture entering and getting between the armature and the pole pieces.



The armature and condenser have been improved, preventing flashes at the platinum points, thus increasing the life of these parts almost indefinitely. On the shaft end of the armature, in front of the secondary contact ring, is a reflector disc to throw off oil or moisture entering from the gear-case to the wall of the bearing-box, and there is also a hole in the base of the magneto to drain off any water or oil that might accumulate at this point.

The platinum points in the contact breaker are of larger dimensions, the old ones being 3 m/m (equal to .115 diameter), whereas the new ones measure 3½ m/m (equal to .139 diameter). The screw itself is also much larger, thus making it much stronger in every way. To facilitate adjustment, the check-nut holding the screw is extended further out from the steel block and a recess is milled out in the base, right below this hexagon nut, to permit the free use and operation of the wrench. There is also a gauge plate provided and attached to the flat wrench, to be used in adjusting the points to obtain the correct gap. In addition to the flat wrench the company supplies a socket wrench which fits to the flat end of the platinum point screw. This, in connection with the flat wrench, simplifies the adjustment of the points. The sight hole drilled in the contact-breaker base, right behind the platinum points, instead of being open as heretofore, is now protected by a mica disc. This hole, of course, is provided to see if the end surfaces of the points are clean and bear flat and close to each other.

The armature runs on high-grade ball bearings which will retain sufficient lubrication in themselves to last for an entire season. The bearing boxes now fit over a shoulder extending from the side plates, securing a perfect alignment of the armature, and prevent the binding of same against the pole pieces.

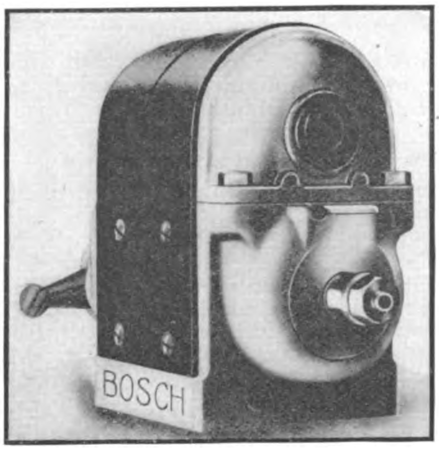
TWO BOSCH SPECIALS

Magneto Types ZE1 and ZEV for Motorcycles Are Now So Enclosed that They Defy the Elements.

MOTORCYCLISTS who visited the Bosch stand were shown types ZE1 and ZEV of the company's magnetos, designed for use on the motor two-wheeler and embracing the standard Bosch principle as regards true high tension and having the same characteristics as the enclosed automobile types exhibited at the stand.

The type ZE1 eventually will be supplied for all single-cylinder motorcycles which employ the DA2 type, while the ZEV type will be supplied for those twin-cylinder motors which now employ the DAV type. The principal dimensions correspond identically in each case so that one type may be replaced by the other without alteration to the magneto or the base plate.

Although previous types of the Bosch magneto have been practically water-tight, in the sense that rain and mud would do them little harm, the Z types have been absolutely enclosed so that the operating parts are thoroughly protected from the elements and will work satisfactorily with water actually running over them. The water-tight or enclosed construction is obtained by fitting to both ends of the magneto a new type of end plate. At the driven or shaft end of the machine the end plate is divided into halves; the lower portion carries the ball bearing for the shaft, while the top carries the carbon holder.



Bosch Armored Type.

This carbon holder, instead of being more or less exposed, as in the DA2 and DAV types, is now contained in the space under the arch of the magnets, and the secondary cable, in the case of the ZE1 type, enters through the center of the end plate and is held in position by a screw from the inside of the end plate. When this cable is in position the entire terminal is absolutely water-tight so that there is no possibility of a short-circuit occurring, even though the magneto be drenched with oil or water. It is only necessary to remove the two screws which hold a portion of the end plate together, in order to gain access to the carbon holder or cable terminal.

At the contact breaker end of the magneto the end plate is in one piece, extending from the base of the top of the magnets. Felt packing is dovetailed into both end plates, and thus absolutely tight joints are assured. The space between the magnets is treated in a similar manner, and the lubricators, or oil wells, are also covered carefully, so that the entire construction is such as to make the ingression of water, oil or dust impossible.

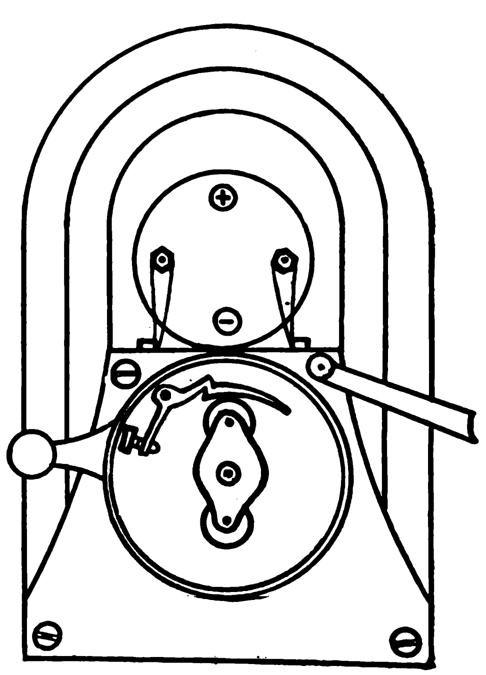
The short-circuit or switch terminal is also arranged with ingenuity, so that when the cable is in position there is not the slightest possibility of the ignition being accidently cut off by water or mud. The contact breaker follows the usual line in regard to design. The end plates referred to above are cast of aluminum alloy, which gives the instrument a neat, workmanlike appearance.

EISEMANN MAGNETOS.

EISEMANN - LAVELLETTE MAGNETO COMPANY manufactures types ED and EF magnetos for single or twin cylinder motorcycles, the first having one set of magnets and the second two sets. The twin machines are made for either 45 or 90-deg. motors, and the ED model is also made in aluminum, for lightness, weighing less than eleven pounds.

"NO-LAG" MAGNETO.

AMERICAN Circular Loom Company has brought out the "No-Lag" magneto, for use on motorcycles of one or two cylinders. The current generated on the armature is alternating, and is then transformed in a separate coil carried within the arch of the magnets and taken off as secondary direct current. The contact breaker by its construction in the two-cylinder model does away with the use of stationary segments, as in this machine the contact-breaker is stationary and the rotating piece is formed to give the requisite break intervals as required by the angle between cylinder explosions. Dual ignition is effected by merely connecting the leads of a set of batteries to posts on the coil, when the actual contact breaker of the magneto is used to effect the timing. The two-cylinder magneto is known as the M. A. V. type.



"No-Lag" Magneto.

SPLITDORF MAGNETO.

C. F. SPLITDORF, New York, is showing the model U magneto for single cylinder motors, and V 2 for both 42 and 45 degree twin cylinder motors, in which are featured a centrifugal circuit breaker, a contact roller with changeable surface, a two-piece armature, rendering any replacement a simple matter; ample exterior insulatory surfaces, reducing probability of short circuit by mud or water, and alternative position of brushes to accommodate different types of twin engines. Both models are designed to rotate at one-half engine speed. The two *models* are identical in appearance, following the general adopted lines of high grade magneto exterior construction, two U-shaped magnets mounted on bronze base, with armature mounted on ball bearing shaft revolving between poles of magnets. The armature is of the usual H type, but is made in two parts, the joint being in the center; the high and low tension windings are assembled on an insulated collar, the whole being placed on the shank of one part of the armature. The other shank is then inserted, and the entire construction is secured by bolts fastening the armature together.

The contact breaker is fastened to and revolves with the armature shaft. By the arrangement of the breaker arm, its operation is performed almost entirely by centrifugal force, thus obviating much dependence on springs, the breaker arm is also provided with four wearing surfaces, so that when one is worn out, by turning the roller with the fingers a new surface is brought into action. By partially cutting away one side of the armature shuttle wing, brass segments being fitted to preserve the balance, perfect synchronization of firing a two-cylindered engine is obtained. The timing arrangement permits of starting the machine at a walk, while the advance (20 or more degrees if desired), is ample for quite high speeds.

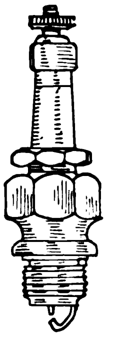
THE MARBURG LINE..

ALL sizes of the latest type of Mea magnetos, handled in the United States by Marburg Bros., Inc., Broadway and 58th street, New York City, were shown at the Garden Show and will also be exhibited in Chicago. During the past year several improvements have been made in the general design and construction of the Mea machine, the most striking of which to the casual observer is the method employed to protect the magneto under all weather conditions. Several forms of Mea magnetos are now entirely enclosed, and the hardest downpour of rain does not endanger their efficiency. For 1912 the Mea is produced in the dual type for all sizes.

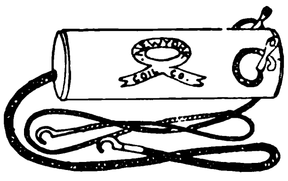
In addition to the Mea line of magnetos Marburg Bros. exhibited S. R. O. ball bearings and Marburg-Hagen automobile springs. The company which produces the former is credited with operating in Switzerland the oldest factory for the manufacture of annular ball bearings in existence.

CARBON REMOVERS.

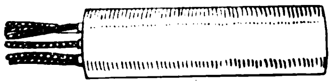
FOR motorcyclists as well as other motor vehicle users is provided the "Wonder Worker" line of carbon removers, engine finishes, belt compound, magneto oil, and valve grinding compound, the product of the Hall-Thompson Company, Hartford, Conn. The "Charter Oak" oils for air-cooled motors are also specialties of this company.



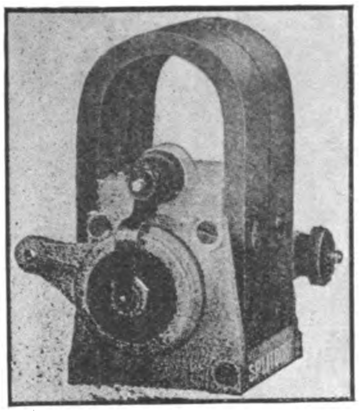
"Red Head."
Emil Grossman.



New York Coil.



Pittsfield Coil.



Splitdorf Magneto.

LUBRICANTS

THE VACUUM OIL LINE.

MOBILOIL "B," with heavy body, is the special offering of the Vacuum Oil Company, of Rochester, N. Y., for motorcycles. It is prepared especially for air-cooled gasoline engines, holds up compression well under heat, leaves a minimum of deposit and has given many motorcyclists entire satisfaction from a standpoint of economy.

HAVOLINE OILS.

IN the Havoline oil line, marketed by the Havoline Oil Company, 17 Battery place, New York, is a special lubricant for motorcycles, prepared to meet the requirements of the motor two-wheeler in all kinds of weather and put up in cans of a handy size. Tour books, each containing twenty routes from principal cities of the country are being prepared by the company and visitors to the Havoline stand in the show received mailing cards with which to make application for the touring booklets as they are desired.

GRAPHITE LUBRICANTS.

"OILDAG," a compound of deflocculated graphite for mixing with lubricating oil, held the attention of motorcyclists at the stand of the International Acheson Graphite Company, of Niagara Falls, N. Y. When thoroughly mixed with the lubricant "Oildag" is credited with imparting new snap to the motor, reducing oil and gasoline consumption, increasing compression and eliminating plug and carbon troubles. It is supplied in condensed form for mixing with 1, 5, 10 or 50 gallons of oil. The firm also makes "Gredag" lubricants, blends of Acheson graphite and high grease, for general motor and transmission use, and a number of other lubricating products with graphite as a base.

TEXACO LUBRICANTS.

TEXACO oil, shown by the Texas Company, of Houston, Tex., and New York, has been used to good effect in motorcycles, being credited with obviating a number of common troubles. It is not inclined to pit cylinders or corrode valves and holds sufficient body at the temperature of the cylinder to give the best possible compression. It is put up in one and five-gallon cans with special pouring spout.

E-Z-WAY LUBRICANTS.

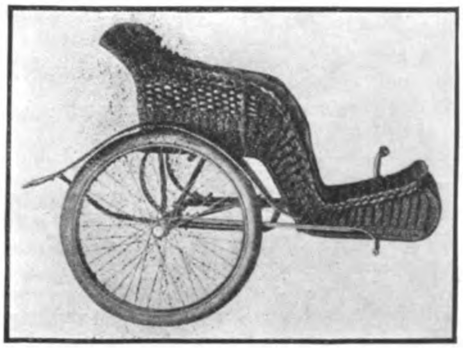
ONE of the offerings of the E-Z-Way Motor Grease Company, of 116 Broad street, New York, is a combination grease can and gun, the grease being forced from the spout in a flat ribbon as a patent handle is turned to press the contents of the can to the end. It is argued that this system affords greater economy than any other.

MOTOROL FOR MOTORCYCLES.

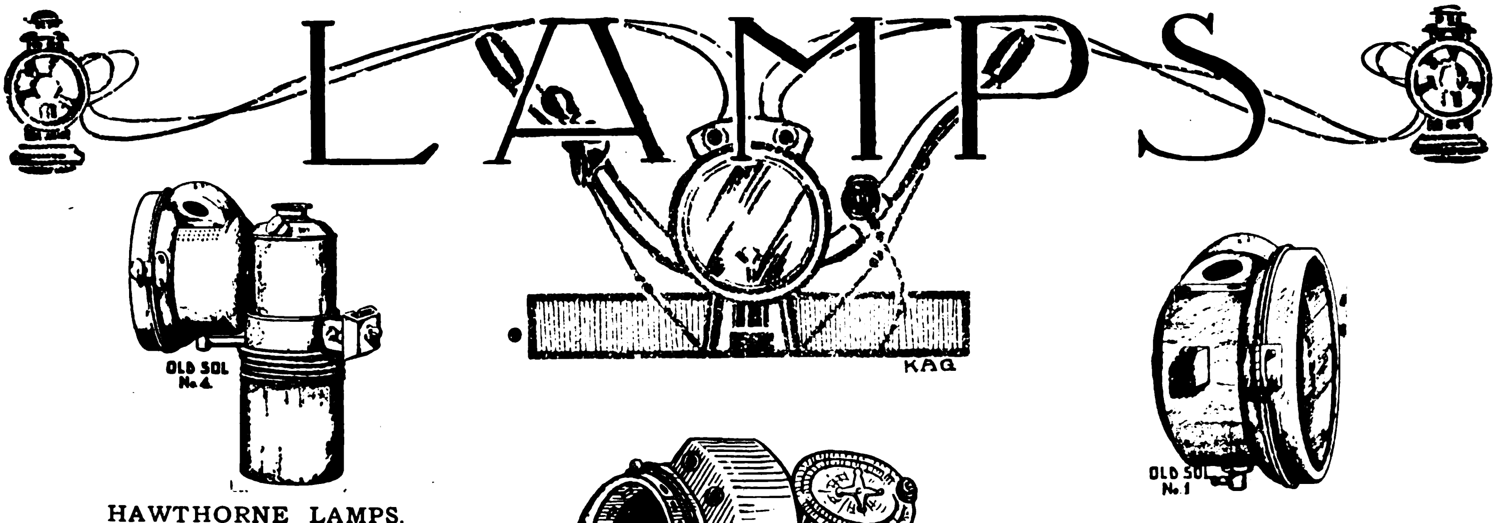
MOTOROL, the product of the New York and New Jersey Lubricant Company, was the feature of motorcycle interest in the firm's show exhibit. It is credited with unusual lubricating efficiency and freedom from carbon. Tests have also demonstrated its economy.

MAJESTIC SPECIALS.

THE Majestic Mfg. Co., of Worcester, Mass. represented by C. Darling and T. Crabtree, has located its show headquarters at the Ascot Hotel, diagonally across from Madison Square Garden, where motorcyclists who are interested in the firm's line of specialties are being cordially received. Of unusual interest is the company's Majestic sidecar which has made rapid strides in popularity of late. It is stanch in construction without being cumbersome, and combines comfort with a proper regard for mechanical makeup. A tandem attachment of new design is also being marketed by the company, and a tubular luggage-carrier, combining lightness with strength and unusual carrying surface, is another offering. The firm includes in its line the Majestic belt fastener, the imported Wata-Wata belt and other motorcycle specialties. Mr. Crabtree also represents the Standard Specialty Co., which offers the Standard siren and belt fasteners among other specials for the single-tracker.



Majestic Side Car.



HAWTHORNE LAMPS.

"OLD SOL" lamps, produced by the Hawthorne Mfg. Co., of Bridgeport, Conn., are unchanged in style from last season in the types numbered from 1 to 4, except that lamps 1 and 2 (with separate generator), are of heavier gauge brass and have the front glass held in place by a bolted-in sash rim. Lamps 3 and 4 (self-contained generator type), are also of heavier gauge brass and have specially reinforced shoulders to support the lantern on the upper part of the generator. The bracket bands are now made from steel stampings instead of brass castings as formerly; in this way the same brackets will serve for lamp 3 or 4, it being possible to attach either by simply changing the bracket bands.

Generator No. 5 remains the same in form and carbide capacity, but the bottom part is now clamped to the upper section by side bolts furnished with "optical" screws of large diameter. The new models are No. 8, listed as the largest and most powerful motorcycle lamp manufactured. A small separate generator lamp corresponding in size to "Old Sol" No. 3, a tail lamp, an improved self-contained bicycle lanmp and a separate generator carriage lamp. No. 8 is credited with projecting a light of about 1,500 candlepower.

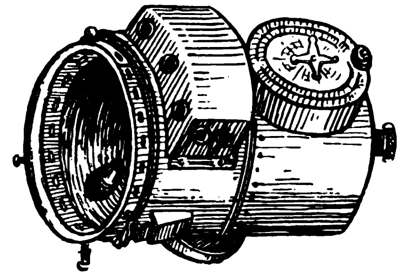
A feature of the "Old Sol" line is the series of four brackets which are used in pairs so that they will attach lamps 1, 3 or 8 to any make of motorcycle.

SOLAR LAMPS.

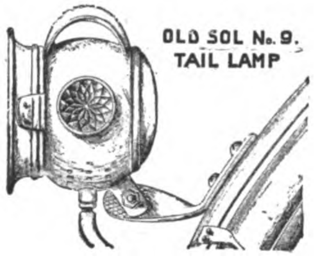
REQUIREMENTS of the motorcyclists have not been overlooked by the designers of the Badger Brass Company's comprehensive line of Solar lamps and several types to interest the owner of a power two-wheeler were seen in the Garden Show. Solar lamps are of heavy-gauge, one-piece brass, and are fitted with a special lens and a reflector which has shown remarkable efficiency. Although designed primarily for long and dependable service these lamps sacrifice nothing in appearance. They are supplied with brackets for fitting to any make of machine.

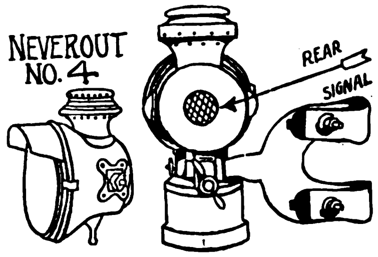
"NEVEROUT" LAMPS.

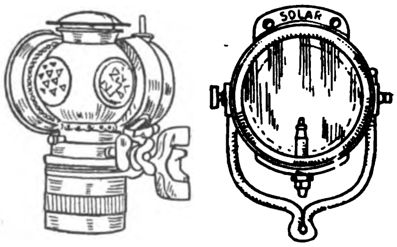
THE "Neverout" motorcycle oil lamp, the lamp that burns for ten hours with one filling and shows a red rear light, made in gun-metal, brass or nickel finish, and equipped with a patented glass covered reflector of German silver, is burning itself into prominence at the exhibit of the Rose Manufacturing Company, of Philadelphia.



Motor Car Equipment Co. Combined Lamp and Generator.







HANDIN TO BE REFEREE.

J A. HANDIN, sales manager of the Aurora Automatic Machinery Company, manufacturers of the Thor, is understood to be slated for referee at the Chicago Riverview Stadium Motordrome for the coming season.

LAMPS, HORNS, SPARK PLUGS, ETC.

PRACTICALLY all accessories needed by the motorcyclist are carried by the Motor Car Equipment Company, 55-M Warren street, New York, in standard styles and at attractive prices. A feature of the firm's lamp display is the new combination headlight and generator, which is almost as compact as the lamp alone in former patterns. The generator is coupled to the lamp in such a way that the apparatus appears as one piece, giving compactness and a good appearance.

SPACKE MOTORS.

THE F. W. Spacke Company, of Indianapolis, Ind., has on exhibition a complete new line of De Luxe motors in four sizes, 4 h. p. single, 5 h. p. single, 7 h. p. twin and the 9 h. p. twin special. The latter attracted particular attention because of its unusual size and its possibilities for developing as high as 12 horsepower. The noteworthy improvements on all of these motors are the one piece crankshaft, one-part crankcase with cover, improved cam and magneto drive, oil-tight motor, positive oiling system, large valves, reduced number of parts, large ball bearings mounted in steel lined pockets, and simplified frame fastening.

The one-piece crank-shaft is claimed to eliminate the dangerous tendency to spring in these parts. In the valve arrangement both valves are arranged in opposed positions in one pocket, thus reducing the waste combustion chamber to a minimum and assuring full efficiency for the motor. Further, a free air passage is provided between cylinder and valve chamber, a point which helps to keep the motors much cooler in operation. Both valves are mechanically operated, the inlet valve being controlled by a vertical push rod and overhead rocker arm.

FRANKLIN DIE-CASTINGS.

DIE-CAST bearings for motor shafts, big-ends and for gear-box shafts are some of the regular foundry work of the H. H. Franklin Manufacturing Company, Syracuse, N. Y. This firm makes die-cast distribution case covers and timer and magneto-train case covers for a number of the larger motorcycle manufacturers, as well as oil-pump casings for positive feed lubrication systems on air-cooled motors (Yale, Indian).

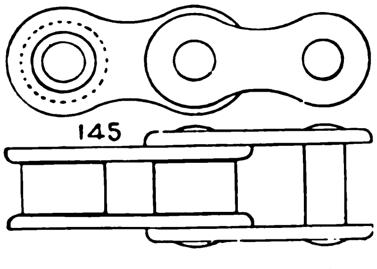
BELTS and CHAINS

DIAMOND CHAIN.

FINDING that its special chain for motorcycle service has met every requirement the Diamond Chain & Mfg. Co., of Indianapolis, Ind., is continuing it without change for 1912. This chain is one-quarter of an inch wide, with pitch of five-eighths of an inch, and its ultimate strength is rated at about 3,000 pounds. It is made up with hard rivets, full polished blue sides with reamed holes and polished, straw-tempered hard rollers with steel bushings. It is listed as No. 150 in the company's output.

WHITNEY CHAINS.

WHILE a new type of silent chain was shown by the Whitney Manufacturing Company, of Hartford, Conn., for other than motorcycle use, the transmission agent for motor two-wheelers remains unchanged for 1912. Despite this fact the motorcycle chain was not the object of least attention in the firm's display of its comprehensive line at the show.

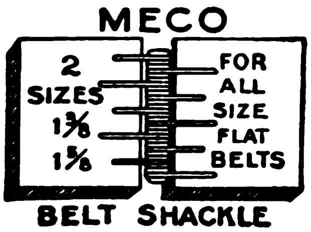


HUDSON BELTING.

THE Hudson Belting Co., of Worcester, Mass., has developed a "No-Stretch" flat motorcycle belt which is guaranteed to be waterproof as well as stretchless. Having perfected the product the company decided to offer an extra inducement in another direction for 1912, and the belts are now sold at a reduced price, the money-back-if-you-want-it guarantee still holding good. One of the company's "No-Stretch" belts recently finished 6,280 miles of running through all kinds of weather without having caused trouble.

MECO BELT FASTENER.

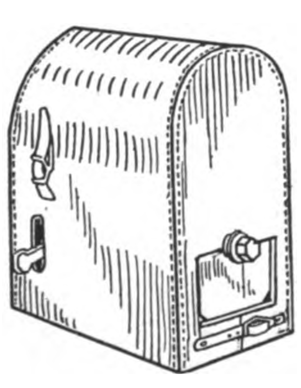
ONE of the specialties being featured by the Motorcycle Equipment Company, of Hammondsport, N. Y., for 1912, is the Meco Belt Shackle. This is a hinge-joint, wire hook belt connection adaptable to a flat belt of any width. It is only necessary to insert the end of the belt between the teeth of the fastener and drive in the prongs flush with the belt surface. The connection may be attached on the road without tools. It is guaranteed not to pull out, tear the end of the belt or make a noise when passing over the pulleys. The fasteners are sold at 25 cents for a box of three, or 75 cents for a box containing a dozen. The Motorcycle Equipment Company has the exclusive rights in the United States.



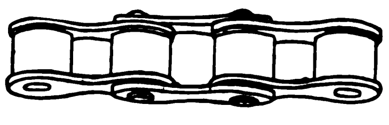
WHITE STRIP BELTS.

THE White Strip V belt is the latest addition to the motorcycle accessories manufactured by the Chicago Belting Co. While the firm has made V belts for some time, it has only recently incorporated the White Strip feature in its V belting, and the new belt has many new points of merit that commend it to the motorcyclist. It combines strength and flexibility and at the same time presents a great area of friction surface to the pulleys. Its distinctive feature is the construction of the lugs or squares of leather riveted on the inside of the belt. These lugs are cut with the V inverted so that in rounding the pulley the lugs interlock, presenting a perfect friction surface to the sides of the pulley grooves.

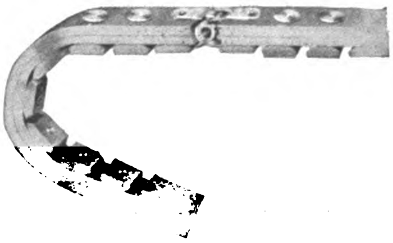
The White Strip referred to consists of specially prepared material, the tensile strength of which is over three times that of the best oak tanned leather, 3/16 inch thick. In a recent test the breaking strain was shown to be 19,000 pounds to the square inch of area; the breaking strain of 3/16 inch oak leather is about 6,000 pounds.



Magneto Cover. H. & F. Mesinger Co., First Avenue, New York.



Duckworth Chain.

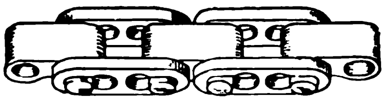


Graton & Knight V Belt.

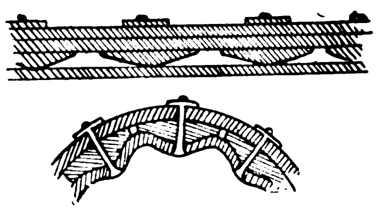
Graton & Knight Pulley Lagging.

SPARTAN
SPARTAN
Motorcycle Belt Dressing

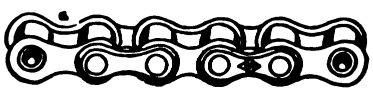
Graton & Knight Belt Dressing.



Baldwin Chain.



Wata-Wata Belt. Majestic Mfg. Co., Worcester, Mass.



Diamond Chain.

CONTINENTAL-ERIE TIRES.

CONTINENTAL-ERIE motorcycle tires are made in the anti-slip or studded type of tread only, the tread being of unusual thickness and so constructed as to withstand severe usage. The fabric in these tires is made from long staple cotton, and is exceptionally strong. Special care is taken to have tire beads fit the rim perfectly, and all the tires are made with the improved flap shown in the illustration. Continental-Erie motorcycle tubes are made on the same lines as the firm's inner tubes for automobile service, being of the laminated type—made up of several distinct plies—and strongly reinforced at the valve base. The tubes are seamless throughout, and are made either endless or with butt end.

The Continental-Erie motorcycle grip is made with an inner lining of fabric throughout, so that it is impossible to break the grip off at the end of the bar. The use of the fabric also permits of utilizing a softer and more resilient rubber which reduces hand strain. The firm also produces tire repair sleeves, inside vulcanized patches and blow-out patches.

UNITED STATES TIRES.

THE main attraction at the attractively decorated booth of the United States Tire Company was the new studded tread United States Tire. This is the first time that a strictly "United States" tire has been seen, as heretofore that company has been showing the G. & J., the Morgan & Wright, etc. Another specialty at the exhibit was the Corrugated Bailey Racing and Board Track tire. A point that the company was impressing on the visitors was the fact that over forty per cent. of the motorcycles shown at the Garden were equipped with United States tires, which are all made now in the Indianapolis factory.

WHITTAKER TIRE CHAINS.

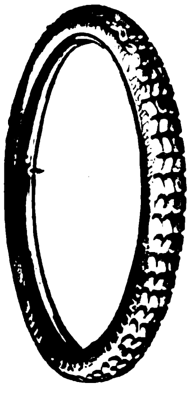
WHITTAKER motorcycle tire chains are made up with side linkings of the Triumph pattern and cross chains of German steel, bone hardened and connected to the side chains with loop-end hooks. They may be attached to nearly all standard wheels. The sizes are 26 by 2½, 28 by 2½ and 30 by 2¾ inches, the price in each case being $3. The chain, which is the product of the Whittaker Chain Tread Co., 12 Pearl street, Boston, Mass., has given excellent service under road tests.

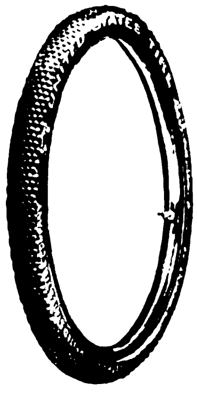
SCHRADER TIRE GAUGE.

THE Schrader Universal tire valves, the universal equipment for motorcycle and bicycle tires, and the Schrader Universal Tire Pressure Gauge, which actually registers at all times the amount of air pressure in tires, are attractively displayed at the booth of A. Schrader's Son, Inc., of New York.

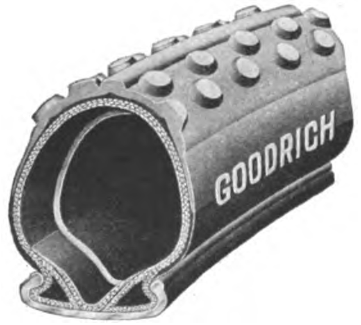
TINGLEY REPAIR OUTFIT.

AT the stand of Charles O. Tingley & Co., of Rahway, N. J., there was an unusually large display of automobile and cycle sundries, special attention being given to the firm's tire solder, patches, cement, blow-out patches and vulcanizing fluid. For the coming season special stress is being placed upon the advantages of the Tingley tire solder, a compound of recent marketing. It may be used for tube repairs of almost any size and nature.

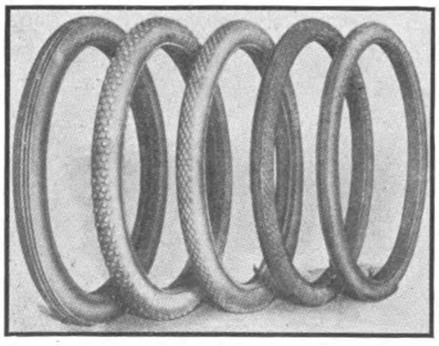

U. S.



U. S.



Goodrich Studded Tread.


The Goodyear Quintet.

GOODRICH THREE-INCH TIRE.

THE illustration shows the new Goodrich White Tread 3-inch motorcycle tire. It is made with four plies of fabric and the toughest material that can be secured. The heavy service required of motorcycles to-day, with larger machines, more powerful engines and extra loads, demands larger tires, and the 3-inch style has been brought out to meet that need. The larger size makes easy riding and proves more economical in the long run.

The Goodrich 3-inch tire may be had in either the corrugated tread or the new large stud tread, with the center rib. This center rib reduces the wear on the studs, gives more rubber in the tread, makes steering easier and riding smoother than with any other studded tread. Naturally, the Goodrich Tough White Tread is adhered to.

The new tire is 29 x 3 inches, single clinch only, and will fit a 28 x 2½ rim, provided the mudguards give sufficient clearance.

AJAX NON-SKID TIRE.

RECTANGULAR beveled corrugations individualize the tread of the Ajax non-skid tire, which is produced for motorcycles as well as automobiles by the Ajax-Grieb Rubber Company, with general offices at Broadway and 58th street, New York, and a large factory in Trenton, N. J. The tire's non-skid properties are evident at a glance, and its extra heavy construction points to mileage results of the kind that will give the user economy and the manufacturer prestige.

PENNSYLVANIA TIRES.

PENNSYLVANIA tires of the vacuum-cup tread type, having rendered as satisfactory service on motorcycles as on automobiles and bicycles, attracted marked attention from visiting motorcyclists at the show stand of the Pennsylvania Rubber Company. The company's tire for motorcycles is made to the same standard of strength as its automobile casings, and, being in its third season, it no longer lacks proof of its service qualities. In addition to providing a non-skid tread the vacuum cups afford a heavy wearing surface, making it possible for the company to market them with a guarantee of 4,000 miles. This tire is unchanged from its construction of last season.

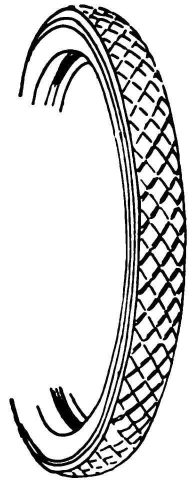
STEVENS PUMP LINE.

STEVENS Standard motorcycle pedals and Bluemel's celluloid frame pumps—the Sterling, with embossed handle and the trade-mark in gold, 15 inches long and ⅞ of an inch in diameter; the Reliable, embossed handle, 15 inches long and 11-16 of an inch in diameter—are shown in a tasteful display at the booth of Stevens & Co., of New York.

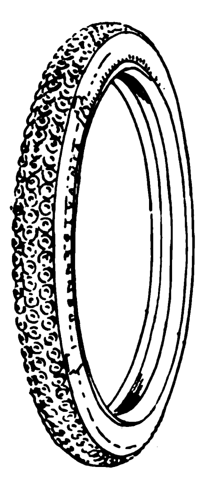
NO DIAMOND CHANGES.

THE Diamond Tire Company is showing particularly the Corrugated and the Bailey Tread tires, no new features being apparent.

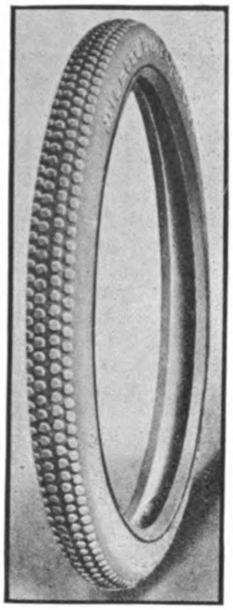
Federal Tires.



Ajax.

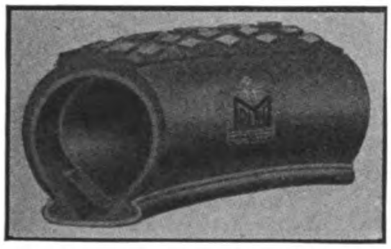


Pennsylvania.

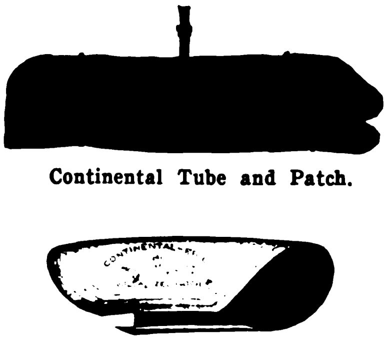


Diamond.

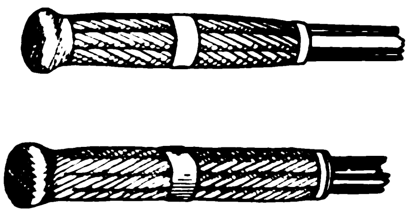
Continental.



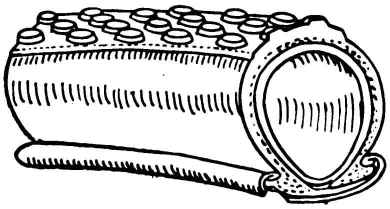
Empire.



Continental Tube and Patch.



U. S. Tire Co. Grips.



Kokomo.

GRAY SPECIALTIES.

"SELBST-GEMACHT" tire compound is a product of the Gray Specialty Company, of Newark, N. J. This compound permanently repairs stone cuts, punctures, dig-outs, and is self-vulcanizing. It is applied by merely filling the cut, kneading in the compound thoroughly, and allowing it to set for a short time

THE YOUNG SPECIALTIES.

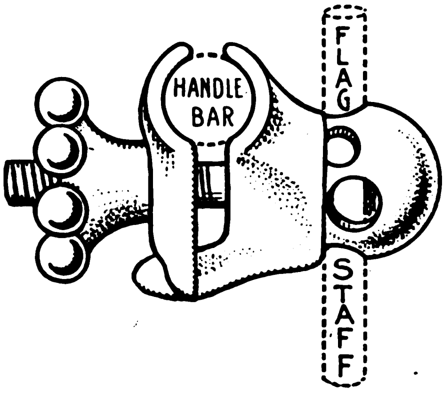
RUBBER repair accessories, oils, greases and belt dressings were featured in the comprehensive exhibit of O. W. Young, of Newark, N. J. The full Young line as shown in former years was on display, with several innovations in cements, vulcanizing compounds and patches for emergency tire and tube repairs.

ROLLER BEARINGS.

BANTAM Anti-Friction Company, of Bantam, Conn., is making roller bearings for motor crankshafts and gear devices. The bearings are of the shell and cage type, the rollers being cylindrical. The Chadwick automatic road guide, recently described in these columns, is also produced by this company.

NOONAN LAMP BRACKETS.

THE A. S. Noonan Tool Works, Rome, N. Y., makes a specialty of a lamp bracket to carry any size of automobile or motorcycle lamp, attached by clamps to the handlebar. Two brackets are used for carrying a large headlight in any position on the bars. A pennant holder for carrying flags anywhere on the machine is also featured. A pillion seat of spring steel frame with footboard and leather cushion and back is another novelty for 1912.



Noonan Pennant Carrier.

COMBINATION WRENCH.

A VALUABLE addition to the list of combination wrenches is the "Hercules," for which the American Thermo Ware Company, of 16 Warren street, New York, has the sole sales rights in the United States and Canada. It is unusually compact, being 4 inches long when closed, and 7½ inches long when open. It weighs 10½ ounces, and affords openings of all sizes from the tank key to three-quarters of an inch. The wrench is made of special tool steel carefully hardened. The blades are held together by a rivet and cannot get lost; each blade opens independently after the manner of a jack-knife blade. Considering its size and weight, the "Hercules" is one of the most valuable tools on the market for the motorcyclist.

THE KELLOGG LINE.

AIR gauges, grease guns, hand pumps, primers and valve grinders are among the garage accessories of interest to the motorcyclist as displayed by the Kellogg Manufacturing Company, of Rochester, N. Y.

SPEED INDICATORS

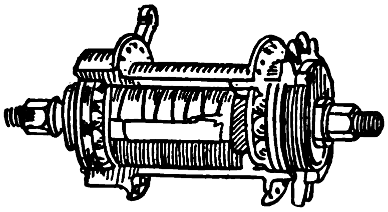
STANDARD SPEEDOMETER.

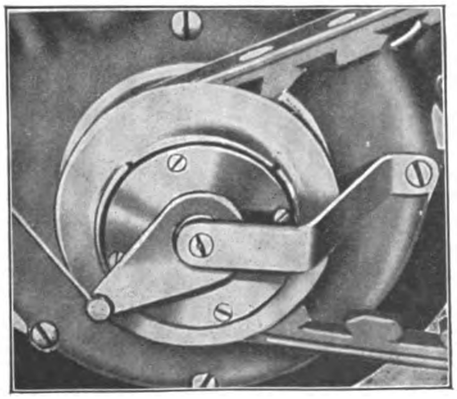
FOR 1912 the Standard Thermometer Company, 65 Shirley street, Boston, Mass., has produced a new form of flexible shaft drive to be used in connection with its computing instrument for motorcycles. The improved shaft is neater in appearance, smoother in operation and is not likely to be damaged. The flexible shaft runs through a rigid tube for about half the distance, this tube being held at either end so that it cannot shift its position, although it allows the spring fork full action. The bevel gear at the lower end of the tube is provided with a self-contained ball-bearing. The flexible tubing in the new form extends from the upper end of the tube to the instrument and needs no binding as it is only long enough to permit of free action of the fork. Minor changes in the speedometer itself render it more durable and less susceptible to vibration than in the past.

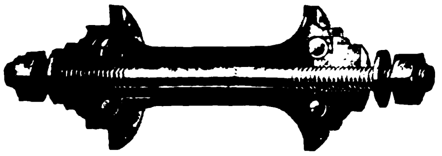
VEEDER CYCLOMETERS.

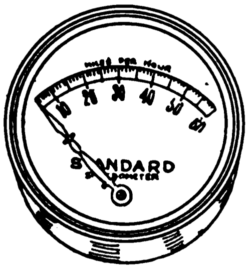
THE full line of Veeder cyclometers are being shown at the booth of the Veeder Manufacturing Company, Hartford, Conn. The new motorcycle bracket for the standard Veeder motorcycle trip cyclometer is adjustable, allowing for its attachment to all makes of motorcycles. The bracket is made to project forward so as to clear the truss forks used on many of the machines.

ECLIPSE BRAKE, FREE ENGINE AND HUB.

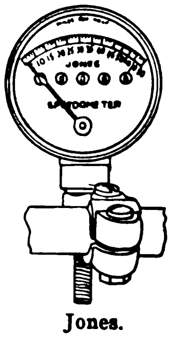




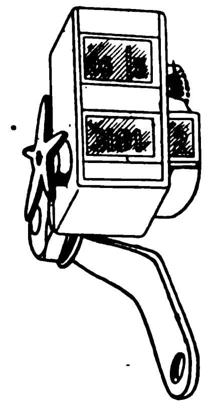




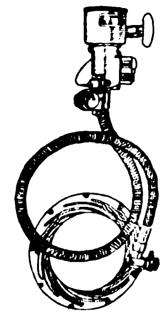
Standard.



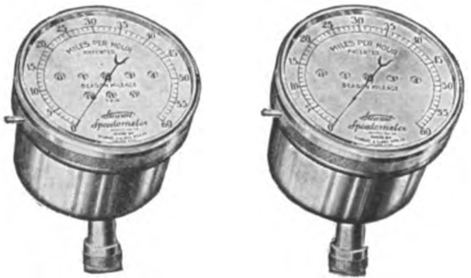
Jones.



Veeder.



Warner.

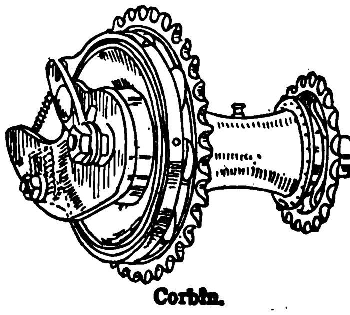


Stewart.

ECLIPSE MACHINE CO., ELMIRA, N. Y.

CORBIN SCREW CORPORATION, NEW BRITAIN, CONN.

NEW DEPARTURE MFG. CO., BRISTOL, CONN.



Corbin.

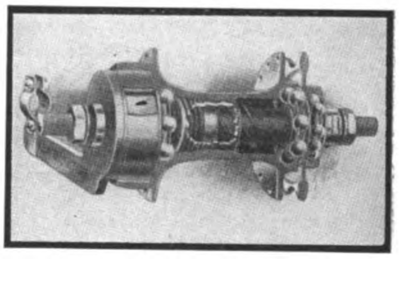
WARNER CYCLE-METER.

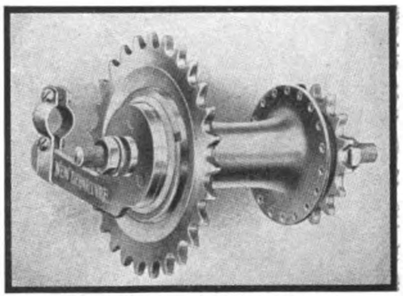
ONE of the most attractive offerings at the stand of the Warner Instrument Company, of Beloit, Wis., was the Warner Cycle-Meter which is constructed on the magnetic principle demonstrated to such good effect years ago in the Warner Cut-Meter and in the Warner computing instrument for motor cars. It is unchanged from the type which gave general satisfaction last year.

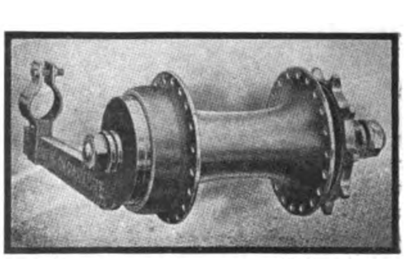
STEWART SPEEDOMETERS.

THREE types of motorcycle speedometers for 1912 were shown by the Stewart & Clark Manufacturing Company, of Chicago, listing at $15, $20 and $25. The first, cataloged as model 43, has a 3-inch, 60-mile dial, with 100,000-mile season odometer, but no trip register. The second instrument has the same sized dial, 75-mile speedometer, 100,000-mile season odometer and 100-mile trip register. It can be reset to any tenth of a mile. The $25 instrument has a 90-mile speedometer, odometer and trip register, as in the type last described, and can also be reset to any tenth of a mile. The large dials, plain figures and steady pointer make the Stewart products especially adaptable for motorcycle use. They are driven from either the front or rear wheel.

NEW DEPARTURE 1912 BRAKE TYPES.



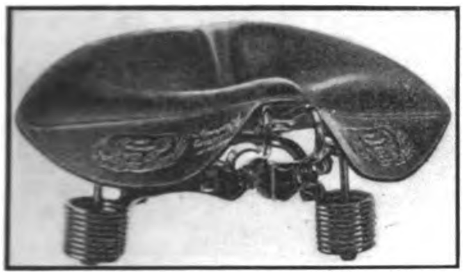




SADDLES TOOL BOXES Etc.

MESINGER SADDLES.

A FEATURE among the motorcycle saddles shown, and typical of Mesinger construction is the shock absorber, now in use for three years. So successful has this device been that it has come to be the chief distinction by which the product of the H. & F. Mesinger Mfg. Co., of 1801-7 First avenue, New York, is recognized. Its triple function may be stated as: First, damping any rebound and shock due to rough riding; second, reduction of side-sway to a minimum under all conditions; third, steadying the action of the compound springs in the center, which is of special importance in preventing crystallization and breakage of the springs.



Front View of Mesinger.

Changes in saddles of the Mesinger make for 1912 are in the material used only, contributing more than ever to greater safety and structural strength. All spring parts are of steel, no castings of any nature being employed for this season's product. On the standard type saddle, the pommel has been made narrow. Full steer-hide with extra re-enforcements is used for the seat. The cavalry type saddle, a veteran of ten years' service, now includes the number 4, specially recommended for long distance riding, and this particularly typifies a very high standard in saddle construction. Only skilled artificers can produce the seat top, and the latter is well padded with curled hair. The racing type of saddle is the only one made especially for such service, and has been in use by a large number of professional and trade riders in competitions in America and Europe.

The illustrations give front and quartering views of the cavalry types, and show the curved front spring, the post clamps, the hollow in the top and the narrow pommel very distinctly.

THE NEW PERSONS.

AFTER exhaustive experiments and tests the Persons Mfg. Co., has perfected the new motorcycle saddle which it will feature for 1912, and riders who saw it for the first time at the Show were impressed with its possibilities.

It will be noticed that the customary front spring has been eliminated, which makes it possible to secure a much lower saddle position. This is found to be a very important and desirable feature by all riders of experience, as the center of gravity is lowered, thereby minimizing the liability to skid, besides making it possible for even a short limbed rider while in the saddle to place his feet firmly on the ground to balance his machine. A one-piece, high-arched bridge of drop-forged steep is used in the rear construction, giving ample clearance to prevent bumping the mudguard, in view of the low position obtained forward.

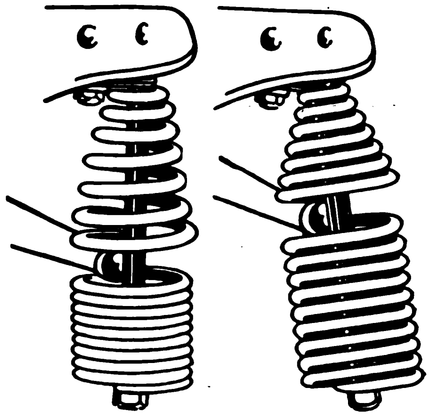
While this new saddle will be known as "Model R," signifying "Rigid Front," it will be noted that the pommel is hinged to the trusses to properly compensate at this point for the spring action at the rear of the saddle. On account of this "Rigid Front" construction the possibility of side-sway is overcome, thus giving the rider a firm, though springy, and comfortable seat.

More strain is perhaps thrown on the pommel of a saddle of this type than when a front spring is used, but this feature is amply overcome by the practice of the Persons Co., in using solid, copper, hand-set rivets at the pommel, and as the leather tops are cut from pure oak tanned, extra heavy, unsplit, steer hides, specially tanned by the makers for this purpose, the danger of tops pulling loose at the pommel is eliminated. The front spring construction can also be supplied if desired. This type will be known as "Model S." Both styles for 1912 have wider and deeper tops than were used in the 1911 model, giving the rider a seat of ample area.

The arrangement of the rear springs is the same as heretofore, the trusses being of cold rolled steel and the clamp entirely of drop steel forgings.

TROXEL SADDLES.

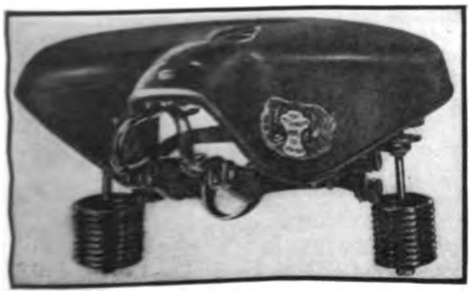
COMFORT, dependability and long life are characteristics of all of the products of the Troxel Manufacturing Company, of Elyria, Ohio, and these qualities are even more strongly emphasized for the 1912 season. The new model for the motor two-wheeler has no nose-coil, resulting in a lower saddle position and giving a clean appearance. The nose is narrow and there is more seating room, with superior riding qualities. The spring action is new and bottoming is impossible; the connecting yoke on the plungers is in one piece and hinged at the top, allowing the yoke to stay in the center of the springs at all times.



Troxel Spring Construction.

The brace between the side trusses in the rear is channeled and rounded, enabling the machine to be easily picked up and handled. The clamp has been made much stronger and four rivets have been placed together on the cantle-back holding the top to the cantle. Ten rivets are used in all. The adjusting bolt is flat on two sides and is operated from the front by running a nut up on a screw. The flat sides also prevent twisting of the top at the nose.

Another Troxel novelty is a flared-end mud-splasher, the sides being turned over the sides of the wheel and being four inches deep. Another saddle model has the same leather and springs as the new one, but measures 13½ by 15½ inches and is adapted for touring. A steel frame tool-box for top bar mounting is another novelty, the steel frame keeping the box to shape and effectively protecting the tools.



Mesinger Cavalry No. 4.

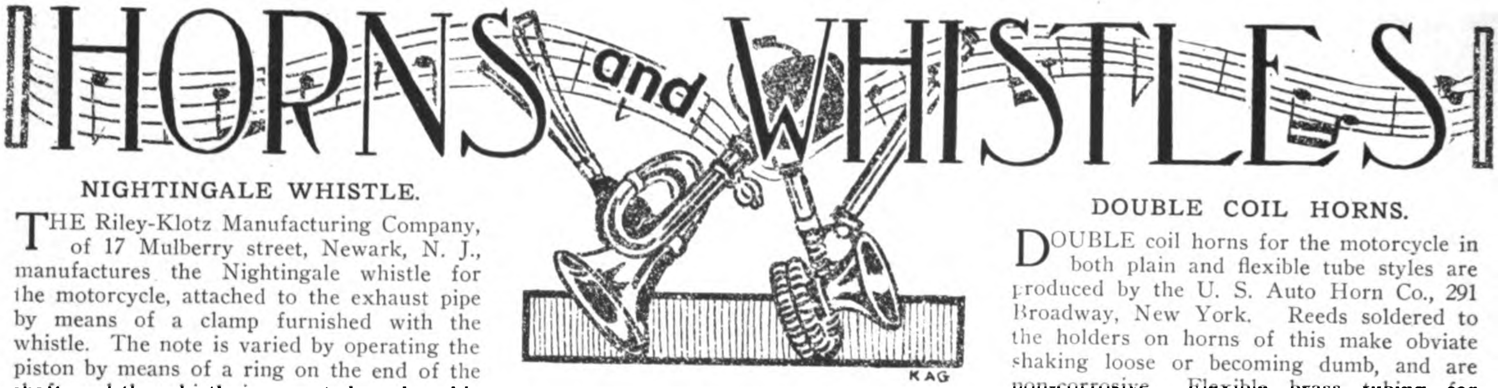
PERSONS CHAMPION MOTOR SEAT
PATENTED

Persons.

TROXEL MFG. CO.

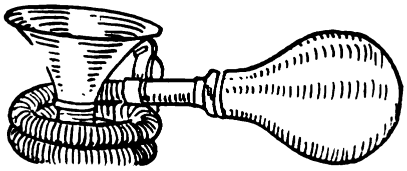
Troxel.

HORNS and WHISTLES



NIGHTINGALE WHISTLE.

THE Riley-Klotz Manufacturing Company, of 17 Mulberry street, Newark, N. J., manufactures the Nightingale whistle for the motorcycle, attached to the exhaust pipe by means of a clamp furnished with the whistle. The note is varied by operating the piston by means of a ring on the end of the shaft, and the whistle is mounted so that this can be effected easily from the saddle.



Riley-Klotz Mfg. Co., Newark, N. J.

STROMBERG CARBURETER.

STROMBERG MOTOR DEVICES CO., 64 East 25th street, Chicago, Ill., is bringing out a new carbureter for motorcycles. The carbureter casting embodies both float-chamber and mixing-chamber, and there are three jets communicating with the inlet connection through a single top-jet around which the primary air is taken. Communication between this jet and the inlet pipe is through a curved pipe. The throttle drum is placed in a horizontal chamber at one of which is the horizontally sliding auxiliary air valve and at the other the inlet connection. The throttle by its rotation for low speeds cuts off more or less of the opening of the curved tube previously mentioned and when opened admits the jets to suction in succession. The float is a hollow metal ball acting on the needle valve by a ring and is put in from below, the cover being on the under side of the chamber.

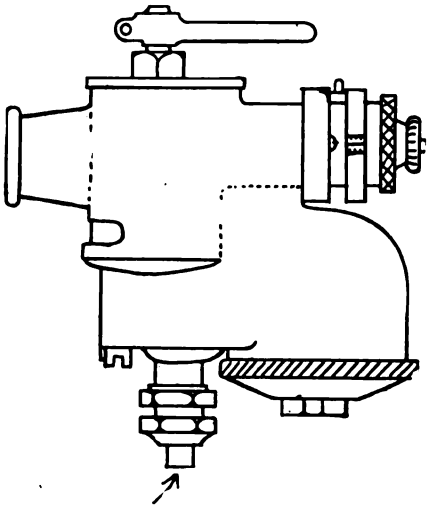
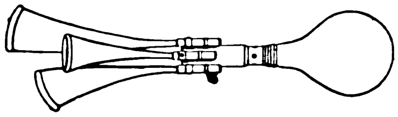


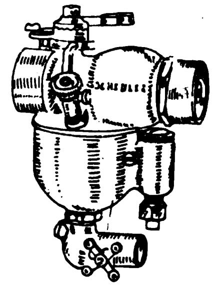
EXHIBIT IN BUFFALO.

THE only exhibitor of motorcycles at the Buffalo (N. Y.) motor show, held in the Seventy-fourth Infantry Armory, was the Neal, Clark & Neal Company. The firm's display included five models of the Indian, ranging from the big seven to the 4 h. single with magneto ignition.

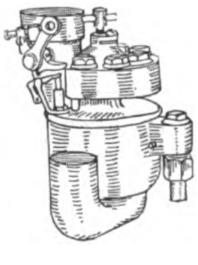


Autocrat Horn. Amer. Thermo. Wale Co.

CARBURETERS



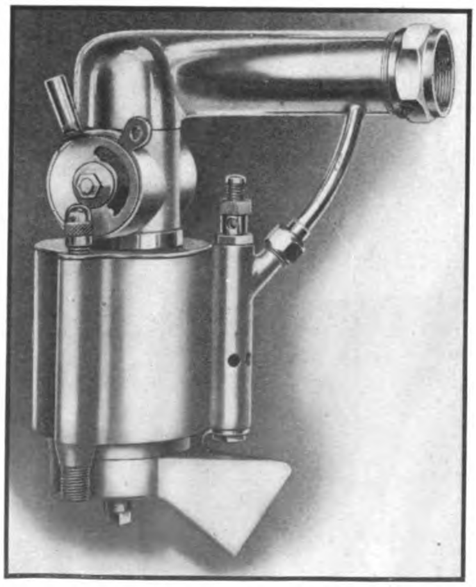
Schebler.



Kingston.

THE SCHEBLER CARBURETER.

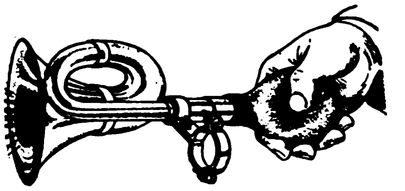
MODEL "H" of the Schebler carbureter, intended for motorcycle use and produced by Wheeler & Schebler, of Indianapolis, Ind., follows the lines of the firm's other mixers in design, and has given such uniform satisfaction that it shows no changes for 1912. This type of the Schebler is made in two sizes only, the ¾-inch size designed primarily for motorcycles, and the 1-inch size which is adapted to small high-speed motors.



Indian Carbureter.

DOUBLE COIL HORNS.

DOUBLE coil horns for the motorcycle in both plain and flexible tube styles are produced by the U. S. Auto Horn Co., 291 Broadway, New York. Reeds soldered to the holders on horns of this make obviate shaking loose or becoming dumb, and are non-corrosive. Flexible brass tubing for horns and speedometers is also a specialty of this company.



Motorcycle Equipment Co., Hammondsport, N. Y.

ASSISTS IN MIXING.

"SPEEDO" is a device for assisting the operation of mixing, used in connection with a carbureter, and is handled by the Motor Car Equipment Company. A valve within the device is arranged to be operated by the suction of the motor, and recedes from its seat as the speed rises and more air is required. Where the air enters the inlet pipes the device is fitted with a perforated pipe which breaks up the spray and assists in mixing.

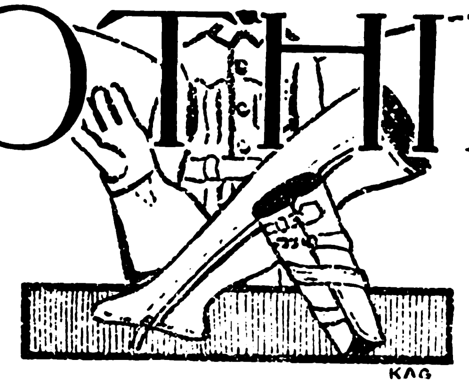
HAYES METAL BOXES.

METAL tool and battery boxes in several shapes and unusually attractive in appearance were featured in the show exhibit of the Hayes Manufacturing Company, of Detroit, Mich. The Hayes boxes are made of high grade steel, with enamel baked on, and all covers are pressed into shape, with round corners. Joints are electrically welded and the sides and ends are of one piece with a rolled bead at top and bottom. The Hayes special lift lock is fitted, the lift member of the locking device closing down over the lock proper when the box is shut, in such a way as to prevent strain upon the fastening from rough road service and falls.

OPEN LOCKPORT QUARTERS.

MEMBERS and friends of the Lockport (N. Y.) M. C. killed two birds with one stone, so to speak, when they enjoyed a fine spread on January 2 at the Niagara House, the annual banquet also serving as a celebration to mark the opening of the club's new headquarters. The rooms were formally thrown open on New Year's morning, and practically all the members of the organization were on hand to inspect them. The club had been looking forward for some time to occupying the quarters and enthusiasm was not lacking when the members of the squad at last found themselves in their own home.

CLOTHING



NORTHROP GLOVES AND LEGGINS.

GLOVES that will stand up under the hardest tests and remain efficient, and leggins that will give similar service and at the same time retain their shape, are of the "Northrop" brand, made by the Syracuse & Elbridge Glove & Mitten Co., Syracuse, N. Y. The gloves are double-palmed, reinforced under the thumbs and seamless in front of the fingers. They are soft and pliable and remain so, being good fits. The wrist-strap and patent fasteners are used. The leggins are made from the centers of the skins, and are bound with a patent binding, which holds them to shape when subjected to wet weather and hard usage. Like the gloves, they are good fitters, and come with Brega, fork or any reliable type of modern fastener, as desired. A well-arranged catalogue illustrates the "Northrop" line, and will be sent on request.

NATHAN "KOVERAUL" SUIT

FROM scores of appropriate names suggested for its new motorcycle costume, the Nathan Novelty Mfg. Co., of 84A Reade street, New York City, has decided upon "Koveraul" as being most strikingly descriptive of the outfit's chief characteristic, its thoroughness in protecting the clothing of the rider. From now on the firm's improved suit will be sold under this name. It is made of dark, double-texture mackintosh, which does not readily show dust or grime, and is designed for long service. The coat may be worn either tight-fitting or box shape, the adjustment being made by taking up an invisible belt. A military collar fits snugly at the neck, and the sleeves have adjustable tabs at the wrists for wind protection. Ball and socket fasteners are used throughout instead of buttons and buttonholes

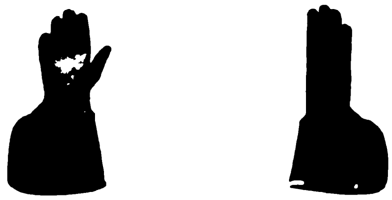
The trousers are roomy, after the fashion of riding breeches, and at the knee they fit snugly like leggings. Side openings give easy access to the inside pockets of the wearer. The coat retails at $7 and the trousers at $6. They are sold separately or as a suit. The company continues its full line of high grade leggings for 1912, in addition to the Nathan tool rolls, lamp covers, motorcycle and magneto covers, tool bags, special mudguards and other up-to-date accessories.

HARDY GOGGLES.

HINGED-CENTER GOGGLES, made to conform to the face so that dust and wind are excluded and absolutely clear vision insured, are made by F. A. Hardy & Co., 10 South Wabash avenue, Chicago. These goggles have no uncomfortable cloth or chenille binding, being made entirely of glass except for the hinged center-piece and the section that rests against the forehead; these are gold-filled material. For use when dust is unusually troublesome the goggles may be fitted with silk sides. The hinged center-piece, in connection with four different curves of the inner edge of the lenses, permits of exact adjustment to individual requirements. Being open on the sides for ordinary use the Hardy goggles do not overheat the eyes and afford proper ventilation while giving protection. They are made in four shapes, two in regular size and two of large size.

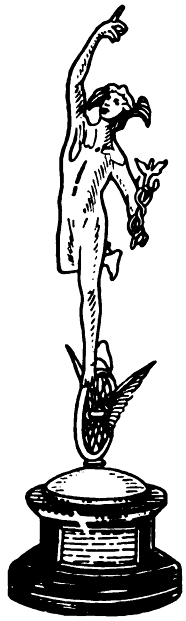
MORRISON-RICKER GLOVES.

GLOVES for the motorcyclist, in new styles, will be shown by the Morrison-Ricker Manufacturing Company, of Grinnell, Iowa, at the New York, Chicago and Boston shows, the chief style being a "Rist-Fit" model with double re-enforced palm, which is shown in the accompanying illustration. The double re-enforcement tends to lengthen the services, gives greater protection to the hand and ensures a firm grip on the handlebars. The fair sex is not neglected, as there will be a model with gauntlet in handsome leather, satisfying in both durability and finish.


Morrison-Ricker Gloves.

These and other "Rist-Fit" models are illustrated and described in the Morrison-Ricker Company's Style Book, which is just off the press. A copy will be mailed on application to the company.

AT the exhibit of the Hendee Manufacturing Company is one of the most beautiful trophies ever won by an American machine. This trophy has just been released from the Custom House. It was imported from England by the Hendee Manufacturing Co. to be exhibited in their space at the New York and Chicago shows.

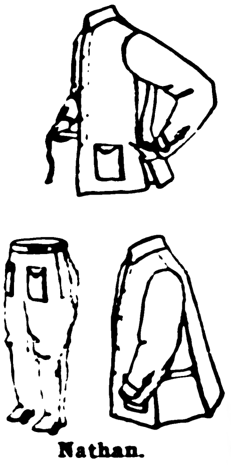


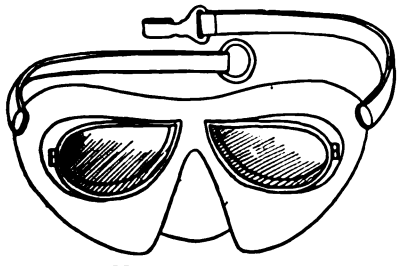
Early last spring when the Hendee Manufacturing Co. finished their design for their 1912 model, it was decided to enter five of them in the Senior Tourist Trophy races on the Isle of Man, Great Britain, under the auspices of the Autocycle Union of Great Britain.

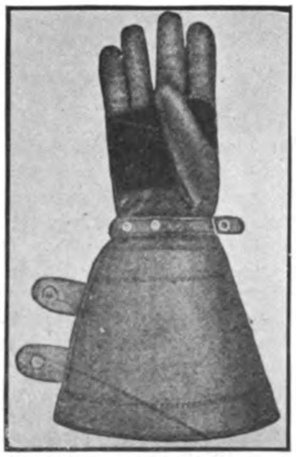
The trophy, which was presented to that organization by the Marquis of Mouzilly-St. Mars in 1907, is a handsome silver figure of Apollo, and is valued at $1,000.

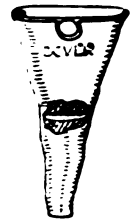
The race was run July 3, 1911; there were 59 starters, consisting of the crack motorcycle racers of Europe, and the distance was 187½ miles. The Indian finished first, second and third.

After the Chicago show the trophy will be returned to England for the 1912 race.

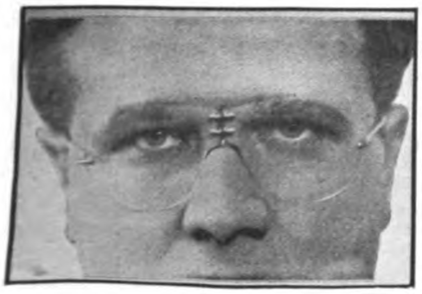

Nathan.

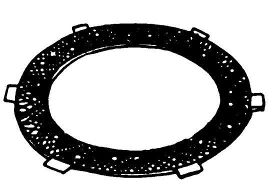

Autocrat Mask and Goggles. Amer. Thermo-Ware Co.


Syracuse & Elbridge.



Dover Funnel.


F. A. Hardy Autoglas Goggles.


Raybestos Liner.

DIE-CAST PRODUCTS.

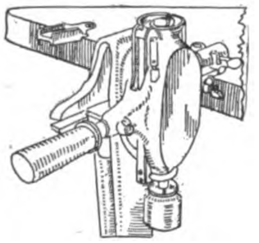
A COMBINATION oil and grease cup for use on motorcycles is one of the specialties of the Doehler Die Casting Company, Court and Ninth streets, Brooklyn, N. Y. The cup is die-cast throughout and is self-closing with absolutely free passage for oil or grease. The lid has a butt to the rear of the hinge, and on this presses a steel ball held up by a spring, the device being fitted into a side pocket away from the hollow of the cup. A slot in the base of the hollow enables the cup to be screwed into its seat by a few turns of a screw-driver. Other die-cast specialties are distribution case covers, timing-gear covers and crank-cases.

POCKET FLASHLIGHTS.

AMONG other offerings of interest to the motorcyclist the National Carbon Company, of Cleveland, Ohio, showed an unusually attractive line of pocket flashlights in vest and coat pocket sizes and in tubular form. To the rider who has known road trouble at night they told their own story of usefulness.

SHALER VULCANIZER.

SHALER electric vulcanizers, sloganed at the company's stand in the show as "Dollar-getters for the work bench," interested motorcycle dealers and repairmen as well as automobilists. The company, which is located in Waupun, Wis., distributed a helpful booklet on tire and tube repairs.


Shaler Vulcanizer.

USING VANADIUM.

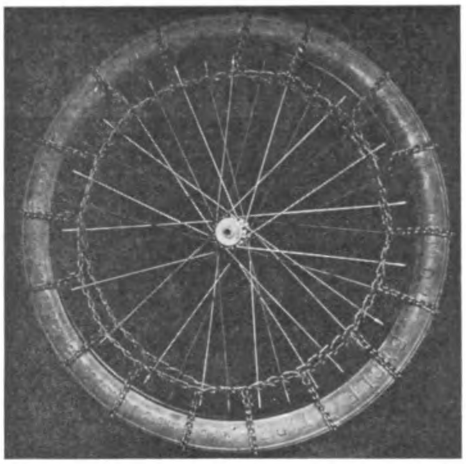
THE use of vanadium in conjunction with steels or bronzes has been carried to a highly satisfactory point by the American Vanadium Company, Frick Building, Pittsburgh, Pa., and fitments for the two-wheeler made with such alloys are vanadium cast iron crank-cases, connecting-rods and shafts. Vanadium alloys have been in successful use in all kinds of motor vehicle service, and are adapted for motorcycle construction and in other cases where strength, light weight and long life are desirable.

NEW BALL-BEARING TYPE.

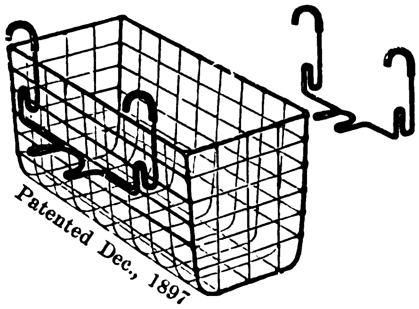
A BALL-BEARING which employs a full set of balls and a retainer without nuts nor screws is a feature of the bearings made by the Imperial Bearing Company, Detroit, Mich. The retainer consists of two rings, one plain and the other having tongue-shaped separators facing toward the plain ring and separating the race of balls. The retainer allows of sufficient flexibility for the balls to dilate under load and this contributes to silence in operation of the bearing. The bearing may be said to be international in character, as the steel used is German, the balls of English origin, and the manufacture American. The sizes range from 0.39 of an inch to 3 inches, with three different weights, and are adaptable for use on magnetos, motor shafts, connecting-rods, etc.

BAKER'S EXTENSIVE LINE.

SIXTY-FOUR pages in a new two-color catalog are needed to tell the story of how well F. A. Baker & Co., 10 Warren street, New York City, are prepared to cater to the accessory needs of motorists. Even with this broad-gauge publicity the company is unable to bring out all the desirable features of its specials, among which are improved exhaust whistles, waterproof clothing, container and generator lamps, imported goggles, Spartan belts, high-grade horns and lamps, Majestic tandem attachments, Baker's specially designed spark plugs, and tires and their accessories.


Baker Tire Chain.

One of the most popular articles in the Baker line for motorcyclists given to winter riding is the firm's tire chain. It is furnished for 26 and 28-inch wheels and in special types for either chain, shaft or belt-driven machines. It is applicable only to the rear wheel, as standard forks do not afford sufficient clearance to permit of its proper attachment to the front wheel. It can be fitted or taken off in less than three minutes and is suitable for a tire of any diameter up to and including 2¾ inches. The chain is strong and dependable without being cumbersome, and has given entirely satisfactory service under severe tests.



Dowe Luggage Carrier.

SPECIAL R. I. V. BEARINGS.

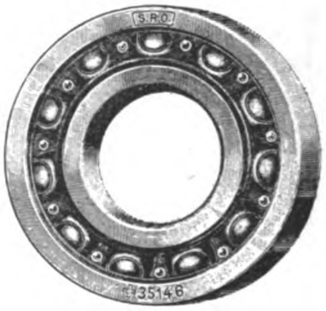
IN addition to ball-bearings of the R. I. V. type for radial and thrust loads, the R. I. V. Co., 1771 Broadway, New York, makes special bearings for magnetos and valve guides and for adapting in place of the old cup-and-cone type used on bicycles and some models of motorcycles. The valve-guide bearings are put in place of the roller and have shown excellent service under all sorts of conditions.

"MOTOBESTOS" BRAKE LINING.

CLUTCHES and band brakes employ asbestos compound linings, and one of these is "Motobestos," the product of the Calmon Asbestos & Rubber Works of America, 103 John street, New York. This fabric is of pure asbestos in which fine brass wires are embedded, with the threads woven into a solid mass and impregnated with a waterproof compound. The resulting fabric is thus practically indestructible and proof against oil and dirt. It retains its elasticity, and is guaranteed not to squeak.

NOVEL MOTORCYCLE GARAGE.

SHOULD the non-city-dwelling motorcyclist wish for a ten-by-twelve garage of steel with wire glass panes, he should apply to J. R. Ashley & Co., or 527 Fifth avenue, New York. This firm specializes in fireproof structures for motor vehicles, with walls, roof, etc., on the interlocking unit system, so as to allow of being readily taken down and yet be burglar-proof. The price is rated at one-third as much as that of a similar structure in masonry.



S. R. O. Ball-Bearing.
Imported by Marburg Brothers, New York.

HOLLINGSHEAD PRODUCTS.

OILS of "Whiz" trademark for the motor, cup greases and soapstone are products of the R. M. Hollingshead Company, of Camden, N. J. The line for 1912 has been augmented by a carbon decomposer, a valve grinding compound put up in twin flat circular boxes for the pocket, small pocket-size canisters for emery and corundum, and a new hand-soap known as "Washeasy," the latter in a flat circular pocket box.

"RHEINLAND" BALL BEARINGS.

IMPORTED ball-bearings of "Rheinland" make with special adapters are made in three weights and 30 sizes for the Rhineland Machine Works, 140 West 42d street, New York, the American agents. The adapters act as shallow pockets for the balls and enclose them partially, but without friction. An unique form of flexible ball-bearing has a curved-top "false" outer race fitted within a correspondingly curved inside-portion of the outer race, permitting the balls and "false" race to adapt themselves to slight mis-alignments of the shafts without binding or grinding the balls on one side. Although the bearings are for radial loads, an axial load of 25 per cent. can be carried by any of the series.

"AZALEA" MOTOR PARTS.

"AZALEA" anti-friction metal for bearings and vanadium-aluminum for crankcases are specialties of the Vanadium Metals Company, of Pittsburgh, Pa. Victor vanadium-bronze for connecting rods and like motor parts is also a feature of this company's products.

New York Show Report

MOTORCYCLE ILLUSTRATED

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J. LEO SAUER . . . . . . President
H. N. CONDICT . . . . Secretary

CIRCULATION, 10,800; NET, 9,025

THE Shows, despite the many criticisms to which they are undoubtedly open, are nevertheless all but indispensable. That's rather bromidic, but we believe it states the solemn truth. One cannot very well estimate to what extent the trade would be loser were there no motor exhibitions. Certain manufacturers are satisfied that the loss would be nil or nearly so, and inasmuch as these annual displays have for years been part and parcel of the development of the industry, it is not possible to demonstrate, by comparison or the results of experience, that the adverse critics are entirely in the wrong.

The fact remains that the Shows are stimulative, of at least keener, healthier competition, and what can be better for any trade? It is here that the exhibitors meet annually on equal terms, and under exactly the same conditions battle for popular approval and endorsement. And while so doing the competing makers learn what is wanted by those with whom they would do business. These two important features are inseparable from all well regulated Shows, and alone they constitute an unanswerable argument in their favor.

It is generally conceded that the Show now in progress in Madison Square Garden is the most promising, from a motorcycle standpoint, of any ever held in the national metropolis. From the very start it was apparent that the public was displaying more than a casual interest in the motor-driven two wheelers on show in the second balcony, just beneath the gorgeous oriental canopy which hangs from the roof girders. Whether popular prices or simply an awakening to the possibilities and attractions of the motorcycle are responsible for the favorable attitude everywhere evinced, the fact remains the *esprit de corps* of the Show is encouragingly different from that revealed on previous occasions of a similar nature.

On the other hand, anything less than the substantial enthusiasm evoked on all sides would have been sorely disappointing to the trade. The motorcycle has demonstrated its right to universal popularity, and if it does not achieve a goodly share of it during the next two or three years it never will. But failure to win out, now that public prejudice has been allayed and a genuine buying interest taken its place, is simply impossible.

At the New York Show, even the few who come to find fault soon discover that fault-finding is entirely out of order. The fast and powerful little beauties are making a tremendous hit and at least so far as the motorcycle is concerned, the 1912 Show in the Garden is a huge success.

This country has at least a million young and middle-aged men who can spare the price at which standard models are purchasable, and who will buy soon after they have learned just what a modern motorcycle is and of what it is capable. The estimate is not a bit too high. To reach those thousands of potential prospects is the question. The machines are right, the prices within easy reach of the multitude. But the latter will not become aware of the fact except through the systematic organization of sales and wide, effective and scientifically-supported publicity. The dealer living in the atmosphere of ten, five or even a year ago has no place in the scheme of today, nor has the manufacturer who lacks the ability or the inclination to assist deserving agents. The fossilized will disappear, are disappearing, in fact, making room for those whose species invariably come forward at the psychological moment to energize and give lasting vitality to every promising business.

Nineteen Twelve is having an auspicious inaugural at the Garden. The balance of the year's story should be just as interesting and just as satisfactory as the opening chapter.

MOTORCYCLE TOURING THROUGH EUROPE

Rainy Weather, With Muddy Roads Now and Then, Characterize Journey of American Tourists Through the South-Western Part of Germany—Some Interesting Experiences

PART V—*Stuttgart, Heidelberg and Strasburg*

By JOSEPH ESLER

CONTINUED rains and several minor accidents marked the trip of the American motorcyclists, Esler and Streiff, from the Neckarsulm district in Germany to Heidelberg, the ancient university town, and then on to Frankfort. German hospitality remained the same, however, and whenever assistance was needed it was quickly forthcoming. As a result the tourists suffered only slight delays. The present instalment of Esler's article finds the travelers preparing to bid farewell to the N. S. U. factory staff and the riders of Heilbronn.

The writer noticed that in all the leading cities of Germany the "stadt" theatre is one of the finest buildings. It is always owned by the city and during the winter months the best plays are produced. This policy of municipal management is also carried into other fields with success.

While we were preparing to leave Heilbronn Streiff's ill luck continued on his trail. He had the misfortune to break off one of his teeth on some German "black bread" that was several days old, and consequently very hard. One of the Heilbronn motorcyclists, who was a dentist, offered to supply a new tooth with the understanding that Streiff would give him a testimonial to the effect that the work was up to the mark. Naturally, the offer was accepted, and Streiff now carries a Heilbronn souvenir in his mouth.

A Sunday Outing.

On Sunday we enjoyed an outing in a small village a few miles from Neckarsulm, the occasion being a church picnic. About a dozen members of the N. S. U. staff were present and it goes without saying that we had a good time. The picnickers walked home in a body about 10 o'clock at night, singing the old folk songs of Germany.

When we visited one of the moving picture halls Streiff had the pleasure of seeing himself ride into Berlin on his machine, that is, he saw the film which was prepared on his entrance into the capital. The pictures were quite clear, but, of course the series was short. However, it seemed to please the patrons of the place and it gave us a rather unusual sensation to hear the film applauded. We remained in the city for several days because of a heavy rain, but as soon as traveling was passably safe we took to the road again.

Esler Travelling in Luxury Through the Streets of Stuttgart.

Off for Stuttgart.

Despite the protracted storm we found the roads in fair condition and on the way to Stuttgart we encountered little trouble. There were only two or three muddy stretches, but there were hills aplenty and in passing through some of the smaller towns we found narrow, poorly paved streets. We left Neckarsulm at noon after having some photographs taken at the factory, and no sooner had we passed outside the city than I found that my free engine clutch was not working properly. Before I reached Heilbronn, 5 kilometers away, it was racing in great shape although it was pulling the machine only at a walking pace.

Upon examination we found the clutch entirely too free, and full of oil, and after considerable tinkering we got it into working condition again. Our actual start for Stuttgart was made at 4 p. m. At first small town we struck Streiff was obliged to change spark plugs, and a short time later as we neared the city his belt fastener broke. This was quickly repaired and at 6 o'clock we rolled into Stuttgart, just in time to find J. Wieland, the N. S. U. agent, closing his shop.

At Country Fair.

We noticed that the streets seemed to be crowded and that the people were in holiday attire, and Agent Wieland explained that an annual "volksfest" was being held. The program was similar to those we have at country fairs in the States. After having lunch with Herr Wieland we set out with a small party to view the city. Among the points of interest were the old palace of the "Kings of Wurtemburg," dating from the 13th century, and the more recently erected palace where the Kaiser stops on his yearly visit to the city. While sitting in a cafe we were pleasantly surprised to meet H. C. Barth, a German who had spent several years in Milwaukee. Incidentally he was well posted on the product that made Milwaukee famous.

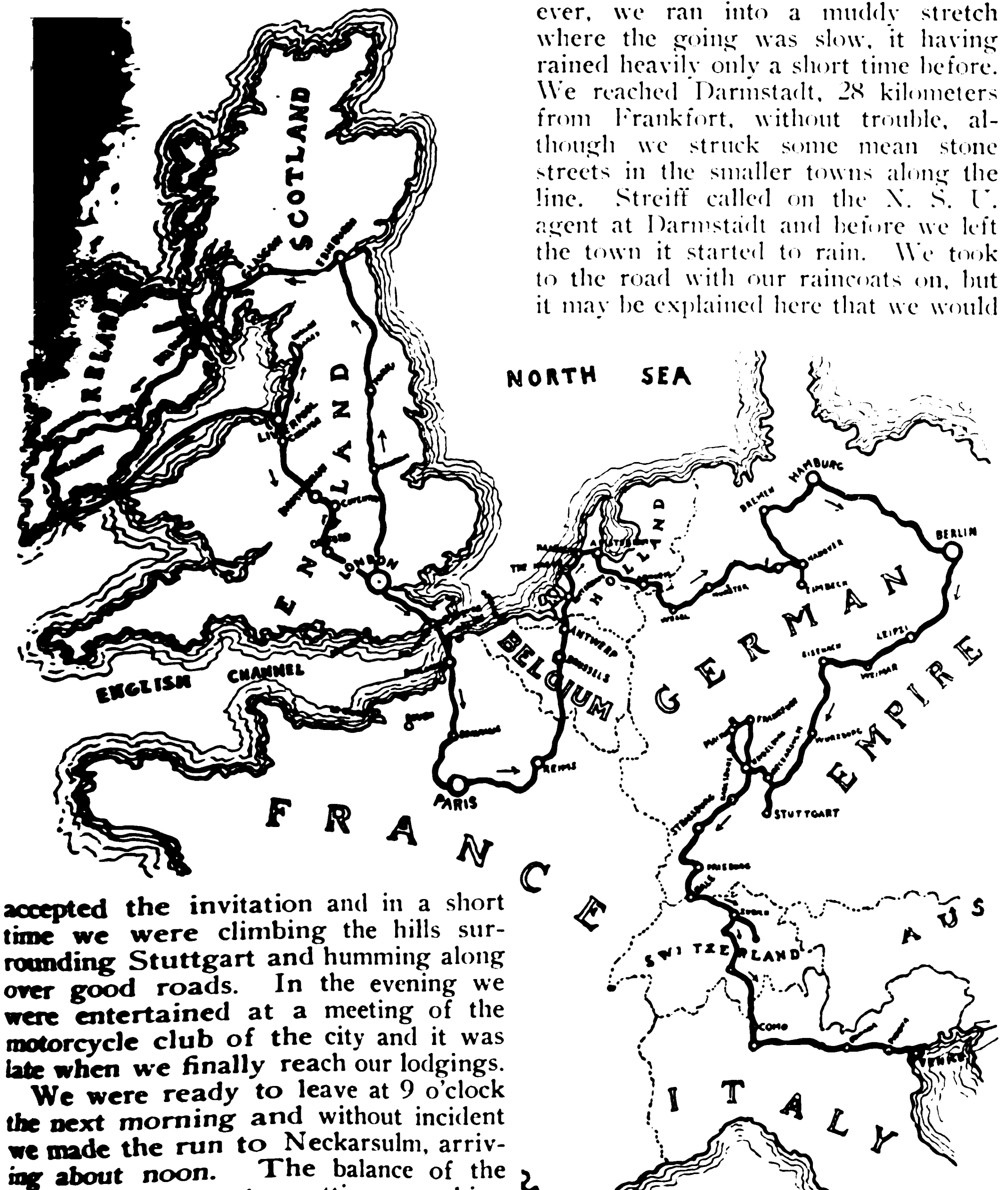
I was invited to spend the night with

Arthur Gikeleiter, a well-known racing cyclist of Stuttgart, and Streiff put up at the home of the N. S. U. agent. We were cordially received at the big Bosch factory when we visited it for an inspection. Robert Bosch, owner and inventor of the Bosch products, displayed great interest in our tour and looked over our photographs. Finally we were taken in tow by C. Frankenburg, the engineer at the Bosch plant, and under his direction we were shown everything of interest about the place. The factory employs 3,500 hands on an 8-hour-a-day schedule, and the force spirit of co-operation among the workers was evident on all sides.

An Automobile Trip.

Later we visited Manager Hermann, of the Peter Union Tire branch, who invited us to accompany him on an automobile tour of the city. We gladly accepted the invitation and in a short time we were climbing the hills surrounding Stuttgart and humming along over good roads. In the evening we were entertained at a meeting of the motorcycle club of the city and it was late when we finally reach our lodgings.

We were ready to leave at 9 o'clock the next morning and without incident we made the run to Neckarsulm, arriving about noon. The balance of the day was given up to getting everything in shape for our trip to Frankfort, which we made on the following day. We figured on reaching Frankfort in four or five hours, but several mishaps delayed us. We had ridden only a block when my machine developed an alarming rattle and I jumped off to find my band brake out of commission. I rode back to the factory and found that the nut on the rear axle had been stripped, letting the brake tear loose. I had a new tread turned on the axle and we made a fresh start for Frankfort.



MAP SHOWING OUR ROUTE

In Old Heidelberg.

We had good roads all the way to Heidelberg, along the Neckar river, and the scenery was fine. It had rained the night before but the roads were in good condition and we made fast time. We pulled into Heidelberg at noon and inspected the famous old university before we continued on our way to Frankfort.

The roads were very good and we were able to maintain a 40-mile-an-hour clip for some time. Near the city, however, we ran into a muddy stretch where the going was slow, it having rained heavily only a short time before. We reached Darmstadt, 28 kilometers from Frankfort, without trouble, although we struck some mean stone streets in the smaller towns along the line. Streiff called on the N. S. U. agent at Darmstadt and before we left the town it started to rain. We took to the road with our raincoats on, but it may be explained here that we would not have started had we known what we were going to run into.

Esler and an N. S. U. Agent in Front of Goethe Memorial in Strasburg.

Stalled in the Rain.

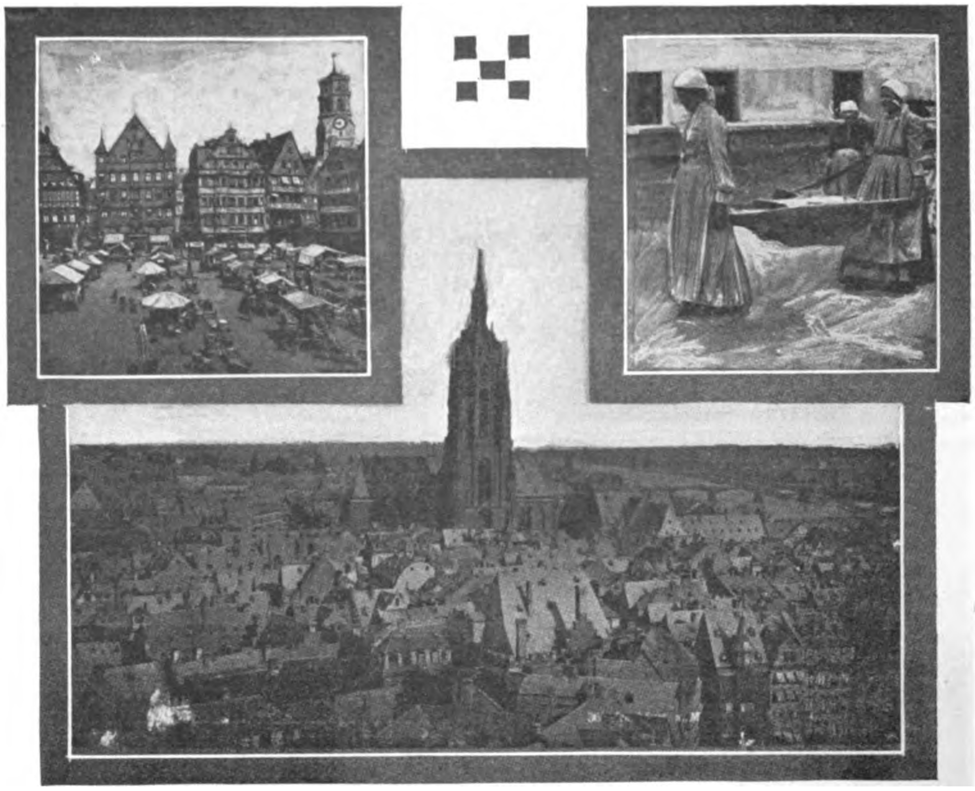
Several miles outside the city my machine skidded on a car track and I went down. When I righted the mount I found one of the pedals missing. Streiff in the meantime continued on his way to Frankfort and the agency manager there, Wilhelm Glocker, met him five miles outside of the city and with an automobile and escorted him in. Meanwhile I managed to get under way with one pedal, but not until I was soaked from head to feet. At New Essenburg, 5 kilometers from the city, I found that my engine was hitting on only one cylinder but I limped along and finally reached Frankfort about 6 p. m.

When I arrived I found that Streiff had put on dry clothing and made arrangements to stay overnight at the home of the agency manager, so I did likewise. In the evening we visited a circus and on the following day we made a trip to the home of the poet Goethe, after a delightful run along the River Mainz. We were told that Frankfort is one of the richest cities of Europe.

Streiff's Machine Exhibited.

In the meantime arrangements had been made to exhibit Streiff's machine in a show window on one of the main streets, where it attracted much attention. We were invited to attend a meeting of the Frankfort Radfahrer Verein, the motorcycle organization of the city. There we met about 20 riders and passed a pleasant evening. On the president's table was a motorcycle cylinder in which the members place their dues, and a bell connected with it is rung when the meeting is to be called to order. The idea struck us as quite novel.

On Saturday we rode to Wiesbaden, a city of 100,000 people, and noted for



Top, Left—Stuttgart Market Place. Top, Right—Women Doing Men's Work. Bottom—A View of Frankfort-on-the-Main.

its mineral baths. From there we went to Mainz and finally returned to Frankfort over an excellent road. Our run for the day was 54 miles, and we got back to Frankfort again just in time to escape another wetting. On Saturday we were guests of the Peter Union Tire Company, as Streiff was using their tires, and T. M. Franklin, a genial Englishman, was delegated to show us the sights. We witnessed a theatrical performance and then went to a club.

A German Hill-Climb.

On Sunday the Radfahrer Verein held a hill-climb at Feldberg, 25 kilometers from the city, and while I was enjoying a rest Streiff went out with the club. He was the fifth contestant to reach the top of the hill, despite the fact that he was using a borrowed machine and did not know the road well.

After delaying several hours on the following day to dodge the rain we set out again after Streiff had put a new steel-studded tire on his rear wheel. We reached Heidelberg at 6 p. m. on Monday after going out of our way several miles to avoid a stretch of the main road that was being repaired. Heidelberg is 60 miles from Frankfort by a good road. The streets in some of the villages, however, had very uneven stone pavements.

Streiff in an Accident.

While riding on a street car in Frankfort we were approached by a gentleman who asked Streiff if he was the "welt-riser"—meaning globe-trotter—and upon being assured that he had guessed corectly he introduced himself as a representative of the Diamond Tire Company in Germany. We were a bit surprised to hear this for we had taken it for granted that the European tire companies monopolized the field. He stated, however, that there was a good sale of the Diamond product.

After riding into Heidelberg over a bridge which spans the Neckar river, we lost no time in finding a restaurant. Later we located a hotel and wonder of wonders! it was a temperance establishment, something we did not expect to find in the land of the ever-ready stein. As we were pulling out of Heidelberg on Tuesday morning Streiff ran into a milk wagon, or to be more exact the horse drawing the wagon collided with Streiff. The damage to the machine was considerable. A lot of spokes were broken out of the front-wheel, the front forks were twisted out of plumb, the handlebar grips were broken and there were many other minor breaks.

On the Way to Strasburg.

The woman who was driving the wagon wanted to know who was going to pay for the milk which had been upset all over the street and Streiff, in turn, asked who was going to have his machine repaired. There was a lengthy argument and we finally hustled back to Heidelberg where repairs were made. We made another start at 4:30 p. m. and headed for Strasburg, 126 kilometers distant. Streiff was not anxious to go back through the village in which he had the accident but we got by the fatal spot without trouble.

We reached Durlach, 5 kilometers from Karlsruhe, about 6 p. m. and at this point I was obliged to run my machine upon the curb to avoid being struck by a horse. When I examined my mount I found that the Jones speedometer had been damaged, that a pedal was bent, the handlebars twisted and my rear tire flat. I made repairs with the assistance of Streiff, who came back to help, and we put up for the night in Durlach.

Caught in the Rain Again.

On Tuesday morning we started once more for Strasburg and found a good road most of the way. I had some spark plug trouble but was not seriously delayed. When we were ready to make our noon stop it started to pour rain and we put up at a small town and had dinner. I had been bothered by poor running of my machine for a number of miles and decided to clean my carbureter, which I found very dirty. Then I rode to Sherzheim, 5 kilometers distant, where I found Streiff taking a piece out of his belt which had started to slip because of the heavy rain. We decided to remain in this village overnight as there was no promise of an improvement in the weather.

I went to Strasburg by train to have my nose-glasses repaired for the seventh time and when I returned Streiff was in bed. He had been unable to find anything worth seeing in the village. When we turned out at 7 o'clock the next morning the sky was clear. We pulled away from Sherzheim without delay and reached Strasburg in good time, although I was forced to push my mount for several blocks to the N. S. U. agency, owing to carbureter trouble.

TWO TORONTO SHOWS.

THE Toronto Motorcycle Club has made arrangements to have a rest room and booth at the show of the Toronto Automobile Trade Association, to be held February 21-28. Officers will be in charge during the entire week, and an advertising campaign will be carried on by literature and personal solicitation. Needless to say, applications from intending members will be received on the spot. A number of dealers will exhibit at the show: Percy A. McBride, the Excelsior agent, and H. Kipp, the Indian dispenser, having been fortunate enough to secure space on the ground floor of the building. Others will be located in the galleries. A rival show is to be held at the St. Lawrence arena during the same period as the association's exhibition, and several of the dealers will have displays there also.

BIG ENGLISH RUN

Over One Hundred Entrants in Successful Trial from London to Exeter and Return—Many Side-Cars.

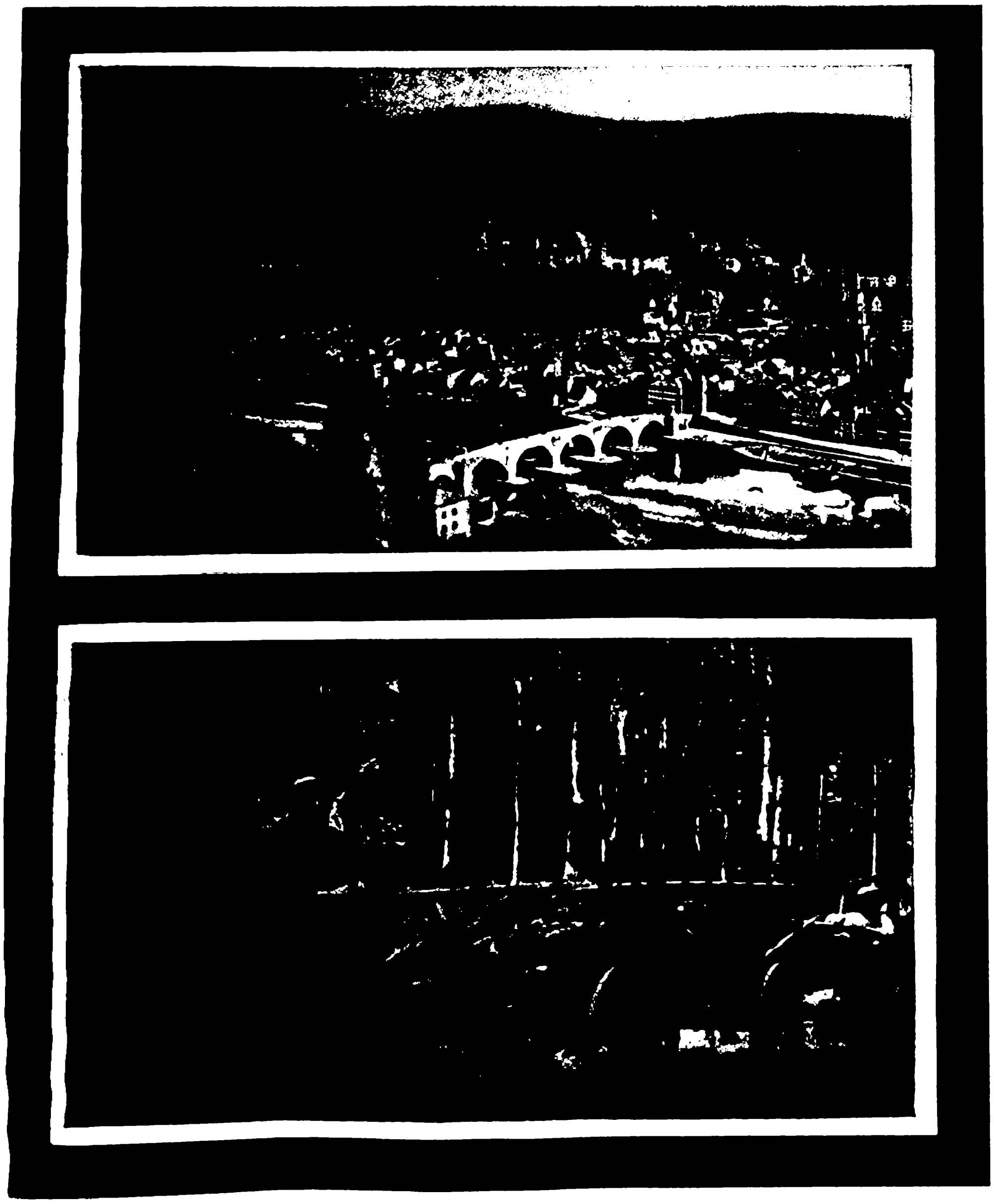
THAT our British cousins are really enthusiasts on motorcycling may be judged by the number of entries for the run from London to Exeter and return, held December 26-27. There were 119 entries all told, three of which were cars and the remainder motorcycles. Of the latter, 71 were solo mounts, 41 were fitted with side-cars and 4 were runabouts or duo-cars.

As was to be expected, the 3½ h. single machine was entered in great numbers, there being 56 all told, with 16 of the 8 h. twins. The other powers represented were: 5 h., 11 entered; 2¾ h., 11 entered; 6 h., 9 entered; 7 h., 6 entered; 4 h., 3 entered; 4¼ h., 2 entered; 2 h., 1 entry. The field represents practically every machine made or sold in the British Isles.

DALLAS WANTS A TRACK.

SEVERAL enthusiastic members of the Lone Star Motorcycle Club of Dallas, Texas, of which George Huter is president, are planning to have a first class race track for the benefit of the club members. Nothing definite has as yet been decided upon, but it is said that action will be taken soon. Dallas now has the fastest one mile dirt track in the State, but on account of several accidents during the three days' race meet in October, 1910, racing was prohibited by the city.

SEEN BY ESLER AND STREIFF WHILE TOURING GERMANY



Top—The City of Heidelberg from the Philosophenweg.
Bottom—Women Gathering Wood Along the Road to Heidelberg.

SIDE-CARS IN DEMAND

Coming Summer Will Find Scores of Fair Enthusiasts Accompanying Toronto Riders on Their Trips.

TORONTO, Ont.—No more will Miss Toronto suffer in silence and no longer will the charge be laid that motorcycle riders are selfish in their sport, because, judging by present prospects, there will be enough side-cars in use in the Canadian motorcycle center next summer to take care of all the feminine enthusiasts in the place. Hardly a member of the Toronto M. C., from the rawest recruit to the official head himself, has not been afflicted with the latest form of motorcycle ailment, the side-car craze, and inquiries are coming in from all sides for the baskets, even in this midwinter season.

A local distributing firm, John Millen & Son, recently received a trial consignment of five cars from the old country, and before the shipment was unpacked had disposed of the lot. This has led to the placing of an order for fifty more, and practically every dealer in town is making preparations to stock the equipment for next season's trade. On account of the preferential tariff between Canada and Great Britain, the Millen people have been able to put a particularly inviting proposition before the local agents and there has been quite a response.

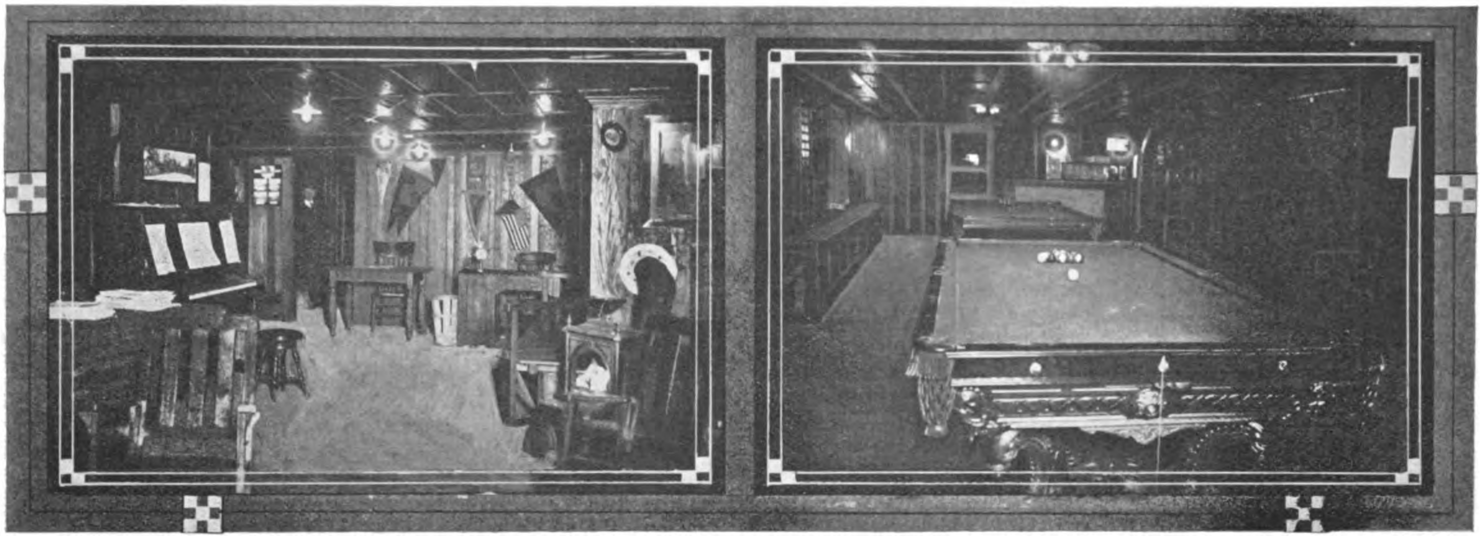
The presence of a large number of British-made machines in Toronto, for which the English "chairs" are particularly fitted, has stimulated the demand, but owners of American models are not far behind in the matter, even though in many cases alterations have to be made before cars can be attached. The local Pierce agent, Walter Andrews, has been among the first to show that side-cars can be fitted to his line, in spite of the peculiar construction of Pierce machines. Andrews has already attached a car to his demonstrating four-cylinder mount for use in conveying prospective purchasers. W. E. Amoss, the Flanders' hustler, has also adopted the side-car for a similar purpose, and others are following suit.

TRAYMORE OFFICERS.

FOLLOWING are the officers elected by the Traymore M. C., of Philadelphia, Pa., at its semi-annual meeting: A. J. Schickling, president (re-elected); Harry Gerlach, vice-president; Clem Kieffer, treasurer, and Henry Warker, secretary (re-elected). William German was retained as recording secretary.

During 1911 the club has successfully managed a bowling tournament, a Marathon race, a pool tournament, a motorcycle meet, and a number of other events. Rapid progress was made by the organization, and there are indications that it will be equally successful during the coming season.

OAKLAND CLUB'S HANDSOME HEADQUARTERS BESPEAK A HUSTLING ORGANIZATION



ON 100 PER CENT. BASIS

Oakland Club Decides That All Members Must Join F. A. M.—Fine Turnout of Riders in Big Civic Parade.

PLANS were approved recently for making the Oakland (Cal.) M. C. a 100 per cent. F. A. M. organization, and hereafter the entrance fee will include Federation dues, so that no member can fail to have the matter of affiliation attended to. At the present time the club is on a 75 per cent. basis as regards affiliation with the F. A. M.

On New Year's eve the club figured prominently in a demonstration given under the direction of civic bodies of the city to mark the opening of a new electric road, nearly 400 motorcyclists being in line. Many of the machines carried passengers of the fair sex, and the turn-out was the largest of its kind ever seen in Oakland.

One of the photographs shows the pool room in the club's quarters, with the candy, tobacco and soda water stand in the background, and the other gives a view of the meeting chamber which is used ordinarily as a lounging room. These pictures indicate that the club is well provided for in the matter of headquarters.

TIGHT FINISHES ON OAKLAND BOWL

Ward, Wolters and Seymour Split Honors in One of Season's Best Meets—Armstrong Wins Exciting 10 Mile Pro.

OAKLAND, Cal.—Sunday, December 24, at the Oakland Motordrome, furnished about the best meet of the season. The crowd was very large and the day perfect. One accident marred an otherwise flawless program; Wolters, who certainly must carry a rabbit's foot with him, took a tumble and slid down the track some forty feet, without serious injury. His body was fairly covered with small splinters, and his machine got a bad shaking up, but he was able to pick himself up and walk to the paddock.

During the races Cook and Masson were up in their Curtiss machines, and there were also two automobile races. Wolters met his accident just as he crossed the line a winner in the first event, a three-mile race. He was out of the remaining races, and Ward, Seymour and Armstrong were left to fight them out. Summary:

Three-mile professional, first heat—Won by Wolters (Excelsior); Armstrong, second (Excelsior); Albright, third (Indian). Time, 2:06 1-5.

Three-mile professional, second heat—Won by Seymour (Indian); Ward, second (Indian); T. Samuelson, third (Indian).

Six-mile professional, final—Won by Ward (Indian); Armstrong, second (Excelsior); Albright, third (Indian). Time, 4:11 1-5.

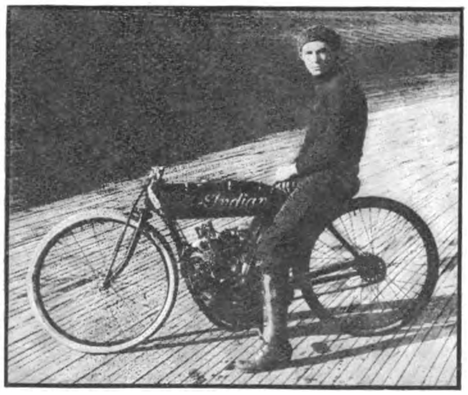
Five-mile amateur handicap, stripped stock—Won by Walker (Indian); Lorenson, second (Indian); Kohl, third (Indian).

In the final heat of the six-mile professional Ward rode a magnificent race. He shot into the lead and remained there. His time was one-fifth of a second more than the world's record, made by Wolters several Sundays ago. In this race Seymour fell out on account of engine trouble.

The sensational race of the day was the ten-mile professional free-for-all. It was a closely contested affair, and seemed to be any one's race until Armstrong, by a clever bit of jockeying, whirled himself across the line a winner. Balke was an easy second.

AN OAKLAND STAR.

OAKLAND, Cal.—The accompanying photograph shows "Whirlwind" Albright who has been giving splendid exhibitions of skill at the Oakland races. Albright rides one of the eight-valve Indians, and has made a consistently good showing. Albright, "Handsome" Al. Ward and "Cyclone" Seymour are the unmarried racers at the saucer, and now that Leap Year is at hand, their friends fear they will not be long outside the ranks of benedicts, each having a large following of feminine race fans.



PLAN JOINT MEETS.

SAN FRANCISCO, Cal.—There has been some talk in San Francisco of forming a little traveling company of motorcycle and automobile racers to travel to the various cities in the state and pull off joint meets. The plan is this: Three fast motorcycles and three light automobiles will be taken by the squad to give races. In addition, there will be amateur events at the various places.

HARK! DIXON IS TALKING.

SAN FRANCISCO, Cal.—In the accompanying photograph Official Announcer George E. Dixon is seen breaking a startling bit of news to the throng of racing fans at the Oakland Motordrome. Dixon is one of the most popular attaches of the big bowl, and his sense of humor has stood him in good stead on several occasions when he was called upon suddenly to address the crowd. At one time Dixon was a crack bicycle rider, but he is now prominently identified with the Santa Cruze Portland Cement Company.

MONICKERS OF SPEEDSTERS.

SAN FRANCISCO, Cal.—The following list of nick-names have been given to the various riders that have been piling up laurels for themselves in San Francisco. Each name, like that much whistled tune, has a little meaning all its own.

Al Ward enjoys the appellation of "Handsome Al," and there is no mistaking the reason "Whirlwind" has been handed to Albright, and "Cyclone" justly applies to Ray Seymour. The two Samuelsons, from the Mormon State, are called as of yore the "Prides of Provo."

As everyone knows, Balke is always called "Fearless." Earl Armstrong, the Denver rider, by reason of his scarlet dome, is always on the alert when any one sings out "Denver Red."

Ed. Hasha, the latest addition to the corps of racers at the motordrome, goes by the handle of "Speedy," and last, but not least, we have the smasher of records, cool-headed "Farmer Joe" Wolters.

TORMEY MAKES A NOISE.

FOUND: In San Francisco, hidden under a pile of Goodyear Blue Streak racing tires and order slips, one James Tormey. F. A. M. publicity bureau please copy.

Not long ago Chairman Thornley, of the F. A. M. competition committee, addressed a letter to Tormey which was returned to New York carrying postmarks of several cities. The envelope contained a check for a five-dollar protest fee which was being returned to the genial salesman, and in order that it might be properly forwarded Dr. Thornley requested that Tormey make his address known. The request appeared in the columns of MOTORCYCLE ILLUSTRATED under the caption "Make a Noise, Tormey," and a friend writes from the coast to state that Tormey is really making a noise out there in more ways than one. Mail may be addressed to him in care of the Goodyear Tire & Rubber Company, San Francisco.

HASHA IN OAKLAND.

OAKLAND, Cal.—"Speedy" Hasha, the Southern racer, appeared on Sunday, December 31, at the Oakland Motordrome for the first time during the present race series. The Indian eight-valve machine he straddles is reported a wizard, and he intends to rush Wolters for some of the prize money that has so easily fallen to "The Farmer" during the meets.

Hasha arrived in San Francisco accompanied by his wife. He has been all through the Southern States, Georgia, Alabama, Tennessee and Texas, doing fast time on dirt tracks. He is a little fellow, with a keen eye and a glad smile. How he keeps on his machine during some of the spurts that he makes is a wonder to the onlookers, and regular fans say that he buckles himself to the saddle to keep from being blown off.

THE WEIGHT PROBLEM.

G. K.—The total weight of 280 pounds should be sufficiently easy for a 4 h. single machine on good roads, and the majority of hills. Of course, if the hills are steep, slow progress only can be expected. Great speed cannot, of course, be looked for, but the pace should be enough to satisfy a good rider. A two-speed gear would of course enable you to go anywhere that the wheels will get traction, with much greater weight than that mentioned.

PLAN QUARTERLY TRIALS

Springfield Enthusiasts Suggest Holding Series of Tests for Machines of All Classes During 1912.

R. W. ELLINGHAM, superintendent of the Hendee Manufacturing Company's plant in Springfield, and other active motorcyclists of the Massachusetts city, are interested in plans for a series of quarterly trials to be held during 1912, along the lines of the popular quarterly trials in England. It has been suggested that four cities be represented, each one to direct the running of one of the tests, and to afford variety a special hill-climb and a 24-hour reliability contest will probably be included in the program. It is the intention to have as many classes as possible in order that no motorcyclist need be barred, and side-cars, tri-cars and fore-cars will also be admitted.

The plan has been received with enthusiasm in Springfield and vicinity, but as yet it has been discussed only informally. It is believed that at least fifty riders could be interested in the series, and that the tests would prove to be the most successful American motorcyclists have known. Superintendent Ellingham talked the matter over with F. A. M. officials at the Madison Square Garden show, and received such encouragement that steps will probably be taken to put the plans into effect at an early date.

ARMSTRONG LIKES 'FRISCO.

SAN FRANCISCO, CAL.—Earl Armstrong, the Denver racer, who has been here for the present meet, and who has been pushing Wolters pretty hard lately, hopes to locate in this territory. Armstrong has a motorcycle and bicycle business in Denver which he wishes to sell, and will go into business in California. Armstrong is a very popular rider and has made many friends since his arrival here.

AN EARLY START.

CARLES H. SEYLER, a hustling agent in Waterloo, Ontario, proves that he is always up with the times, and usually a bit ahead, by calling attention to the fact that Waterloo motorcyclists will have a high-class racing program on July 1 and 2. Canadian riders have already established a reputation for thoroughness in the arranging of their meets, and the fact that the Waterloo boys are now discussing plans for the events to be staged in sunny July gives an insight into the brand of enthusiasm which is now enlivening motorcycle circles in the Dominion.

SIDE-SLIP PREVENTION.

A NUMBER of excellent hints on the prevention of side-slip are made by "Ubique" in *The Motorcycle*, of London, and are here given:

"Gear low.

"Do not drive fast nor too slow; strike the happy medium.

"Keep off the camber of the road.

"Cross car lines at as nearly a right angle as possible.

"See that your wheels track.

"Avoid side-play in your spring forks.

"Do not go in for the lowest possible saddle position, but arrange the saddle so that you can comfortably put your feet on the ground, and keep it as far forward as possible.

"Do not carry heavy articles on handle-bars or forks.

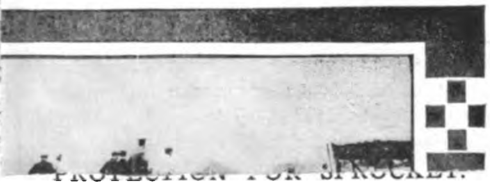
"Use any good make of non-skid tire (rubber tread preferred).

"Do not let in your clutch with a bang, and do not take corners at speed.

MOTORCYCLE LICENSES.

L. A. OSBORN.—Having an Ohio State license, a rider can travel anywhere in the state, with the possible exception of some parks or special roadways. As a holder of an Ohio license, you will be exempt as a non-resident rider in Kentucky, Virginia and North Carolina, the latter state only while passing through. The time is limited in the other states to about 14 days (two periods of 7 days each). This is the latest information for January, 1912, but many states change their laws in this month, and such changes will be published in our columns. See our forthcoming Motorcycle Manual also. Tennessee has no provision for non-residents, and we advise your writing to the Secretary of State, Nashville, for information on the date you intend to run through that state. A motorcyclist in your state will be required to take out a license.

CASTC[illegible] street, Salt Lake City, [illegible]; J. F. Gorman, 2231 First avenue, South, Seattle, Wash.; no state commissioner for Nevada; Verne Maskell, 980 Vancouver avenue, Portland, Ore.; Dr. R. Y. Leslie, 616 Chamber of Commerce Building, Pasadena, Cal.



PROTECTION FOR SPROCKET.

SPROCKETS on the rear hub on the pedal line side become quite foul during muddy weather, and an English motorcycle supply house makes provision for preventing this by a circular celluloid cover with curved edges, slotted for the chain. This cover is clipped to the stay or fork on the right hand side, and effectually protects the chain and sprocket without interference with their operation.

NEW HAMPSHIRE SHOW.

THE fourth annual motor vehicle show in Keene, N. H., which is promoted by the Consolidated Motorcyclists will be held February 21-23. All communications with reference to the exhibit should be addressed to C. C. Wilber, 64 Main street, Keene.

ESTABROOK BULLETINS

Late Club News Hot from the Publicity Forge of the Bangor Boomer—That Short Grass Club Tour.

THE chairman has been permitted to view the plans and itinerary of the Central District Tour which will be conducted under the auspices of the Short Grass Club of Kansas, during the summer of 1912, and feels justified in saying that this will be the greatest event of the kind ever attempted by motorcyclists.

It would be unfair to give even a line on this in advance of the information which will presently be given to the trade papers. However, riders who can reach this tour with one or two days' traveling should begin now to lay their plans and get into communication with Vice-President B. J. Patterson, of Pratt, Kan., who will furnish details and otherwise advise with prospective tourists. Gee! but this tour is going to be a hummer, and the rider who misses it will lose an opportunity of a lifetime. It is not going to be a high-cost affair, either, but it will be a high-class and novel one, and riders should watch the papers for the announcements.

Hutchinson, Kan., is a thrifty Western city with about 25,000 inhabitants, in which [illegible] fully up [illegible] canvas of the motorcyclists of his city in the interests of an F. A. M. club, and having pledged enough riders to insure success, he is now applying for literature. The Phoenix Cycle Company has a well-equipped motorcycle, bicycle and general repair shop, which will presently be registered with the F. A. M.

A movement is on foot in Augusta, Ga., to organize an F. A. M. club to join the ranks soon. Chester Story is planning to run some local races, the proceeds of which will be donated to the embryo club.

SIGNS of progressiveness in Enid, Okla., are already to hand and Ivan King, of East Randolph street, is presently to affiliate a 100 per cent. F. A. M. club.

Dr. La Salle, Atlantic district, vice-president, is recovering from an attack of illness.

MORE REGISTERED SHOPS

Chairman Estabrook's List of F. A. M. Dealers and Repairmen Is Now Being Enlarged Almost Daily.

THE following repair shops have been registered with the F. A. M. during the past ten days.

F. D. Johnson, 619 Walnut street, McKeesport, Pa.; P. I. Haynes & Co., 45 N. Third street, Columbus, Ohio; Appleton Motorcycle Company, 760 College avenue, Appleton, Wis.; F. W. Huels, 115 State street, Madison, Wis.; W. H. Wolfe, 1011 Chestnut avenue, Altoona, Pa.; G. W. Webb, 2210 Fourth avenue, South Minneapolis, Minn.; J. Carriker, Orange, Cal.; B. B. Millison, 114 S. Fifth street, Steubenville, Ohio; W. E. Metzger Company, 351 Woodward avenue, Detroit, Mich.; A. McCarthy & Son, 915 Frederick avenue, St. Joseph, Mo.; Richardson Brothers, 439 Court street, San Bernardino, Cal.; J. E. Swank, 338 South Sandusky avenue, Bucyrus, Ohio; E. O. Weeber, 174 Central avenue, Albany, N. Y.; T. E. Lindsay, 59 N. Sixth street, Zanesville, Ohio; T. M. Caldwell, Telephone Block, Amarillo, Tex.; S. J. Van Pelt, Washington C. H., Ohio; Warsaw Motorcycle Company, 120 W. Market street, Warsaw, Ind.; Brockton Sporting Goods Company, 11 N. Main street, Brockton, Mass.; Frank H. Drew Company, 226 S. Second street, Cedar Rapids, Iowa.

All registered F. A. M. repair shops are local recruiting stations for the F. A. M., where literature pertaining to the organization is always on tap and where copies of the motorcycle journals may be consulted. Touring or visiting members or other riders can always obtain reliable information at the registered shops, and the dealers are beginning to realize that this policy of co-operation is an extremely valuable one.

WINNIPEG CLUB INTERESTED.

B. S. BRAMMALL, treasurer of the Winnipeg (Man.) M. C., has written to Chairman Estabrook, of the F. A. M. membership committee, with reference to the conditions bearing upon affiliation with the Federation, and the chairman has forwarded literature and an explanatory letter from which he expects early returns.

HAROLD MELINS, of Hollowville, N. Y., intends to spend the spring and summer months en tour. When road conditions permit, he will make a trip to Georgia, and thence he will follow the southern route across the continent to California. On his return he will strike north from Ft. Worth, Tex. Mr. Melins expects to organize and affiliate a local club before taking his departure south.

SWELLING F. A. M. RANKS

Records Show That Nearly Two Hundred and Fifty Names Were Added to the List in December.

F. A. M. renewals for December are reported by Secretary Gibson as follows for the various districts: New England, 17; Atlantic, 24; Peninsular, 3; Gulf, 3; Lake, 39; Central, 6; Southwestern, 16; Pacific, 6; total, 114. New members were taken in as follows during the month: New England district, affiliated, 3; unaffiliated, 6; Atlantic district, affiliated, 18, unaffiliated, 21; Peninsular district, affiliated, 15, unaffiliated, 8; Gulf district, affiliated, 4, unaffiliated, 1; Lake district, affiliated, 78, unaffiliated, 18; Central district, affiliated, 20, unaffiliated, 7; Southwestern, affiliated, 14, unaffiliated, 8; Pacific district, affiliated, 5, unaffiliated, 2; Canadian district, affiliated, 2, unaffiliated, 1; Insular district, unaffiliated, 2. Total, 233.

The new members are distributed throughout the States as follows: Massachusetts, 7; Connecticut, 1; Rhode Island, 1; New York, 21; New Jersey, 3; Pennsylvania, 12; Maryland, 3; Tennessee, 5; Georgia, 3; Florida, 14; Mississippi, 1; Texas, 4; Oklahoma, 1; Indiana, 11; Illinois, 11; Ohio, 64; Wisconsin, 2; Michigan, 6; Missouri, 2; Kansas, 19; Nebraska, 4; Iowa, 3; Minnesota, 1; California, 14; Arizona, 1; New Mexico, 1; Oregon, 2; Montana, 1; Colorado, 6; Idaho, 2; Washington, 2; Canada, 3; Philippine Islands, 2.

BANGOR BREVITIES.

THE Galveston, Tex., M. C. members were up a little before daylight January first and succeeded in capturing the honor of sending twenty-five men over the home plate before the Rushville boys reached the diamond.

Fifteen new registered repair shops were entered on the roster last week besides three re-issues. This feature of the F. A. M. bids fair to become very popular, all-around worth to members individually.

The National organization is just now on the threshold of its activities for usefulness and in a position to do something for the promotion of each of the several objects for which it stands.

Latest Affiliations.

No. 211—Galveston, Tex., M. C.; E. H. Frank, secretary, No. 3616 J avenue. 100 per cent. Twenty-five men, January 1, 1912.

No. 212—Rushville, Ind., M. C.; W. O. Fuedner, secretary, No. 105 E. Third street. 100 per cent. January 3, 1912.

No. 213—Bowling Green, Ohio, M. C.; R. J. Walker, secretary, No. 105 Court street. 100 per cent.

F. A. M. STATE COMMISSIONERS

Secretary Gibson's National List Shows Strong Line-Up of Federation Boosters—Morton Issues Call to Arms for Workers in the Empire State.

STRIKING proof of activity throughout the F. A. M. districts is given in the list of state commissioners which has just been made public by National Secretary G. B. Gibson. The list shows that only six states in the Union are now without such officials, and it is stated that these vacancies will soon be filled. The task of locating capable and willing commissioners to direct Federation affairs in the various States has been found to be anything but simple, and the fact that so many satisfactory appointments have been made indicates that the vice-presidents have not been sparing in energy and initiative. In each instance the State commissioner is a motorcyclist who has shown his fitness for the office by a broad conception of F. A. M. principles and unfailing interest in the welfare of the national organization and its individual members. Much depends upon the State commissioner, and it is evident that this has been kept in mind by the district heads as appointments were made.

Each State commissioner is desirous of getting into communication with as many active workers as possible in his territory in order that he may name local representatives, and to this end riders in every State are invited to file their names, with an offer to accept a local appointment, if possible. In nearly all the States there is a scarcity at present of energetic local commissioners, and the State officials are particularly anxious to hear from "live wires" who can spare a little of their time for the advancement of the Federation.

State Commissioner Robert S. Morton, of New York, reports that he has been able to line up comparatively few local workers of late, despite the fact that he has given up much of his time to scouting for them, and he now issues a call to arms. The genial Bob is convinced that no state in the Union has more desirable Federation "timber" than New York, and he is determined to get in touch with it.

"There is a lot of work to be done," says the versatile commissioner, "and if we are to carry it through with the best possible results we must have not only the moral support of all the riders, but actual, shoulder-to-the-wheel assistance. I do not believe any Federation member is a laggard; if he were he would not be wearing his F. A. M. symbol, but I do believe some of the boys could display more initiative. They are a bit slow in getting into the harness, but I have noticed that when they do settle down to work they deliver the goods. The difficulty lies in getting them warmed up to their task, and it is this warming process that is holding us back a bit just now. I want local commissioners all over New York State, and I'm bound to get them if I have to follow the example of my friend Sherlock Holmes and go out on the trail of each individual. The boys will save me just that much additional work by stepping forward without further delay and offering their services."

Secretary Gibson's list of state commissioners to date is as follows:

E. M. Estabrook, 76 Lincoln street, Bangor, Me.; Harry C. Dean, 67 Mechanic street, Keene, N. H.; Daniel C. Johnson, 16 Forest street, Bellows Falls, Vt.; W. F. Mann, 1000 Boylston street, Boston, Mass.; B. A. Swenson, 298 Blackstone street, Providence, R. I.; George W. Baker, Box 983, Hartford, Conn.; R. S. Morton, 845 Greene avenue, Brooklyn, N. Y.; W. T. Reed, 1492 Princess avenue, Camden, N. J.; E. B. Connell, 423 S. Highland avenue, Pittsburgh, Pa.; no state commissioner for Delaware; William Wood, 712 North Monroe street, Baltimore, Md.; T. O. Wansleben, 728 11th street, N. W., Washington, D. C.; no state commissioner for Virginia; R. C. Sharp, Box 186, Huntington, W. Va.; O. B. Peacock, 8th and Chestnut streets, Chattanooga, Tenn.; no state commissioner for North Carolina; L. I. Straus, care of Carolina Merkel Co., Sumpter, S. C.; Otto G. Von Lang, Troop I, 11th Cavalry, Fort Oglethorpe, Georgia; J. D. Hanna, Box 231, Tampa, Fla.; E. G. Reese, Letohatchie, Ala.; S. C. Ragan, Jr., Box 353, Vicksburg, Miss.; P. E. Pullman, Barrett avenue and Broadway, Louisville, Ky.; C. B. Cornwell, 1623 South Broadway, St. Louis, Mo.; no state commissioner for Louisiana; D. C. Crooks, 1519 24th street, Galveston, Tex.; A. F. Griebel, 1221 Louisiana street, Little Rock, Ark.; J. A. Campbell, 1329 Stillwater avenue, Dayton, Ohio; Harry Graff, American Central Life Building, Indianapolis, Ind.; A. F. Gregor, 294 Forrest avenue, W., Detroit, Mich.; C. H. Lang, 35 East Adams street, Chicago, Ill.; C. A. Carpenter, 190 5th street, Milwaukee, Wis.; Ira W. Stewart, Y. M. C. A., St. Paul, Minn.;F. R. Jenkins, 210 5th street, Des Moines, Ia.; M. E. Harding, 106 East 6th street, Topeka, Kan.; Charles Gabus, South Auburn, Neb.; John Malm, Kuhn, N. D.; P. N. Bushnell, Aberdeen, S. D.; G. H. Toncray, 1512 Stout street, Coronado Building, Denver, Col.; R. D. Barnard, Box 62, Anaconda, Mont.; C. E. Williams, 934 10th street, Douglas, Ariz.; no state commissioner for Wyoming; no state commissioner for New Mexico; L. R. Boone, 125 North 3d street, Chickasha, Okla.; M. E. Bowers, Box 25, Fruitland, Ida.; William P. Fowler, 42 West South street, Salt Lake City, Utah; J. F. Gorman, 2231 First avenue, South, Seattle, Wash.; no state commissioner for Nevada; Verne Maskell, 980 Vancouver avenue, Portland, Ore.; Dr. R. Y. Leslie, 616 Chamber of Commerce Building, Pasadena, Cal.

A "Few" Machines Paddocked During the Recent Race Meet in Columbus, O.

With the Clubs

RIDERS IN PHILIPPINES

Contrary to General Opinion, Motor Two-Wheeler Is Rapidly Gaining In Popularity Throughout the Islands.

MANY persons associate sports and pastimes in the Philippines with the gentle art of wielding the native bolo or casting the boomerang at the head of a retreating native, but in spite of this supposition the number of motorcyclists in the Islands has increased more than 700 per cent. in the last three years. In 1908 travel by motorcycle in the Islands was restricted to a small area adjacent to the principal cities, and at that time less than 50 motorcycles were in use. At present there are over 400 machines being ridden daily.

The number of private owners who are riding purely for pleasure is a little less than half the total, the balance being owned by the Insular Government and ridden primarily on government business. This augurs well for the stability of the motorcycle and presages a brilliant future for the power two-wheeler in the islands composing the archipelago.

The Insular Government has been making rapid progress in improving such roads and trails as formerly existed, until now there are several hundred miles of good roads which will compare favorably with highways in the States. As far back as 1909 it was possible to make a straight-away run of 250 miles from Manila to Baguio, passing over the Benguet mountains at that, as was demonstrated by H. S. Alexander, a government inspector. It took him two days to cover the route, as road conditions at the time were of all sorts, and many miles of bridgeless trails had to be navigated, while fuel stations were few. A story of that trip reads something like a trip from Philadelphia to California or from California to Colorado Springs.

A motorcycle club in the Philippines is among the possibilities, and this club will affiliate with the F. A. M. as soon as organized, or interest in the latter organization is keen among the motorcyclists there. No competitive events have as yet been indulged in, with the exception of an occasional "brush" in friendly rivalry, but these conditions are also likely to change in the near future, for the sporting proclivities of the Americans and other foreigners cannot for long remain passive. To sum up, it may well be prophesied that motorcycling will soon become listed among the leading sports of the Islands.

NEWARKERS MAY COMBINE.

AS the result of an impromptu conference held recently the New Jersey and Newark motorcycle clubs, both holding forth in Newark, N. J., will probably consolidate. There are indications that any differences which have existed in the past between the organizations have been forgotten, and that the way is open for a thoroughly amicable merging of interests by the riders of the city. When Walter Goerke's new motorcycle establishment was opened in Newark recently members of both clubs met at the store and talked over old times. It was suggested that with all the motorcyclists of the city rounded up under one banner Newark would have the strongest club of its kind in the state.

BUSINESS AND PLEASURE

Every Rider in Sidney Squad Finds Work for His Machine Aside from Ordinary Road Trips.

THERE are no more genuinely enthusiastic motorcyclists in the ranks than those who use their machines for both business and pleasure, and the accompanying photograph shows a group of Yale riders of Sidney, Ohio, who credit much of their satisfaction to this happy combination.

The riders shown in the first row of the picture, from left to right, are: Howard Brautigam, scientific farmer; Leo Peters, expert cigar maker; Homer Monroe, news agent; Burte Foote, printer and engraver; Paul Monroe, Yale agent; Charles Aftermatt, hollow-ware polisher; Kenneth Hutchison, clerk in Sidney post office; Al. Yarber, "trouble-hunter" for the Sidney Telephone Company. These riders find almost daily opportunities to use their machines in business. The two enthusiasts standing in the rear are William Snevely and Winfield Monroe, who are just about to purchase motorcycles and join the road squad.

NAPA RIDERS BUSY

California Squad Adopts Several Novel Plans to Maintain Interest and Boom Its Membership.

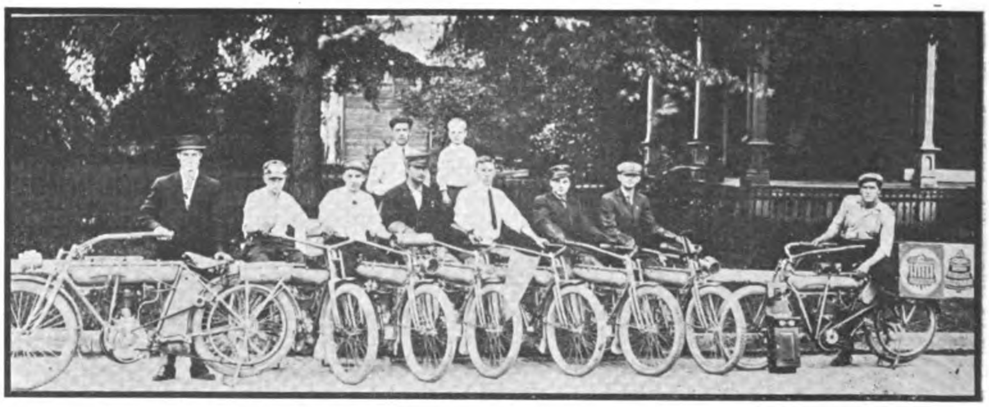
WHEN the Napa (Cal.) motorcyclists gathered for their last meeting they found time to outline numerous plans for the coming season, in addition to electing new officers. In future the club will give a banquet in connection with the last run in each month, at some point on the route of the trip if possible. Should the weather prove unsuitable for road work the feast will be spread at one of the hotels in Napa, so that the riders are bound to enjoy a social program on the date set aside.

Captain Hancock and Secretary Fisher submitted another scheme at the meeting which has been taken up to assist in bringing the boys out for the regular runs. The riders on each trip will receive a ribbon pennant, inscribed with the date and the destination for the day, and the member holding the greatest number of pennants at the end of the season will be awarded a medal or some other valuable trophy. The membership committee also announced that it will allow a month's exemption from dues to each rider who brings in a new member.

Needless to say, with these plans being applied practically, the club is booming and its outlook for 1912 is excellent. Officers have been elected as follows for the coming term: W. Thomas, president; O. Fisher, secretary; F Tanascia, treasurer, and W. Hancock, captain.

NEW GYM EQUIPPED.

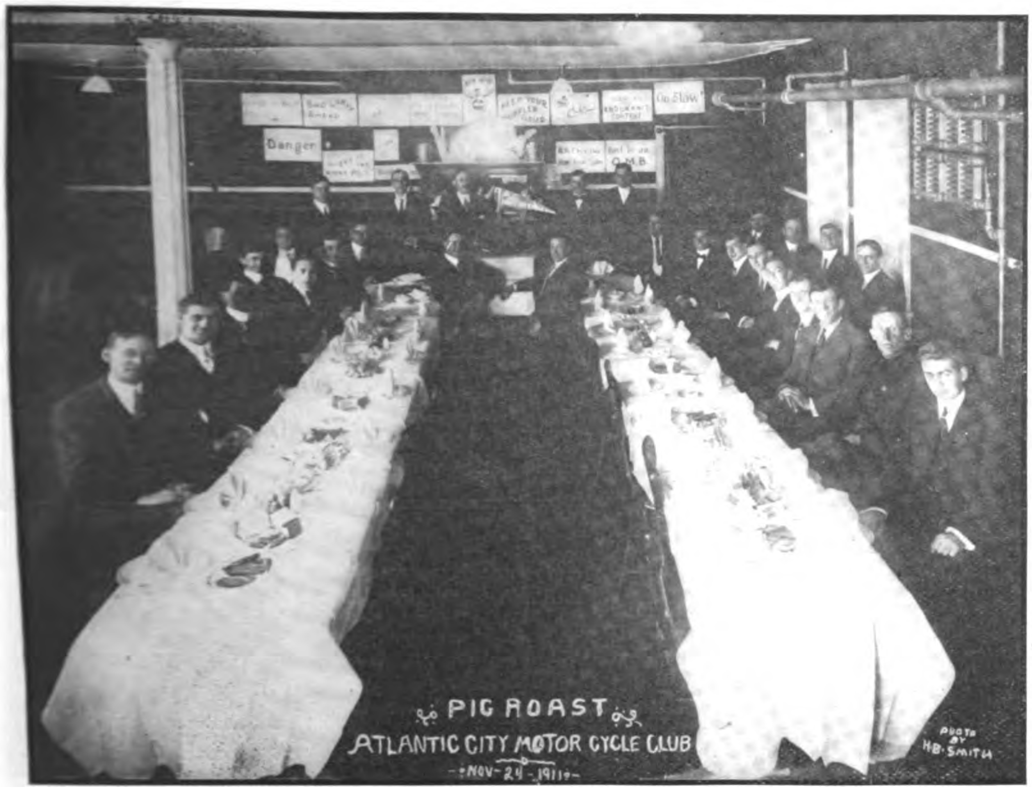
THE Columbus (Ohio) M. C. has completed the work of equipping its new club house at 48 East Eighth avenue with a gymnasium. In the gym can be found a punching bag, boxing gloves and all other appropriate apparatus.



Part of the Sydney, O., Squad of Yale Riders.

ACTIVE SQUAD IN ATLANTIC CITY

After Scoring Success With Annual Banquet, Jerseymen Hold Endurance Run to Camden—Planning for a Permanent Home.



WHEN the Atlantic City (N. J.) M. C. held its second annual banquet recently every member who checked in finished with a perfect score and the affair was most successful. The accompanying photograph shows the club entrants awaiting the starter's gun, and a casual inspection will disclose the fact that nothing was lacking as far as the "festive board" was concerned. At the head of the table, with a club pennant floating proudly above him, will be seen the porker whose presence contributed materially to the effectiveness of the menu. From left to right the officers seated at the end of the table are as follows: William Shannon, treasurer; Albert C. Stephany, president; William Hornlein, vice-president; and William F. Specht, Jr., secretary.

On the Sunday following the banquet the club held an endurance run to Camden and return, passing through May's Landing, Malaga, and Pitman to Camden, and returning via Hammonton, Egg Harbor City, New Gretna, Absecon and Pleasantville to Atlantic City. The following contestants finished with perfect scores: Frank Blackman, 4 h. Harley-Davidson; Thomas Newman, Thor 4; George Armstrong, 7 Indian; William Hornlein, 7 Thor; J. E. Stokes, 4 h. Harley-Davidson; Ralph Jennie, Thor 4; G. T. Haines, Thor 4; Edward Willis, 4 h. Harley-Davidson; William Shannon 4 h. Minneapolis; William Specht, 4 h. Harley-Davidson, and William Steir, 4 h. Harley-Davidson. Charles Stinsman, 5 h. Emblem, was 17 minutes late at Egg Harbor City, and Walter Compton, 4 h. Harley, was 2½ minutes behind the schedule at the same control. In the spring the club will hold a run for the purpose of breaking the tie between the perfect score riders so that the prizes may be awarded.

The Atlantic City club came into existence two years ago with eight members, and it now has forty-one riders on the list. The organization is on a 100 per cent. F. A. M. basis and is determined to continue this policy

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"EVERY young man should have a wholesome hobby," says a well-known physician, "and my observations of late lead me to believe that he cannot do better than procure a motorcycle and use it in moderation."

NO WINTER LULL

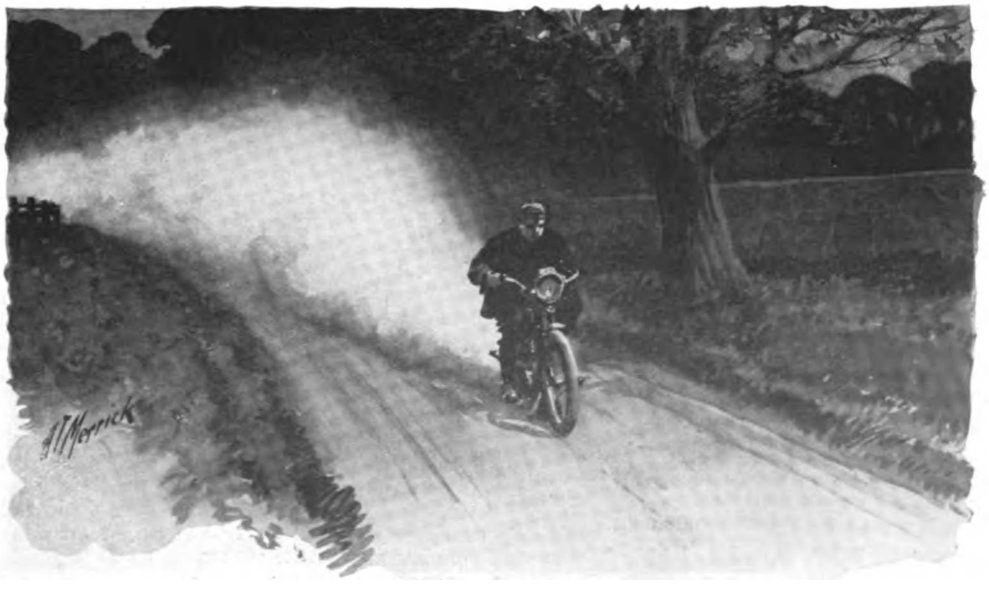
Lively Business Meetings and Social Programs Carry St. Louis Squad Through the Winter Months.

ALTHOUGH only the hardiest members of the South Side M. C., of St. Louis, Mo., have ventured out on the road of late, there has been no falling off in club interest, and the organization is enjoying a most prosperous winter season. The clan meets twice a month and between business sessions social programs are arranged, so that the usual period of cold-weather inactivity is being avoided. The special program for November included a smoker, and on December 16 the club held a masquerade dance, which added materially to the treasury. For January the chief social event will be the annual banquet, at which the new officers will be installed. The staff has been chosen as follows: C. B. Cornwall, president; F. Greenfield, vice-president; G. Schmidt, secretary-treasurer; G. Kalhorn, corresponding secretary; H. Gates, captain; J. Winkler, lieutenant, and G. Hussman, sergeant-at-arms.

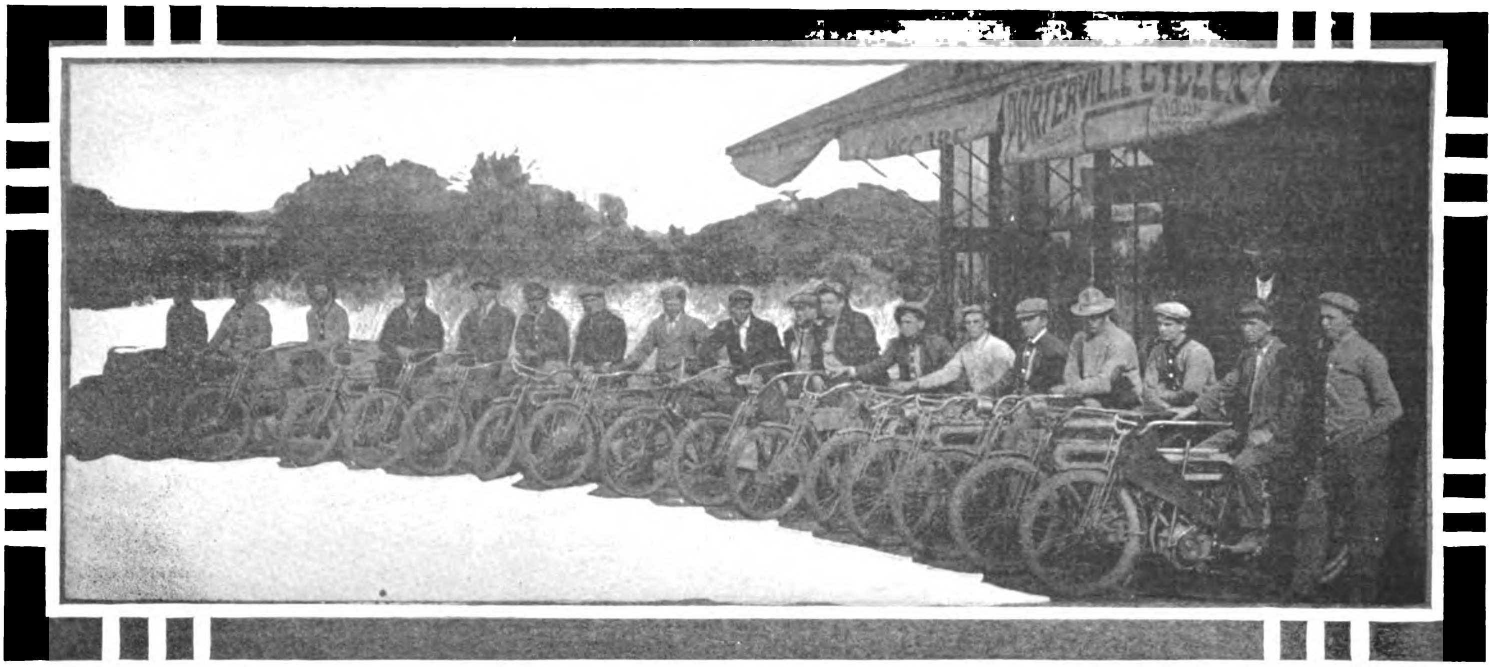
The club made it a practice throughout the last year to hold a run every Sunday, arrangements being made to stop for a chicken dinner at some point on the route. After the feast there was always a spirited motorcycle confab, and late in the afternoon the riders started for home in pairs. This system has been responsible for the unusual interest displayed, and it will be followed for the coming season. Each year the club sets aside a liberal sum for the purchase of trophies which go to the three members attending the most runs during the season. The squad is on a 90 per cent. F. A. M. basis and has adopted several novel methods of boosting the Federation.

PETALUMA HAS CLUB.

MOTORCYCLISTS of Petaluma, Cal., have organized a club and elected the following officers: Bert Goodwin, president; H. Lauritzen, secretary, and R. Schluneggard, treasurer. It is the intention to close the charter list in about a week and steps will then be taken to open permanent quarters.



Annual Club Run of the Speedsters' Touring Club. Best Attended Turn Out in Their History, Forty in Line. Lift the Dust and Find the Other Thirty-nine.



A Line-Up of Part of the Porterville M. C., a Live California Organization.

BALTIMORE OFFICERS

Two Clubs of the Monumental City Chose the Staffs for the Coming Year During New Year's Week.

TWO of the motorcycle clubs of Baltimore held elections of officers New Year's week. The leaders of the Maryland M. C. for 1912 are: Frank O. Boyd, president; August Zimmerman, vice-president; William Wood, treasurer; Elmer Snyder, secretary; W. S. Standiford, captain; William F. McCauley, first lieutenant; Herbert Stubbs, second lieutenant; Bert Heinz and Howard Essig, executive committee.

The club came into existence about a year ago with six charter members, and has grown during the past year to eighty members. The officers are working hard to have 100 on the roll before the expiration of the winter season.

The Chesapeake M. C. elected the following officers: William L. Allers, president; John H. Lupton, vice-president; George W. Coggins, secretary-treasurer; Ed. T. McCauley, assistant secretary-treasurer; A. F. Fischer, captain; Ferd Plitt, first lieutenant; Elmer C. Roof, second lieutenant; John L. Strube, third lieutenant. Frederick Kuhl and W. R. Gaither, with the officers, form the board of directors.

POST HEADS NEW JERSEY CLUB.

GEORGE POST, one of the best known motorcyclists in northern New Jersey, who has been chosen as president by the North Jersey M. C., of Newark, for the coming term is already outlining plans for a record-breaking season. H. Norman Davis, as recording secretary, and Peter Cunningham, as financial secretary, are holdovers, but Elmer Crosbie, as treasurer, is a new official. For years past Post has been a leader in every movement taken up by the club and the organization will undoubtedly maintain its present high standard under his guidance.

FOR SOLAR LAMPS.

WATT SHIPP, of Salem, Ore., manufacturer of the Shipp lamp brackets, will in future supply the Badger Brass Company, of Kenosha, Wis., with his product for regular equipping of Solar lamps.

BOOM PROVIDENCE TRACK PLANS

Committee Named to Push Project at Annual Meeting of Providence M. C. —Buffington Heads Club Officials for 1912.

THERE was a large turn-out of members of the Providence (R. I.) M. C. when the annual meeting was held on January 3, and many plans for advancing the cause of the powered two-wheeler during 1912 were given attention. One of the chief topics for discussion was the proposed track which the club is striving to have erected in time for racing early in the coming season, and a committee made up of J. K. Crawford, B. A. Swenson and C. A. Anderson, all veteran riders, was appointed to take up the plans and submit a full report as soon as possible.

It is the intention to have the club dispose of fifty per cent. of the shares in the track enterprise, with the understanding that private capital will cover the remainder. There are indications that little difficulty will be experienced in raising funds as interest in the project runs high. The promoters count on having a three or four lap circuit, with a grand stand, suitable dressing rooms and all the other accommodations which go to make such a project successful.

At the annual meeting a report was submitted with reference to the quarters which the club will occupy in the new Swenson building, now in course of construction. The rooms in question will be admirably suited to club needs, and in view of the fact that Mr. Swenson is one of the most active workers for the advancement of the organization, it may be taken for granted that he will leave nothing undone to arrange the new quarters most advantageously. In addition to the pool room, card room and reading and lounging roon there will be a large hall which may be used by the club on special occasions. The Swenson building is well located at the junction of Broad, Friendship and Blackstone streets.

It was announced that the annual dinner of the club will be held on Sunday, January 28, in Perkins' parlors, and the committee in charge of arrangements for the affair reported that expense had been disregarded in the preparation of the menu. Owing to the fact that the dinner will be given on Sunday the boys were warned against using their cut-outs, but this is not expected to detract in any way from the success of the program.

After the business session on January 3 the officers of the club for 1911 were congratulated upon the manner in which they fulfilled their duties and Secretary J. G. Edwards was given a rising vote of thanks.

Officers for 1912 were elected as follows: E. L. Buffington, president; Frank E. Domina, vice-president; John G. Edwards, secretary, re-elected; B. A. Swenson, treasurer, re-elected; Charles A. Anderson, captain; Albert V. Howe, first lieutenant; Edward A. Lutz, second lieutenant.

Having learned that the Providence club had plans under consideration for a track, George J. Kreamer, who has had wide experience in track construction, made a trip to the Rhode Island city a few days ago for a conference with the promoters. He found them enthusiastic. Proprietor Perkins of Narragansett Park had in mind the construction of an automobile saucer, but was informed by Kreamer that a track of the circumference proposed would have to be banked nearly forty feet high to hold the racing cars at top speed.

Mr. Perkins finally agreed to furnish half the money needed for such an enterprise if the Providence club would guarantee the balance. Treasurer B. A. Swenson and other officials of the organization stated that the club was satisfied with this arrangement, and the deal was clinched. Jeffrey Crafford was appointed to select an attorney, who will prepare articles of incorporation. The company will capitalize at $15,000, with $10,000 paid in. The present plans call for a half-mile circuit inside the mile dirt track at Narragansett Park. Mr. Kreamer is preparing drawings which will be submitted to the Providence club in about a week.

CEDAR RAPIDS BANQUET.

ONE of the most active motorcycle organizations in Iowa is the Cedar Rapids club, which is shown at its annual banquet, in the photograph herewith. The club was organized in March, 1911, with twenty-eight charter members and it now has nearly 100 riders within its ranks. The last season was a most successful one for the squad, financially as well as socially, and a still better showing is counted upon for 1912.

IN NEW HOME

Utica Club Starts Year by Occupying Permanent Quarters, and Outlook Is Unusually Bright for 1912.

THE Utica Motorcycle Club held its annual meeting and banquet on January 4 and elected officers for the ensuing year as follows: President, Homer G. Bulkley; vice-president, Charles Alt; secretary-treasurer, John J. Weiler. It was voted to put over the election of captain and lieutenants until the first meeting in April.

The club is starting the year in its new home in the National Bowling Alley building, 120 Lafayette street. The rooms are conveniently situated in the central part of the city and are well adapted to the needs of the organization. In the rear of the building is a large covered court where machines can be stored, and the bowling alleys are on the lower floor.

The motorcyclists are located in the same building with the Utica Motor Boat Club and the Aviators' Club. It is a rather happy coincidence that the somewhat allied clubs should have adjoining rooms, and a feeling of good fellowship has already sprung up between these kindred spirits.

The house committee is busy re-decorating and furnishing the club rooms, and it is expected that within a short time the rooms will present a very attractive appearance. The newly appointed entertainment committee is planning a number of social attractions which they will be ready to offer at the next meeting, January 18. Enthusiasm in the club is at a high pitch at present, and the membership committee is starting a campaign for new recruits with every prospect of excellent results.

SITES OFFERED FOR BALTIMORE BOWL

Electric Park Lease Would Come High—Howard French Now in New York to Confer With F. A. M. Officials.

BALTIMORE, Md., January 6.—Plans for the big motordrome here are rapidly assuming shape. Howard A. French is on the job with both feet and he is not allowing anything to slip by him. A few days ago two letters arrived from Jack Prince, who is now in Los Angeles, Cal. Prince seems to be more enthusiastic than ever over the prospect of a track for this city, if one can judge from the tone of his letters. He will not be able to leave the coast before February 1, and asks that the final arrangements be left open until he reaches this city.

The only thing worrying Prince is that a ruling of the F. A. M. may prohibit him from building the half-mile track he has his heart set upon. He calls attention to a resolution suggested by Chairman Thornley, in which sanction would be withheld for all tracks under half a mile, unless they are perfectly circular. It will be impossible for Prince to build a half-mile circular track here, and he is wondering what can be done should the regulation referred to be adopted. He has asked Howard A. French to take the matter up with the F. A. M. officials in New York and ascertain the exact status of the question. French is attending the New York Automobile Show and will look into the matter while in the metropolis.

The question of a site is still hanging fire. The unreasonable demand of the owners of Electric Park in the price they set upon the place for a lease prohibits its selection. However, they may modify their demands. Several other excellent sites have been suggested to Mr. French and they will be investigated within the next two weeks. One enthusiast offered a site in a splendid location, but the lot is surrounded on all sides by houses and it is felt that a motordrome there would bring forth too many protests. It is not the intention of the promoters to antagonize any section, and for this reason the offer had to be declined. A park in the western section of the city has been said to be just the place and it has been reported that the price is extremely low. All these matters will be looked into before Prince arrives, so that all that will be left for him will be to go over the field, see that everything has been arranged to suit him and then build the track. Those interested in the project look for early action.

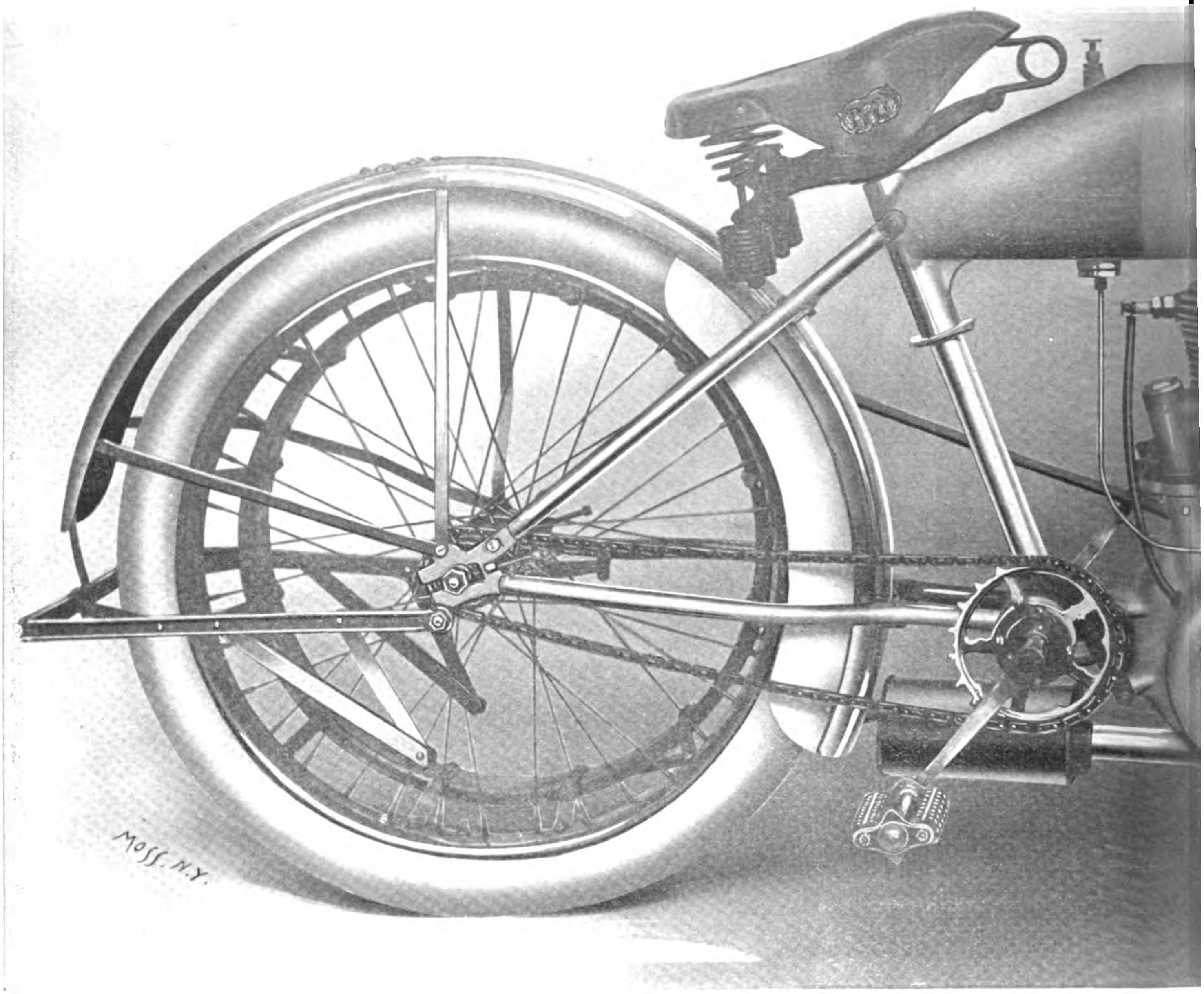
TORONTO CLUB ELECTS

Fred. Johnson Heads Canadian Clan Which is Laying Plans for Unusual Activity During 1912.

THE Toronto Motorcycle Club, which, upon the drawing up of affiliation papers, will be the fourth club in the F. A. M. in point of membership, with its list of 185 members, held its annual election-fest on January 3, when the following officers were placed in power: Hon. president, Rev. J. D. Morrow; president, Fred Johnston; vice-president, William Self; secretary-treasurer, Tom Anderson, 53 Chicora avenue; executive board, McMulkin and Summers; racing committee, Stoner, Scott, Marshall, Frankland, Young, Davis, Sutherland; social committee, Case, Stillaway, Neilson; auditors, Thompson, Stillaway.

In his inaugural address President Fred Johnston outlined the prospects for the coming summer and made the declaration that he looks for better results under F. A. M. auspices. He asked for more systematic press work among the local papers, and impressed the need of more parliamentary deportment at the business meetings. A notice of motion was entered favoring the establishment of permanent quarters, while a resolution was passed directing the club to submit a proposition to the F. A. M. for better protection for affiliated clubs, especially where it concerns Canada. Messrs. Kipp, Anderson and McLean were delegated to interview F. A. M. officials at New York during show week.

The Dunlop trophy awarded to the club for the three-day endurance run last fall was officially accepted. Joe Baribeau, the Winnipeg rider, who holds a 100-mile 100-minute record, was present at the meeting, and extended greetings from the Winnipeg organization.

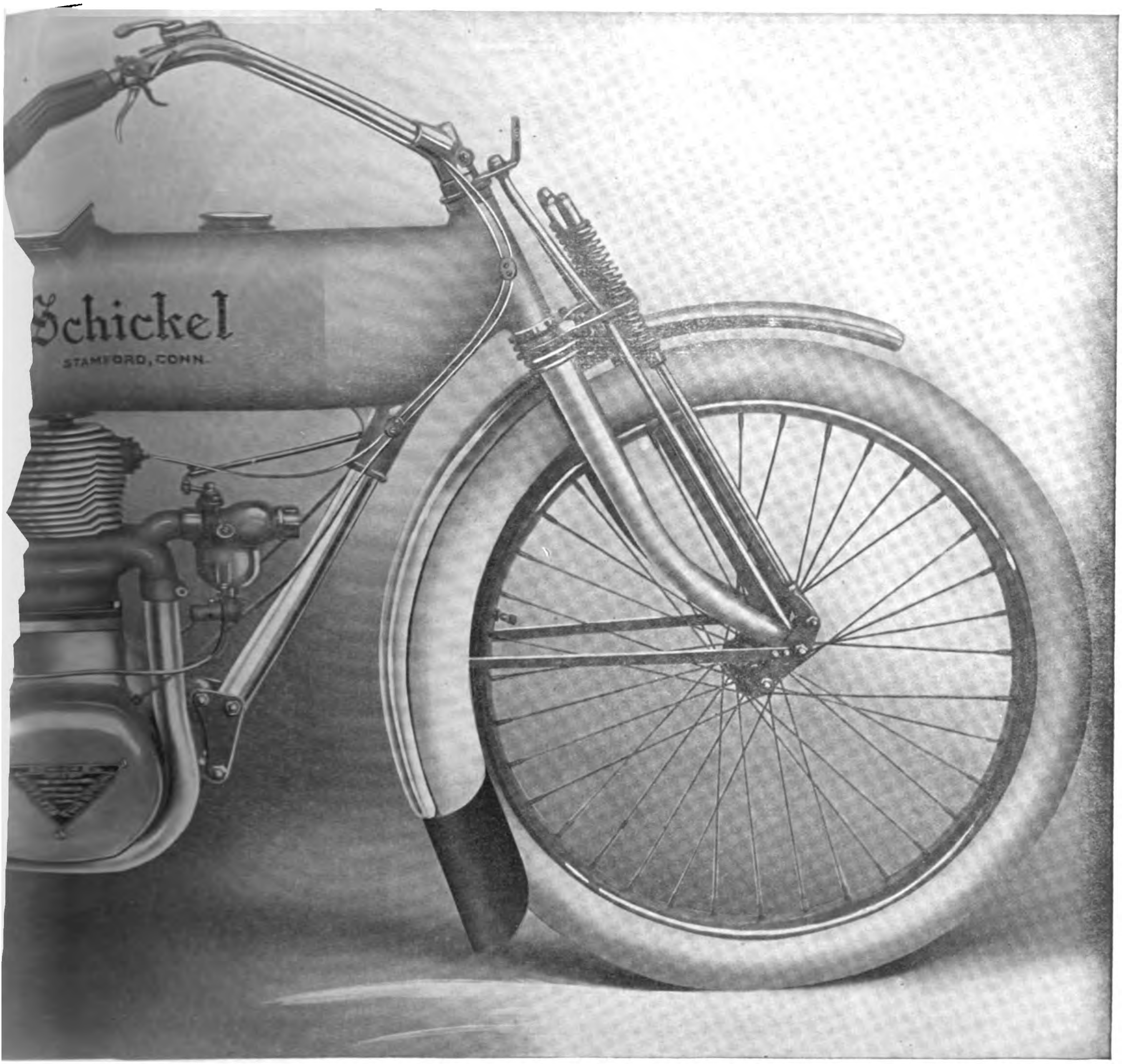


"THE MASTER

SCHICKEL VALVELES
TWO-STRO

THE ONE MOTORCYCLE WITH REAL TALKING POINTS. SEE US

THE SCHICKEL MOTOR COMPANY


Schickel
STAMFORD, CONN.

OTORCYCLE"

S
E MOTORCYCLE

THE GALLERY ABOVE THE MOTORCYCLE SECTION, SPACE 711-A

59 GARDEN STREET, STAMFORD, CONN.

MAIL CARRYING ECONOMY

Wisconsin Worker for Uncle Sam Covers 25-Mile Route with Average Daily Outlay Less Than Fifteen Cents.

LAST April William Shauger, R. F. D. carrier on a route leading out of Black Creek, Wis., bought a 4 h. Harley-Davidson machine and started to cover his 25-mile course on it. In a short time he had figured the trip so carefully that he used only half a gallon of gasoline in making it, and his average expense for covering the route was less than 15 cents. He collects at ninety-nine boxes and has an average of seventy-five stops per day. As a rule he completes the trip in three hours and is able to devote the afternoon to his farm work.

Despite some outside opinions to the contrary, Wisconsin has many districts in which good roads are common and where R. F. D. carriers are able to use their machines most effectively.

MOTORCYCLE SAVED A LIFE.

RECENTLY physicians announced that anti-toxin was needed to save the life of six-year-old Jeremiah Shea, whose home is in a country place near Marshalltown, Iowa, and there seemed to be no way in which the medicine could be obtained in time. Stories of the motorcycle's sensational accomplishments came to the mind of one of the physicians, however, and he telephoned to a pharmacy in Marshalltown, explaining the nature of the case. Forty minutes later a motorcyclist pulled up at the Shea home with the precious anti-toxin after a hair-raising dash over country roads, and the boy's life was saved.

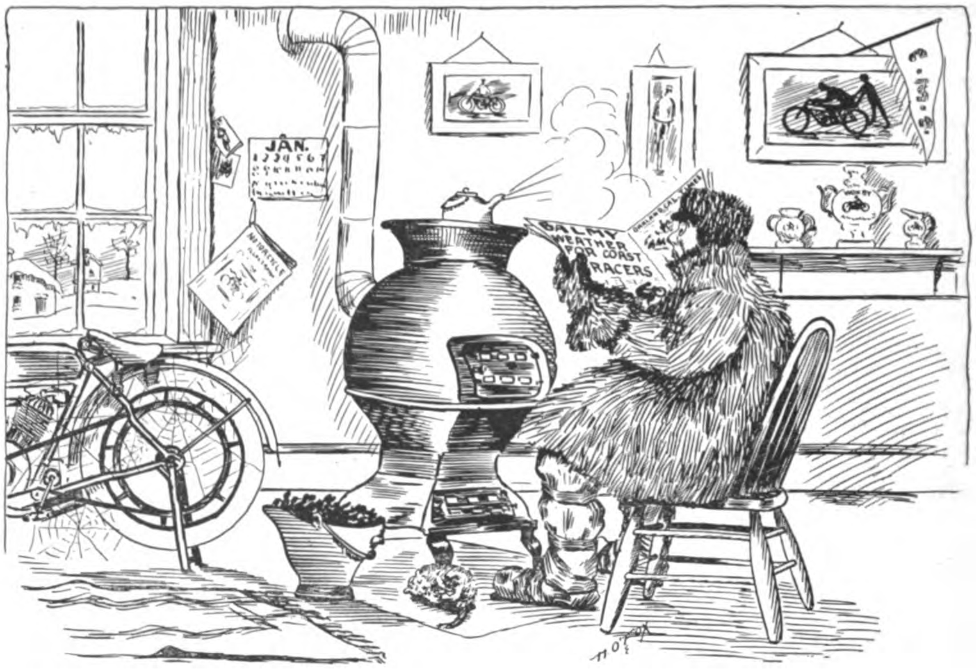
A PUZZLED NOVICE.

EDITOR, MOTORCYCLE ILLUSTRATED: We often hear of things done by amateurs that make one laugh, but I met a fellow on the road this week who had anything I ever saw beaten to a standstill. He had gone out for a spin and when six miles away from home his motor stopped. Upon examination he noticed that the L on the bottom of his Schebler was gone. (Note how quickly the trained mind grasps the situation.) He immediately procured a piece of wood, whittled it to fit and plugged up the hole. This, of course, did not remedy the trouble, and when I met him he had traversed only four of the six miles between himself and home. On taking out the plug and giving the commutator screw half a turn (reason for stopping), the motor went off as fine as ever, and that fellow is still trying to figure out what that hole is for. LELAND WRIGHT.

Bordentown, Pa.

G. & K. PENNANTS.

ATTRACTIVE pennants distributed by Graton & Knight, of Worcester, Mass., makers of Spartan belts, are being passed out to dealers at the show by W. W. Shoemaker. They are made up with a blue background on which gold lettering calls attention to the fact that G & K belting has been before the public since 1851. The pennants are in demand by dealers who find them of value as window and showcase decorations. They may be obtained by application to Mr. Shoemaker at the Garden.


JAN.
MOTORCYCLE
BALMY WEATHER FOR COAST RACERS

With Aching Heart the Easterner Reads of Mid-Winter Sport on the Pacific Coast. Oh, for Just One Day of Their Weather!

NEW JERSEY TAGS.

FOR the first time New Jersey motorcyclists are now being supplied with State license tags, instead of being allowed to make out or obtain their own numbers. The fee remains the same, two dollars. In the past some machine owners did not take the trouble to have their mounts numbered in any way, and this laxity has brought about the decision to supply a uniform tag which must be displayed at all times.

TWO CLEAN SCORES.

FRANK J. MURPHY, of Sacramento, Cal., riding his Pope machine, has made perfect scores in the last two endurance runs of the Sacramento M. C. In the eight-hour contest of December 10, over the mountainous Placerville-Auburn route, the roads were in particularly bad condition owing to the recent rain, but Murphy came through with his score intact.

THE police department of San Diego, Cal., now has five motorcycle officers, three new machines having been added to the equipment recently.

AGE NO HANDICAP

R. F. D. Carrier Covers Rough and Sandy Oklahoma Route by Motorcycle, Although Past Half-Century Mark.

D. S. HUFFMAN, R. F. D. carrier No. 3, out of Waurika, Okla., uses a Wagner motorcycle on his 28-mile route through sandy and hilly country and reports that it has cut down his work about one-half. Despite the fact that he is 55 years old, Huffman experiences no trouble in handling his mount, even over the worst trails, and he is of the opinion that he will be able to make his rounds by motorcycle for years to come.

Huffman had never ridden a bicycle when he decided to become a motorcyclist, but he was soon so well acquainted with his machine that he was able to cover the 28-mile route in an hour and a half, including stops for collections and deliveries and hard going through sandy stretches. Another Waurika carrier, with a route similar to Huffman's, still uses a horse and wagon and requires almost a whole day to complete his trip.

NOVEL DELIVERY MACHINE.

F. W. DICKINSON, who some time ago incorporated the Automotor Company, of Columbus, Ohio, with $50,000 capital stock, has brought it into actual being by leasing a plant at 1181 Parsons avenue. The following officers have been elected: F. W. Dickinson, president; William Caskey, vice-president; Frank Lodeman, treasurer, and A. F. Dickinson, secretary. The company purposes manufacturing a light delivery car wholly unlike any now in use. It really consists of a body suspended between two steel tube motorcycle frames, and employs wire-spoked wheels and other motorcycle characteristics. It mounts a 5 h. motor and is rated at 1,000 pounds capacity.

NEW YEAR'S RUN

Eleven Riders Out of Field of Fourteen Finished Severe Test of the Columbus M. C.

OUT of fourteen starters on the New Years' run of the Columbus M. C., who left Columbus at 9 a. m. January 1, eleven completed the trip to Springfield and return. Several, after suffering a number of spills, gave up and returned to the city. It had been announced that the trip would be made regardless of weather conditions. West of West Jefferson, Ohio, there were stretches where re-surfacing had been going on and the road was almost impassable.

There was a contest to see who should arrive at Springfield first and the first four finishing were: Otto Tresemer, Indian, first; Harley Frank, Emblem, second; L. P. Birkenbach, Yale, third, and Howard Snyder, Emblem, fourth. Others finishing were Earl Inskeep, George Fadley, Al Peak, Al Engle, W. H. Snyder, Robert M. McNabb and M. H. Horst. L. P. Birkenbach and Otto Tresemer continued the run to Dayton, Ohio, and returned to Columbus the following day.

HEIL'S GOOD SHOWING.

NORMAN E. HEIL, of Paterson, N. J., who was one of two motorcycle riders recently awarded silver medals for the most consistent riding in the North Jersey Motorcycle Club's endurance run of October 29, rode a Flying Merkel. His mount was the only twin among twenty-five makes entered to finish the run of nearly 200 miles with a perfect score. His actual running time was nine hours.

BIG ILLINOIS SQUAD.

ILLINOIS now has about 4,000 motorcyclists, and with the power two-wheeler gaining rapidly in popularity in all parts of the state it is quite likely that this number will be increased about half during the 1912 season.

CARRIED NO TOOLS

Phoenix Rider Covered 240 Miles on Pierce Without Even a Pocket Knife for Emergency Repairs.

TO prove that he has unlimited confidence in the Pierce machines, G. W. Hamilton, representing the Pierce agency in Phoenix, Ariz., recently made a trip consuming seven hours, over all kinds of roads, without carrying tools of any kind. It was his original intention to make Roosevelt his turning point, but this run was made so easily that he decided to continue, and finally reached Globe without having made an enforced stop. The distance for the round trip is over 240 miles, and about half the route is through mountainous country.

It is worthy of note that Hamilton did not even carry a pocket knife which might be used as a screw-driver in an emergency, and that the ride carried him through unsettled districts where he would have been seriously embarrassed had he experienced trouble with his mount. Nine quarts of gasoline and one quart of oil were used on the run, and the outlay for the round trip was 95 cents. The accompanying photograph shows the nervy scout at the famous Roosevelt dam, one of the greatest irrigation projects in the United States.

HOT ON THE TRAIL

Columbus M. C. Lays New Plans at Enthusiastic Meeting for Capturing 1912 F. A. M. Meet.

AT an enthusiastic meeting of the Columbus Motorcycle Club at the new club rooms, 48 East Eighth avenue, further plans were laid for an active campaign to secure the 1912 convention of the F. A. M. for the Buckeye Capital. It was the unanimous belief that Columbus is the logical location for the convention as it is centrally located, is provided with many and good hotels and has a good track. The support of the Columbus Chamber of Commerce, the Retail Merchants' Association, city officials and business organizations generally has been enlisted in the campaign.

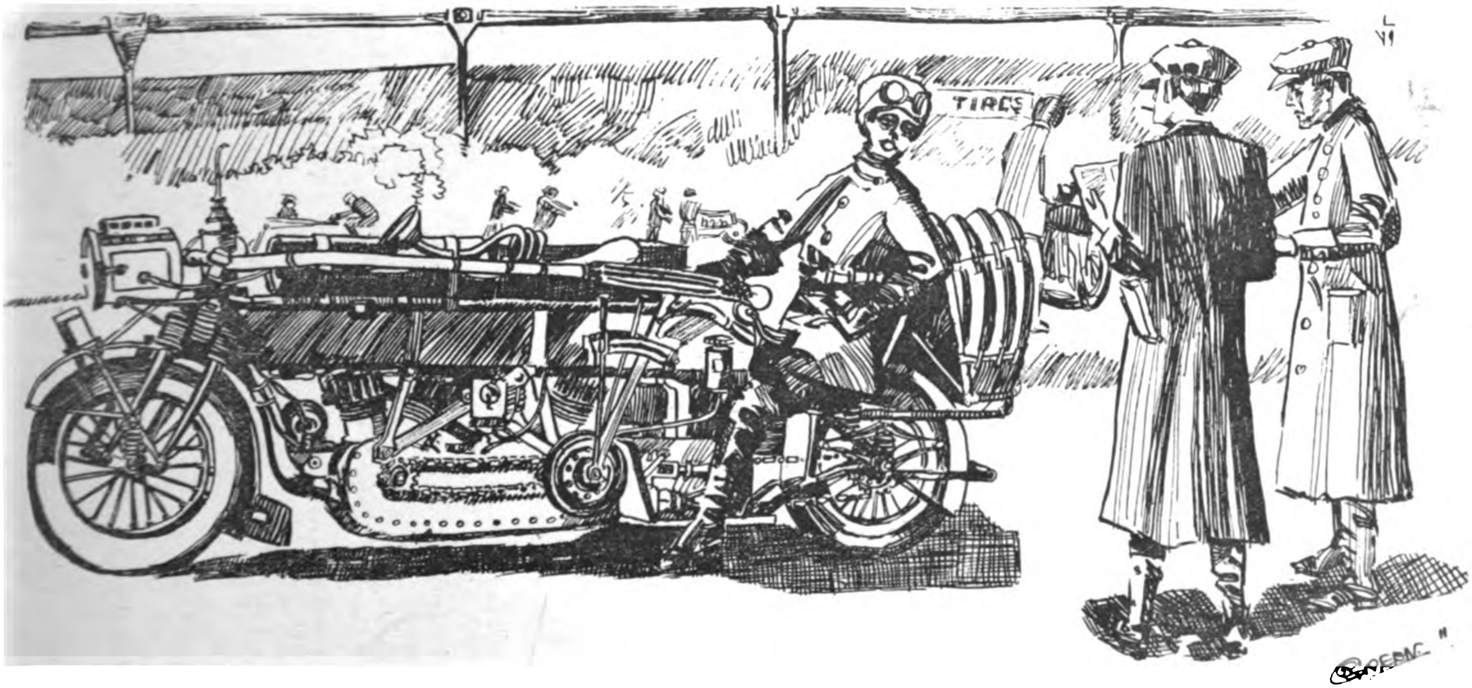
President Sarver will name a committee in the near future the duties of which will be to confer with the national officers and to lead in the movement.

EXCELSIORS IN LEAD.

AT a recent meeting of the Columbus Motorcycle Bowling league the Excelsiors captured two out of three games from the Harley-Davidsons and the Flying Merkels took two out of three from the Indians. The scores were: Excelsiors, 868, 653 and 757; Harley-Davidsons, 793, 743 and 699; Indians, 707, 685 and 775; Flying Merkels, 790, 699 and 654. Weekly meetings of the league will be held for the remainder of the winter.

BIG COLUMBUS SQUAD.

THE records of the city auditor of Columbus, Ohio, show that 594 motorcycles were licensed in the Buckeye Capital during the year 1911. This record shows a large increase over the number licensing machines in 1910. Motorcycle dealers and others in Columbus believe that there will be at least 1,000 machines in actual use during the year 1912.



A PEEP INTO THE FUTURE Entrant asks to withdraw from endurance run because the distance is only 800 miles, the schedule but forty miles per hour and half the route over rocky hills; too easy to be interesting, he says.

DEALERS OUTLINE IDEAL MACHINE

Name and State.	WEIGHT. Is trend toward light, medium, or heavy machines?	CYLINDERS. More twins or more singles in 1912?	TRANSMISSION. What type of drive is most popular?	GEARS. Are two speeds considered necessary in your locality?	ATTACHMENTS. Any opening for side-cars in your district?	SILENCE. Should the cut-out be left off by the makers?	BRAKES. Are two braking systems necessary in your locality?	LUBRICATION. Which oiling system do you favor?	TIRES. Are they, generally speaking, giving proper service?	CARBURETERS. What disorder causes most trouble?	SPRINGS. Your opinion on spring forks, seat posts and frames?	IGNITION. Is there still a demand for the battery machine?	PRICES. Will the lower prices for 1912 benefit the trade?
Arkansas Cycle House..... Arkansas.	Medium	Single	Fl. belt	No	Slight	......	No	......	Yes	Tampering of riders	Forks only	Yes	Yes
CONNECTICUT	Medium	Equal	Fl. belt and chain	No	Slight	No	No	Drip feed	Yes	Little trouble	Forks and seat only	No	Yes
L. A. T. Peterson......... Connecticut.	Medium	Twins	Chain	Not on singles	Yes	Yes	Yes	Force feed	No	Tampering of riders	Forks and seat only	No	Yes
J. R. Briley.............. Florida.	Medium	Singles	Fl. belt and chain	No	Yes	No	No	Mech. and aux. pump	Fair	Air adjustments	......	No	Yes
E. W. Watson............ Georgia.	Medium	Equal	Chain	No	No	No	No	Gravity feed	Yes	Tampering of riders	Needed	No	Yes
Indiana Bicycle & Supply Co. Indiana.	Medium	Singles	Chain	No	No	Yes	No	Automatic	Yes	Tampering by riders	Spring forks	No	Yes
Gus. Betot .... Louisiana.	Heavy	Singles	Belt and chain	No	No	No	Yes	Splash	Yes	Tampering of riders	Needed	No	......
George F. Clark........... Massachusetts.	Medium	Twins	Chain	Desirable	Yes	Yes	No	Mechanical	Fair	Leaking	Forks and seat only	No	Yes
A. A. Richardson.......... Minnesota.	Medium	Singles	Belt	Yes	No	No	Yes	Pump	Yes	Adjustments	Forks and seat only	Yes	Yes
W. A. Atkins.............. Missouri.	Medium	Equal	Fl. belt.	Desirable	Slight	Yes	Desirable	Splash	Yes	Clogged jets	Forks and seat only	Yes	Yes
W. H. Beall.............. Nebraska.	Heavy	Singles	Belt	No	Yes	No	No	Automatic	Yes	Wear out quickly	Spring forks	Yes	Yes
Omaha Bicycle Co......... Nebraska.	Medium	Singles	Chain	No	No	No	No	Mech. and hd. pump	Yes	Tampering of riders	......	No	Yes
John E. Cassin........... New Hampshire.	......	Twins	Chain	Desirable	No	No	No	Force feed	Yes	......	Needed	No	Yes
Elmira Arms Co.......... New York.	Medium	......	V-belt	Yes	For delivery outfit	Yes	Yes	Pump	Yes	......	Needed	No	Yes
G. A. Bielefeld........... New York.	Medium	Twins	Chain	No	No	No	Yes	Mechanical	Yes	Strainer needed	Must be improved	No	No
C. A. Johnson............ New York.	Medium	Twins	Chain	Desirable	No	No	Yes	Mechanical	Yes	Tampering of riders	Needed	No	Yes
Bumiller-Remelin Co. ..... Ohio.	Heavy	Twins	Chain or shaft	Yes	......	No	Yes	Mechanical	Yes	......	Forks and seat only	No	Yes
Cuyahoga Motorcycle Co.... Ohio.	Medium	Equal	Belt	No	Yes	No	Desirable	Force feed	Yes	Tampering of riders	Needed	No	Yes
Walter Bower .... Ohio.	Heavy	Singles	Chain	No	Yes	No	No	Automatic	Yes	Air adjustments	Spring forks	No	Yes

Dealers Department

KENTON'S NEW SHOP.

KENTON, Ohio, is to have an up-to-date and thoroughly equipped motorcycle repair shop and supply store, conducted by the Kenton Motorcycle Company, in which local men are interested. The motorcycle men have secured the quarters on South Detroit street, formerly occupied by Haley & Swartz, and will have it remodeled and fitted for a first-class shop and supply store. The entrance will be arranged so that machines may be taken into the basement directly from the sidewalk, and the repairing will be done in the basement. On the first floor the salesroom will be located.

ANOTHER "WHITE HOPE."

THE Franklin Cycle and Supply Company, of Columbus, Ohio, agent for Thor, Excelsior and Reading-Standard, has placed a number of unique advertisements in the local papers, exploiting the new 1912 white frame Thor. "A new 'white hope' discovered, the first appearance in Columbus," and other lines of that character have been used on the sporting pages of the newspapers, and the advertisements have attracted considerable attention. P. A. Vogel, secretary and manager of the company, handles its advertising campaign.

NOVEL SALES SYSTEM.

THE Blevins Auto Sales Company, of Toledo, Ohio, has adopted a novel method of distributing Flanders motorcycles, for which the firm is agent in the Toledo territory. Manager Griffith, of the motorcycle department, uses a motor truck with a large platform on which the power two-wheelers are displayed effectively as the demonstrators make the rounds of the smaller towns throughout northern Ohio.

TO NAME SUB-AGENTS.

W. H. Snyder, manager of the American Machine Company, of Columbus, Ohio, central Ohio agent for the Emblem, will soon start on a tour of his territory for the purpose of placing sub-agencies in the larger towns in the district. He will have at least half a dozen sub-agents who will cover the entire territory consisting of 14 counties.

FERD. MERCIER, of Brooklyn, has joined the Central Motor Company, 1220 Bedford avenue, that city, and will hereafter ride Excelsiors. Mercier turned professional toward the end of the last riding season, and won a number of events as a pro when riding *Indian machines.*

YALE BRANCH IN TOLEDO.

IN order to better serve the Yale riders of Toledo and vicinity, the Consolidated Manufacturing Company has opened a retail store at 145 Michigan street, Toledo, Ohio.

NEW HEADQUARTERS.

A. B. & B. M. HOWELL, Columbus (Ohio), agents for the Pope and New Era, have moved into a new location at 186 South High street where they have three times the space of the old store. The salesrooms are in the front and a modern repair shop in the rear.

ATTENDING THE SHOW.

A NUMBER of Columbus, Ohio, dealers are attending the New York Show. W. H. Snyder, manager of the American Machine Company, agent for the Emblem; L. P. Birkenbach, agent for the Yale, and C. E. Barr, of the Barr Motorcycle Company, agent for the Indian, are among the Buckeye visitors.

NEW CANADIAN WIGWAM.

H. M. KIPP, of Toronto, the representative of the Hendee Manufacturing Company for Canada, made the announcement this week that the home of the Indian in the Canadian metropolis will in future be located at 384 Spadina avenue, where spacious quarters are available. With the opening of the new store a large stock of 1912 Indian flyers and English side-cars will be shown. Since taking the Indian agency three years ago, no. less than 159 machines have passed through Kipp's hands, sales having doubled each succeeding season. Believing that the coming summer will see a great demand for side-cars, Kipp has laid in a stock of twenty "chairs" of different design.

GASOLINE
MOTORCYCLES
CHICAGO MOTORCYCLE WORKS
EXCELSIOR
MOTORCYCLES EXCELSIOR

Chicago Motorcycle Works, Excelsior Agency.

MEMBERS and friends of the Dayton (Ohio) M. C. will enjoy a banquet on February 1, at which covers will probably be laid for about 200 persons.

JOINS INDIAN CAMP.

JOE BARIBEAU, the Canadian speedster who recently came into prominence through a remarkable 100-mile grind, has joined the Indian racing staff. When he left Canada the Winnipeg M. C. gave a social program in his honor. The club members and friends who attended made up a theatre party and Joe reciprocated by donating a handsome silver cup to the club. It will be competed for in an annual 50-mile race, the rider winning it three times to hold it permanently.

HUTER HAS AGENCY.

GEORGE HUTER, of Dallas, Texas, is handling the Harley-Davidson motorcycles for 1912 in his section of the State. His store is located at 517 S. Ervay street, Dallas, where he will keep a number of machines and a full line of parts on hand, as well as accessories. He is also a booster for the Aurora Brand motorcycle clothing, for which he has the state agency.

BUSY DALLAS AGENCY.

THE American Motor Company, of Texas, which is an independent branch house, will handle the Flying Merkel along with the M. M. and Peerless motorcycles for 1912. H. A. Simpson, former State Commissioner of the F. A. M., is proprietor of this concern which has one of the best stores in Dallas. Mr. Simpson is North Texas distributor of the Merkel machines.

SIEBOLD TAKES AGENCY.

H. M. SIEBOLD, located at the corner of High and Gay streets, Columbus, Ohio, has taken the local agency for the Marathon. He has also taken the local agency for the Thor from the Franklin Cycle and Supply Company, which is the Thor distributor in central Ohio.

MERKEL IN ONTARIO.

A VETERAN bicycle man of Toronto, Canada, A. E. Humphrey, 364 Queen street West, has secured the 1912 Merkel motorcycle agency for the Province of Ontario. In order to get acquainted with motorcycle trade methods, Mr. Humphrey visited the New York show this week, incidentally taking in the Merkel banquet.

In the Dublin and District M. C. reliability trial, December 27, an Indian machine, driven by C. B. Franklin, was the only mount entered to receive full marks for reliability and hill climbing. The weather and road conditions were bad.

The New Harley-David

FOR sometime we have been shipping 1912 Harley- enough now to begin stirring things up in motor dealers tell us that if we had built their machine to

The Ful-Floteing Seat has made good every claim we made for it, **and then some.** You don't have to take our word for it—try it **yourself.** The Free-Wheel Control has created a furore in sections where riders have had just enough experience with "Free-Engine Clutches" to want **something better,** and in other localities it has filled a long felt want for a device that would permit the Harley-Davidson to start without pedaling and would facilitate easier handling in heavy traffic, etc.

> *"I have ridden my new Harley-Davidson enough to be more than pleased with it. The wheel is a wonder. I never expected to see anything like it. I never rode an easier, smoother, quieter motorcycle in my life and I have been riding them for the last seven years. My job will be a pleasure for me in the future because I have something to ride that does not jolt the life out of me.*

Harley-Davidson Motor Co., 1

son In Police Service

Davidson's. These machines have been out just long ycle circles. We have had any number of riders and order, we could not have pleased them more.

> *"In running the Harley-Davidson over the streets here I find that it runs so quiet that pedestrians cannot hear me approaching, making it very dangerous to them as well as myself. I find even with the muffler cut-out open it does not make enough noise so I will have to equip my machine with some kind of a warning device.*
>
> *Very truly yours,*
> *HENRY B. LEWIS"*

The writer of the accompanying letter, Henry B. Lewis, a motorcycle policeman of Fort Worth, Texas, tells what he thinks of the new Harley-Davidson with Ful-Floteing Seat and Free-Wheel Control. Seven years experience with motorcycles of various makes has naturally made Mr. Lewis a pretty good judge of motorcycle value. When we are continuously receiving letters like his, we cannot help but realize that our efforts to produce an **unusual** motorcycle are **appreciated** by our riders and our dealers. A great business man once said, "A satisfied customer is the best kind of an advertisement." If this is true, it is self evident that the **Harley-Davidson is well advertised.**

68 C Street, Milwaukee, Wis.

TREMENDOUS GAINS

In circulation, particularly during the closing months of 1911, have earned the title:

"THE PAPER WITH 10,000 CIRCULATION"

FOR

MOTORCYCLE ILLUSTRATED

The Press Run of this Issue is 10,950 copies, its actual circulation more than 10,800, of which nearly 90 per cent., or, to be exact, 9,025 copies, is net and paid.

Below are the 1911 figures, showing exactly the total and net circulation of each issue of **MOTORCYCLE ILLUSTRATED** last year.

CIRCULATION STATEMENT OF MOTORCYCLE ILLUSTRATED

The undersigned, President and Treasurer of Motorcycle Publishing Co., publishers of "Motorcycle Illustrated," vouches for the accuracy and absolute correctness of the circulation figures given herewith.

(Signed) J. LEO SAUER.

		Total.	Net.
Jan.	1st	7,840	7,210
	12th	8,010	7,280
	26th	8,135	7,460
Feb.	9th	8,140	7,525
	23rd	8,295	7,625
Mar.	9th	8,405	7,760
	23rd	8,435	7,795
Apr.	6th	8,540	7,815
	20th	8,590	7,895
May	4th	8,630	7,925
	18th	8,710	8,010
June	1st	8,740	8,015
	15th	8,775	8,025
	29th	8,805	8,040
July	13th	8,940	8,055
	27th	8,975	8,075
Aug.	10th	9,015	8,105
	24th	9,050	8,135
Sept.	7th	9,070	8,160
	21st	9,095	8,207
Oct.	5th	9,140	8,220
	19th	9,210	8,255
Nov.	2nd	9,305	8,265
	16th	9,405	8,305
	30th	9,655	8,550
Dec.	14th	9,860	8,620
	28th	10,240	8,710
Total		239,010	216,042

AVERAGE DURING 1911:

Total Circulation Per Issue 8,853
Net and Paid, Per Issue 8,001

MOTORCYCLE ILLUSTRATED 51 CHAMBERS ST. NEW YORK CITY

Manufacturers

R-S DIRECTORS CHOSEN

New Board Elected at Recent Meeting of Stockholders Approves Plans for a Vigorous Sales Campaign.

AT the meeting of stockholders of the Reading-Standard Company, Reading, Pa., the following directors were elected to serve for the ensuing year: J. B. Fricker, Reading, Pa.; G. Jahn, New York City; C. A. Earl, New Britain, Conn.; Charles T. Treadway, Bristol, Conn.; F. R. Wilhelmy, Cleveland, Ohio; Abner S. Deysher, Reading, Pa.; Ralph Webster, Elmira, N. Y.; F. A. Lemal, New York City; William F. Remppis, Reading, Pa. Officers will be elected by the board of directors at their next meeting.

All financial arrangements having been satisfactorily concluded and complete plans for 1912 approved, the company is ready to take up a vigorous and aggressive campaign for the extension of R.-S. business during the coming season. The company reports unusual interest in its new models, and the booking of orders for motorcycles as well as bicycles is far in excess of the showing last year at this time. Immediate deliveries are being made of belt models and the twins will be ready for shipment at an early date. The company is exhibiting in the Madison Square Garden Show and will also have a fine display in Chicago.

EXCELSIOR IN GEORGIA.

THE Alexander-Seewald Company, the well-known bicycle and automobile supply house of Atlanta, Ga., and T. C. Butler, Jr., have contracted to handle the Excelsior machines in Atlanta and northern Georgia. The company will conduct a complete motorcycle store and repair shop, and will also do a jobbing business in supplies and motorcycle appurtenances. A catalog, now being made, will soon be out. Believing in the future of the motorcycle business in general, and in the good qualities of the Excelsior in particular, the company plans to do an instalment business. Mr. Butler, who is well known in trade circles, is in full charge of the motorcycle department.

PIERCE AGENCY MOVED.

THE J. A. Seitz Company, agent for the Pierce machines in Syracuse, N. Y., is now occupying a new $200,000 building which was completed about January recently. In addition to the large and well arranged salesroom, the new quarters will provide a fully equipped repair shop, and the company will lack nothing that might add to its facilities for accommodating the riders of its district.

CORBIN CHANGES.

CLARENCE A. EARL has been appointed general manager of the Corbin Screw Corporation division of the American Hardware Company, for the reorganization of their properties that has been recently effected, and Charles Glover, former president of the Corbin Screw Corporation, has been elected vice-president of the American Hardware Company, in charge of the mechanical operations of all of the plants. The Corbin Screw Corporation Division is at New Britain, Conn.

Clarence A. Earl.

The promotion of Mr. Earl to the position of general manager will be gratifying to his many friends connected with the bicycle and motorcycle industries. He started with the Corbin interests nineteen years ago as office boy in the New York office, has traveled on the road for a number of years and has been connected with the New Britain factory for the past ten years. On last Thursday Mr. Earl entertained eighty-five of the department heads of the Corbin Company at a dinner in Hond's Cafe, Hartford, Conn., during which he stated that plans had been formulated to greatly enlarge the scope of the business of the Corbin division of the American Hardware Company. The dinner was a sort of get-together affair.

The coaster brake business of the corporation is one that is showing a gratifying increase each year, and during 1911 this department showed an increase of 33 per cent. over 1910.

IVES TO BUILD MONARCH

Under This Name New Single and Twin Models Will Soon Be Turned Out From Former Reliance Plant.

SINCE the plant of the Reliance Motorcycle Company, in Owego, N. Y., was taken over by W. H. Ives and associates at the recent sale rapid progress has been made in the reorganization of the factory staff, and it is offically announced that work will proceed at once on two new machine models to be marketed under the name Monarch. Deliveries will be made on singles about February 10 and thirty days later the firm, which has been organized as the Ives Motorcycle Corporation, will be prepared to ship its twin model. Both types will be magneto equipped. Preparations for getting out machines had been going on quietly for several months prior to the formal sale of the property so that there will be little or no delay in putting the well-fitted plant in full swing.

The new corporation held a meeting on January 6, the following officers being elected: W. H. Ives, president and general manager; Frank T. Carroll, vice-president, and H. T. Patten, secretary-treasurer.

While minor details in the specifications of the machines have not been decided upon preliminary descriptions forwarded from the plant indicate that the mounts will measure up well. The single, slated at 4½ h., will have a bore of 3⅜ and stroke of 3¾ inches, giving a displacement of 33.55 cubic inches. Mechanical valves are used. Steel-rimmed, single clinch, 28-inch wheels will be used, the wheel base will be 56 inches, Eclipse or Corbin band brake will be fitted, and the tanks will be larger than those used on the old Reliance machines. The gasoline reservoir will have a capacity of 2½ gallons, and the oil tank one gallon. Lubrication will be by sight feed, with auxiliary pump. Flat belt transmission will be standard, with 1⅛-inch V-belt optional. An Eclipse free engine clutch will be fitted at an extra charge of $10, and the machine will be listed at $200.

The twin specifications call for an 8 h. motor, with mechanical valves and displacement of 67.00 cubic inches. This model in frame, handlebars, wheels, wheelbase, brake, tanks, transmission, control, lubrication, ignition and finish it will follow the makeup of the single. The Mesinger saddle No. 4 will be standard equipment and 28 x 2½-inch studded tread tires will be fitted on the single, and 28 x 2¾-inch for the twin. The twin will be listed at $250 and an Eclipse free engine pulley will be supplied as a regular fitting. The single will scale at 200 pounds and the twin at 220.

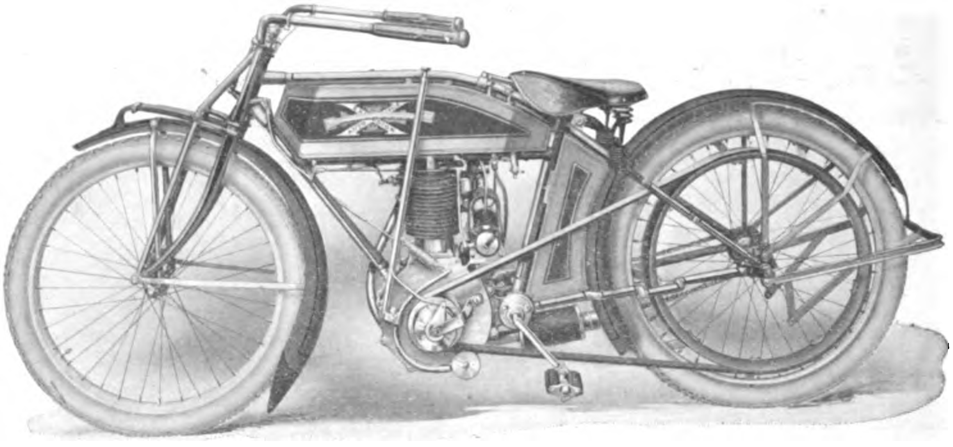
A spring fork of the double type will be fitted as will a spring seat-post.

RADICAL CHANGES IN NEW EXCELSIOR

Chain Drive Types and a New Twin 7 Are Extra Models for the 1912 Season—Free Engine Clutch Cradle Spring Fork, Spring Seat and Re-designed Frame and Tanks Are Features.

RADICAL changes characterize the 1912 Excelsior product, from the power plant and transmission down to the trademark. These changes include: a cradle spring fork; chain drive, spring seat-post free engine clutch, new magneto position; frame design, mechanical inlet valves and combination clutch and belt-tension control, the latter two being noticeable on the singles. There are four models: a 4 h. single chain drive, a 4 h. single belt drive, a 6 h. twin belt drive and a 7 h. twin chain drive model. The prices are, respectively: $200 for the singles and $225 and $250 for the twins.

The single 4 h. motor of Excelsior make has the inlet valve over the exhaust in a common chamber as on the twin model of 1911. The inlet is mechanically operated through a long push-rod attached to the end of a rocker pivoted in trunnions formed integral with the dome. The magneto is fitted behind the cylinder on this motor, and the gear train is housed in a smooth regular casing, contributing to cleanliness and fine appearance. The form of the distribution casing has been changed to accommodate the additional gearing for the mechanical inlet valve operation, and has an equally attractive and clean appearance. On the 6 h. belt twin, there have been practically no changes, but the 7 h. twin, chain drive, is an enlarged model of the 6 h. of 1911, with such modifications as are necessary to adopt it to the use of the chain. The magneto on the twin models is fitted in front of the motor, low down and well protected by the mudguard on the front wheel.



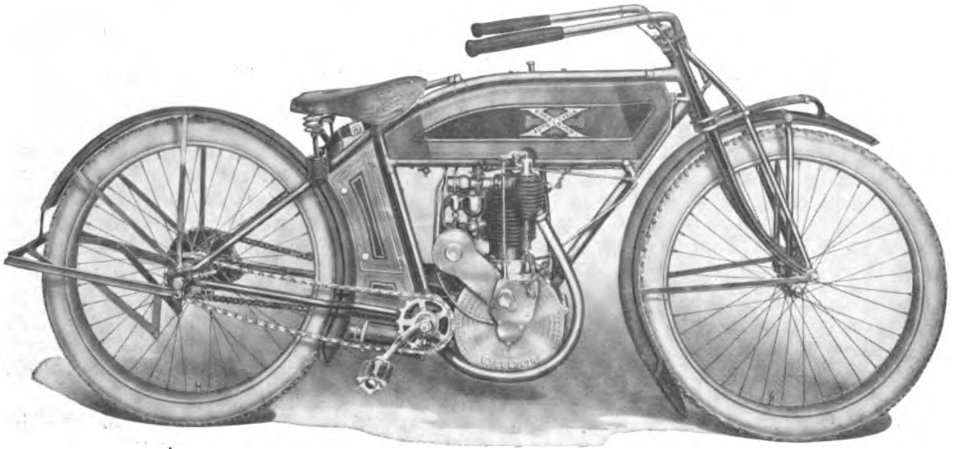
Excelsior 4 h. Belt Drive Magneto Single.

On the belt models, a regular flat-belt tensioning device with lever, as in previous Excelsior models is fitted, but in addition to this an Eclipse free-engine clutch is provided on the motor shaft in place of the pulley on former models. The idler lever is connected to the clutch operating lever by a link, so that the following action occurs: When the lever is moved forward, the clutch first engages, and then the tension is put on the belt, while a further movement forward has no effect on the clutch, but tends to increase the belt tension. A movement of the lever in the backward direction, naturally, first slacks the belt and finally releases the clutch. This form of double control by one lever is unique in motorcycle practice, and it is very probable that this arrangement will effect an increase in the useful life of the belt. The simplicity of the arrangement is most noticeable.

On the chain-drive models, the first chain drives from the motor sprocket to a countershaft, whose sprocket is formed integral with the clutch, also of Eclipse manufacture. As in the belt models, a lever pivoted on the crankcase operates the clutch, while the pedal shaft extends through the hollow center of the countershaft. The final drive is by chain to a sprocket on the rear wheel, but unlike the first drive there is no protection for this chain. A light and readily removable cover is fitted to the first drive, protecting the latter from dirt and water and the rider from oil, etc.

A new type of frame characterizes the 1912 models. The top tube is dropped toward the rear, giving low saddle-position, while this construction makes possible a unique shape of tank, having a capacity of two gallons of gasoline and three pints of oil on the single models, and of 2¼ gallons of gasoline and two quarts of oil on the twins. The new trade-mark is distinctive, being an X covering a rectangular cross with the words "Excelsior Autocycle" on the X. There is fitted a spring seat post, incorporating the usual recoil and shock springs within the hollow seat tube, while the saddle itself is mounted on a lever pivoted to the top tube and attached to the spring seat plunger by a clevis joint. This allows of a smooth, floating motion when the rider is in the saddle and effectively prevents shocks being felt.

At the lower end of the plunger are two adjusting collars for regulating the tension of the spring, lock-nuts being fitted to retain the collars in place. Regulation for the weight of the rider is made on the lower spring by means of these collars. Any forward or rearward motion of the whole seat device is allowed for by an elliptical mouth to the hollow seat tube, and the vertical movement of the spring allows of but one inch travel. The fork is of the cradle or coach-spring type, the spring being of five leaves and anchored to the fork crown. The lower leaves are recurved to a scroll and the ends are attached to a yoke, which in its turn is fastened to the axle rockers. The axle is at the center of these rockers, the pivot being the ends of the rigid fork-members. Steering is thus very easy, and strength is amply provided for by truss members from the rigid fork member ends to the heads, with posts from the fork crown. The control is similar to that on former models, and the metal tool box behind the seat mast is continued. It is announced that another model of 4 h. will shortly appear, listing at $175 with battery ignition, and $185 with magneto ignition, both being on the lines of the 1911 single. The magneto used for the present season is the Bosch.



Excelsior 4 h. Single, Chain Drive.

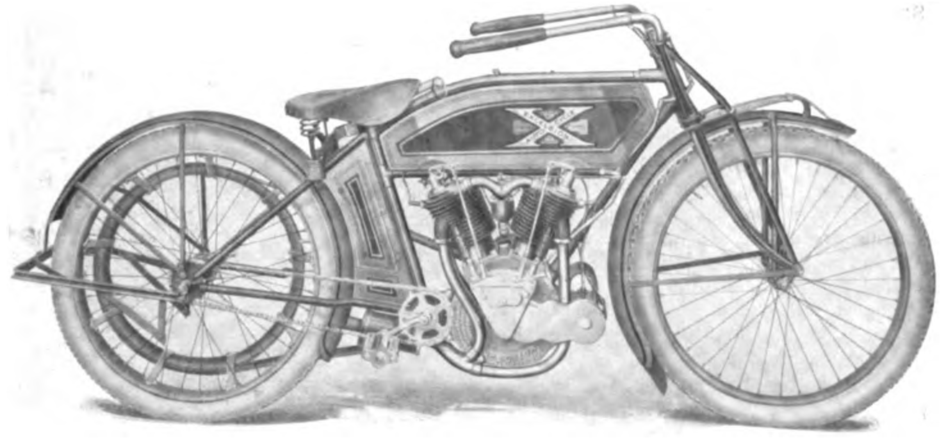
TAKES INDIAN SUB-AGENCY.

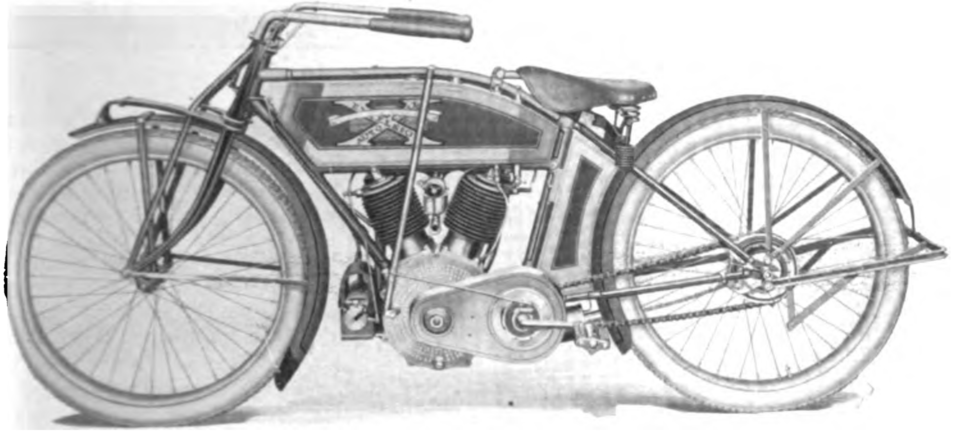
WALTER POWERS, who has been operating a repair shop for motorcycles at 1194 North High street, Columbus, Ohio, under the name of the Motorcycle Inn, has taken the sub-agency for the Indian from the Barr Motorcycle Company, the distributor. Mr. Powers recently completed an addition to his repair shop and salesrooms.

1912 TWIN EXCELSIORS

Top—6 h. Belt Drive Twin, with Free Engine Clutch

Bottom—7 h. Chain Drive Twin, Clutch Equipped.





WHY "WATTY" NEEDS ORDERS.

H. A. Wattenscheidt, who appears in the accompanying photograph, is widely known to the automobile and motorcycle accessory trade as "Watty." For some time

past he has been one of the most popular salesmen on the staff of A. R. Mosler & Co., and the manner in which he has acquainted dealers and motor vehicle users with the merits of the "Spit-Fire" spark plugs has been as satisfactory to the patrons as to the Mosler company. In addition to the many practical arguments he is prepared to advance in behalf of the "Spit-Fire" plugs, "Watty" now has another reason for wanting to round up orders; he has just invested in a pedigreed dog and has discovered that [illegible] real money to support such a pet.

LESTER BACH has taken the 1912 agency for the Flanders in Bucyrus, Ohio, and [illegible]. He has several demonstrators at the Paxton Garage on South Sandusky [illegible]

WOLTERS USED BLUE STREAKS.

JOE WOLTERS, who established a new 10-mile record by traveling the distance in 6:54 at the Oakland motordrome recently, gives due credit to the Blue Streak tires with which his Excelsior machine was equipped.

Prior to Wolters' sensational whirl the 10-mile record was held by Jake De Rosier, who, in setting the one-hour record, also on Blue Streaks, made the distance in a fraction more than 7.01. Wolters cut this to 6:58 and now holds the palm with 6:54, his fastest mile being made in :41 2-5.

TO ORGANIZE IN BUFFALO.

THROUGH the initiative of John Henry, of the Vim Cycle and Hardware Company, of Buffalo, a number of cycle and motorcycle manufacturers, jobbers and dealers of that city met at Mr. Henry's office last Monday and decided to organize. Mr. Henry addressed the meeting, emphasizing the value of concerted action. The project has met with a hearty reception throughout Buffalo, and a large attendance is expected at the meeting to be held in Mr. Henry's office next Monday, the 15th inst., when the association will be permanently organized and officers elected.

NEW CLUB IN HAMILTON.

FOLLOWING are the officers of the recently organized Hamilton (Ont.) M. C.: N. Chambers, president; T. Picard, vice-president; K. R. Spencer, secretary-treasurer. House and racing committees were also named and the club is prepared to keep on the move during 1912, which promises to break records.

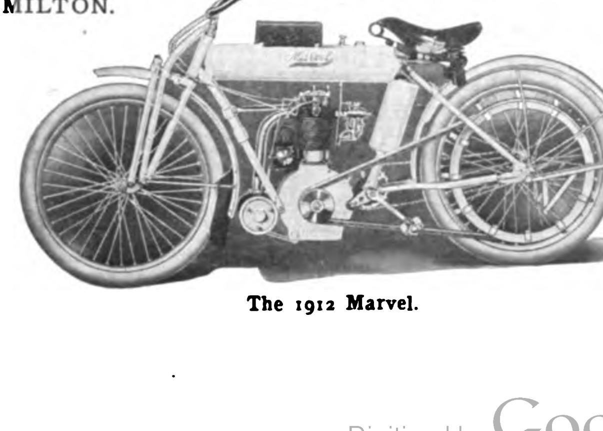
MARVEL FOR 1912

Overhead Valve Construction Is Continued and Motor, as in Last Year's Type, Rates at 4-5 Horsepower.

MARVEL valve construction, following Curtiss motor practice in this as in other lines, will be continued for the 1912 season. The valves, as in previous models, are fitted in the head of the cylinder and operated by a walking-beam, one cam and rod actuating the beam. The motor is of 3⅝ and 3¼ bore and stroke, respectively, and has the cylinder offset, being the chief example of this and the valves-in-head construction in this country. The same method of bearing the motor by yokes attached to the crankcase, and by links to the cylinder head will be retained, as well as the method of valve-lifting, control, V-belt transmission, and Marvel lubricating system. The accessibility to the gearing for magneto drive and valves has also the same provision as in the past season, and the tank-frame construction is likewise repeated, bulkheads to prevent leakage being characteristic of tank construction in this make. The fork, luggage carrier and stand are also continuations of well-tried Marvel design. The motor is rated at 4-5 horsepower, and weighs 45 pounds. The machine complete, with tool-kit and tools, weighs 160 pounds and is listed at $225.

RETURNS TO THOR FOLD.

E. J. KNIGHT, a former Thor representative, and lately connected with the Wilson Weather Coat Company, has sold out his interest in the latter concern and has returned to the sales department of the Aurora Automatic Machinery Company. He is well known in the industry and has a large following.



The 1912 Marvel.

MINNEAPOLIS VAN

Sturdy Quick Delivery Outfit, Which Has Stood Severe Tests is Continued for 1912 Season.

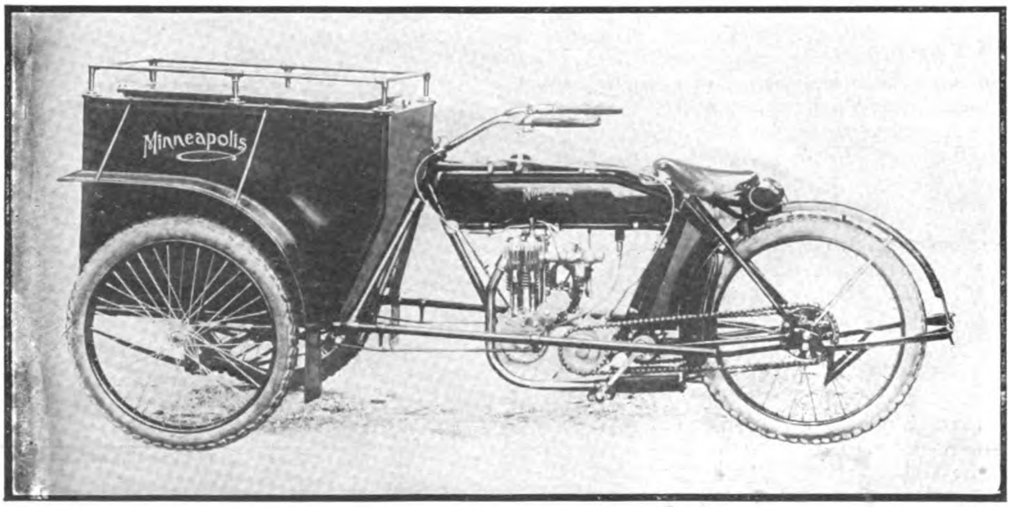
THAT the Minneapolis Motorcycle Company is determined to do its part toward solving the light delivery problem is indicated by the continuance of its tri-car van model which gave excellent returns last year. It is estimated that this machine can be operated at a cost of little more than one-half a cent a mile; and the construction is so simple and sturdy throughout that any boy of average intelligence will experience no difficulty in handling it.

The machine proper is the same in every particular as the company's model "N," having a unit power plant with two-speed transmission, multiple disc clutch, free engine and clutch control on the handle-bar. The capacity of the van is 300 pounds. The complete outfit is listed at $375 and the van alone is sold for $125.

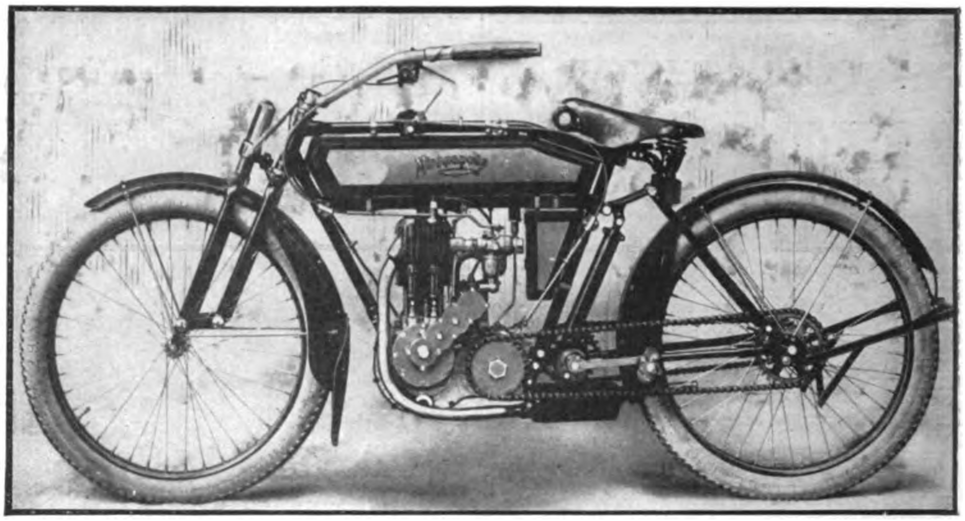
Models "N," "R" and "P" of the Minneapolis line for 1912 may be had with the company's improved spring frame device at an additional charge of $15, and there are indications that the special construction will be much in demand. With the Minneapolis spring frame the weight of the rider as well as the main frame of the machine and the power plant is suspended between the triple spring fork and rear cushion, allowing for unusual ease in riding and prolonged life of the machine in general. Acting in the knowledge that even the best spring seats subject the rider to considerable vibration, the company decided to produce a frame springing device capable of being attached to any of its standard models at the option of purchasers, and it is announced that the special construction has met all tests satisfactorily. It is credited with obviating danger of sidesway and is stanch enough to withstand the roughest usage.

SAVES TIME AND EFFORT.

GEORGE BAUER, "trouble hunter" for the Milwaukee fire and police alarm systems, now uses a motorcycle regularly in making his rounds and finds that he is able to render better service with less trouble than in the past. It is needless to add that the saving of time effected is another feature which appeals to Bauer.



Minneapolis Delivery Van.

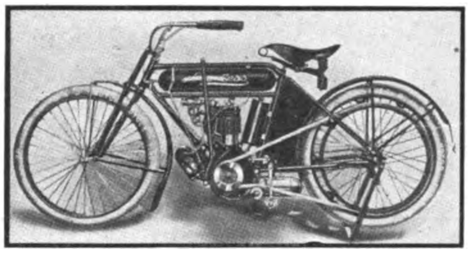


Minneapolis Model "N," with Spring Frame.

PEERLESS "BIG FIVE"

Improved Product of Boston Company Shows Increased Power and a Number of Desirable Refinements.

ADDITIONAL evidence that the big 5 h. single motor has many devotees is given in the advent of the Peerless 3¼ x 4-inch motored machine, the product of the Peerless Motorcycle Company, of 187 Columbus avenue, Boston, Mass. This mount, with flat belt transmission as regular fitting, or with V-belt optional, is listed at $225.



Peerless 5 h. Single.

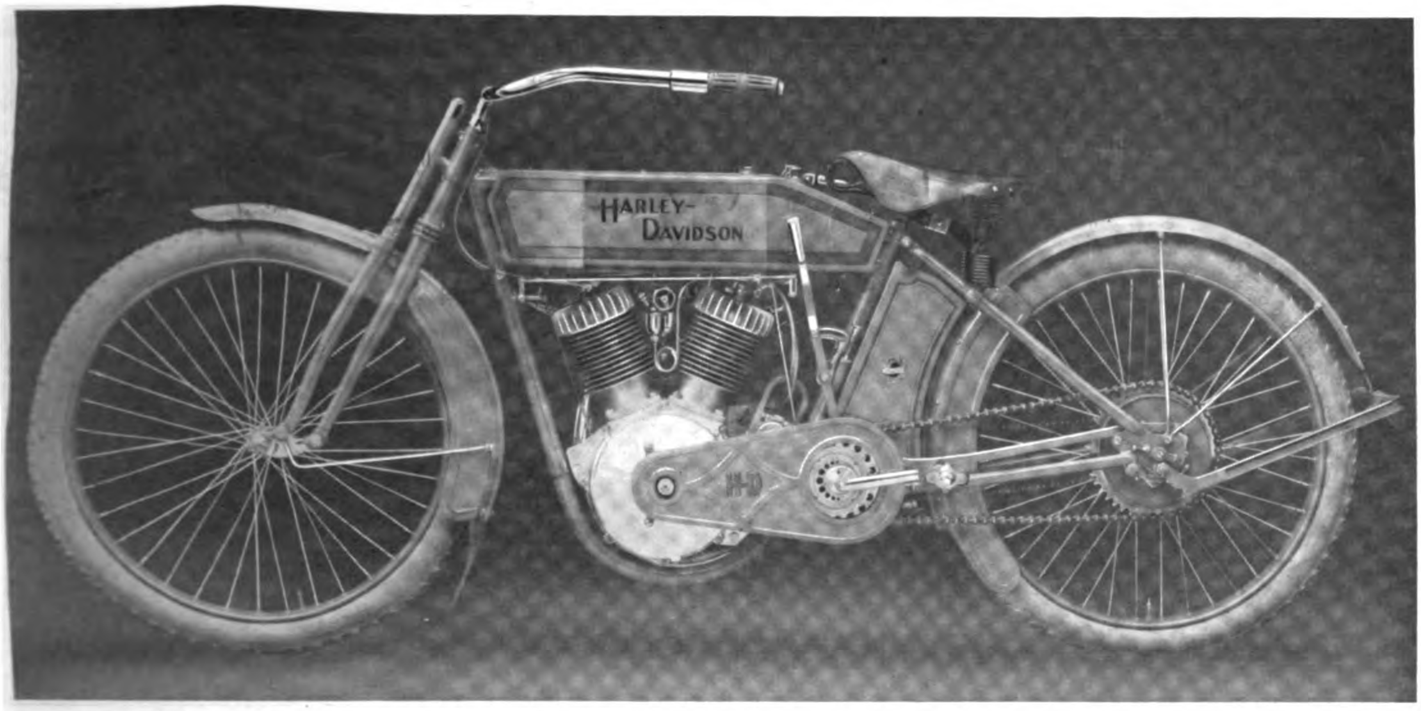
The big-end bearing of the Peerless motor is of the roller type, as are also the shaft bearings, and oil rings are fitted to prevent oil leakage and insure tightness. The motor is set vertically in the frame, with its head secured to the lower bar, and the crankcase forms the lower part of the "diamond" frame. The valves are of generous size, the inlet being 1⅜ and the exhaust 1½ inches in diameter. The flywheels weigh 32 pounds, and there are four rings fitted to the piston. Lubrication is by positive feed oil-pump, operated from the rider's seat and located at the side of the special oil tank. The carbureter used is the "Kingston" special, with ball air valves. Ignition is by Bosch magneto.

The muffler embodies a triple expansion chamber and is one of the quietest on the market, eliminating back pressure at the same time. Transmission is by three-ply mineral-tanned leather belt, 1¾ inches wide. The optional V-belt will be 1 inch wide, and a variable pulley will be fitted. On the flat belt machines, free engine and belt-tension are controlled by a hand-operated idler, working over a notched sector on the tank at the left. An extra fitment for the V-belt mount is an Eclipse clutch, listed at $15 additional. The handle-bars have a graceful rise and arch, and Rough Rider twisting grips are fitted. The left grip controls the valve lift, and the right the throttle. A lever on the tank controls the magneto.

The frame is re-enforced at the joints and the front fork is of the coach-spring type with 5 leaves. Capacity of tanks: Gasoline, 6 quarts; oil, 1½ quarts. A box is fitted at the rear of the frame for tools, etc. Wheels are 28 inches with heavy spokes, there being thirty-six in each wheel. Tires are 2½ inches in profile. Channel type mudguards with side flaps protect the rider from dirt and water. A Mesinger Cavalry saddle is regular equipment. The weight is 185 pounds.

TWENTY TONS OF CATALOGS.

JUST 20¼ tons of paper will go into the catalogs now being prepared to tell the 1912 story of Harley-Davidson machines, according to figures compiled when the stock arrived recently from the paper manufacturers. The broad publicity policy represented by this outlay may be gauged by the fact that the paper, if cut to a strip a foot wide, would reach from Boston, Mass., to Philadelphia, Pa., from Chicago, Ill., to St. Louis, Mo., or from Santa Fe, N. M., to Denver, Col. This is the largest consignment of catalog paper so far received by the Harley Company, which means a great deal.



CHAIN-DRIVEN HARLEY

First High-Powered Twin of the Milwaukee Factory Is One of the Surprises of Garden Show.

WHILE each of the Harley-Davidson types of previous manufacture show numerous features calculated to impress the thoughtful motorcyclist for 1912, the real surprise from the Milwaukee factory comes in the form of a 7-8 h. twin machine with chain drive, the latter detail marking a complete departure for the Harley designers. Although this is the first chain-driven mount to be marketed by the company, it is far from being an untried offering, inasmuch as painstaking experiments with several 7 h. chain twins have been conducted during the last year.

In the past there have been three main objections to the chain drive, jerk, or vibration, noise and the difficulty of keeping the chains adjusted properly. The first and last of these objections have been disposed of in the new Harley-Davidson by the Free-Wheel control and independent chain adjustments, while the matter of noise has been reduced to a negligible consideration by the use of unusually large sprockets throughout the transmission

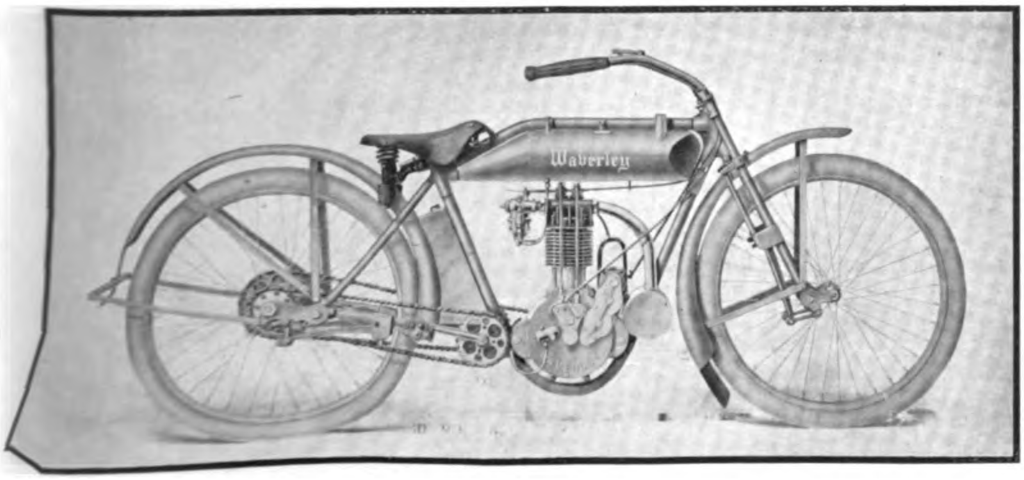
WAVERLY FOR 1912

Improved Mount with Overhead Valves, Cushioned Frame and Other Refinements Offered for New Season.

IMPROVED in several important points and featuring a cushion frame and overhead valves, the Waverly machine for 1912, produced by the Waverly Manufacturing Co., of Jefferson, Wis., is attracting the attention of motorcyclists. It has a bore of 3⅛ and stroke of 3 13/32, extra large imported F & S ball bearings on drive shaft, cylinder turned on the outside to insure uniform expansion and vanadium steel drop forgings throughout. The machine lists at $225, f. o. b. factory, with free engine clutch.

Ignition.—Ball bearing Bosch magneto with enclosed gear drive.

Frame.—Thoroughly re-inforced at vital points. Vanadium steel leaf springs adjustable for weight of rider. No sliding plungers to "hit bottom." Springs are noiseless in operation; require no lubrication. The saddle, pedals and handle bars move in unison, insuring stability and perfect balance on bad roads, not obtainable by any other construction.



Fork.—Waverly spring fork thoroughly re-inforced. Springs interchangeable with those on rear; no sliding joints to collect dust and dirt. Noiseless in operation.

Transmission.—Diamond roller chain drive with extra large noiseless sprockets; regular gear, 4½ to 1.

Carbureter.—Heitger improved automatic with auxiliary jet. Glass bowl showing gasoline level at all times.

Valves.—Extra large one piece nickel-steel, both mechanically operated; over-head construction insuring maximum power; intake and exhaust valves are interchangeable.

Lubrication.—Waverly mechanical oil pump, consisting of but two moving parts; adjustable without stopping motor; no check valves to become clogged; the only pump on the market which will handle dirty oil.

Muffler.—Specially designed cast aluminum muffler; absolutely silent; sufficiently large to require no cut-out.

Control.—Right grip controls compression release; left grip controls the throttle. Separate finger lever to advance spark. Particular attention is called to the fact that the compression release and spark advance can be operated independently.

Tanks.—Separate gas and oil tanks; capacity gas, 2 gallons; oil, 2 quarts. Outside joints easily repaired in case of accident. Gasoline shut-off built into tank.

Handle Bars.—Double stem, telescoping into the extended fork sides. Fitted with "rough rider" grips. *Wheelbase.*—56½ inches. *Wheels.*—36 extra heavy spokes.

Hubs.—Improved Corbin band brake. Special heavy front hub with ⅜-inch balls and knock-out axle. *Tires.*—Goodyear studded 2½-inch detachable.

The Waverly company announces the removal of its Milwaukee factory to Jefferson, Wis., where greatly increased manufacturing facilities have been provided for in the shape of a modern plant especially adapted to motorcycle manufacture. This plant was erected by the Waverly company late in the fall of 1911. The company will maintain its Chicago office, located at 440 Marquette building, to better care for its interests in that city and adjacent territory.

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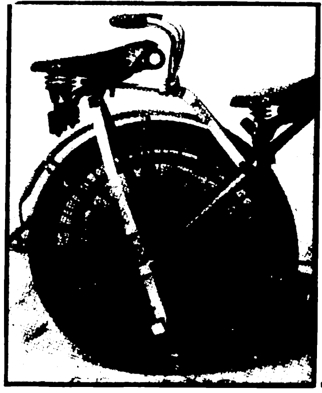
1912 **DUCK** 1912

Tandem Attachment

Smoothes the Way

THE ASSURANCE OF LUXURY

by the addition of this tandem attachment has been unquestionably demonstrated. Always perfectly adjusted as to leverage, whether saddle be moved forward or backward. Permits of low riding position. Particularly safe on account of extra handle bars.



Complete with Saddle and Handle Bars $16.50

Without Saddle and Handle Bars $11.50

FREED MFG. CO.

1438-40 Market St.
SAN FRANCISCO, CALIF.
804 So. Spring St.
LOS ANGELES, CALIF.

TEN THOUSAND RIDERS

READ

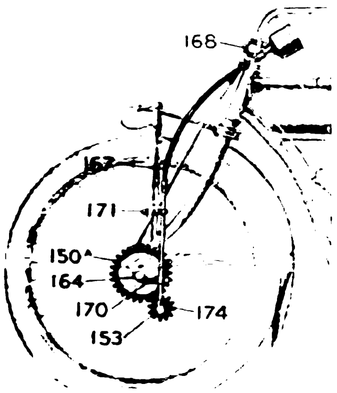
THE MART

Our Classified Advertising Page

THREE CENTS A WORD

HERMAN SCHEDLER
71-77 PARK PLACE
NEW YORK.
ILLUSTRATIONS FOR ADVERTISING

We are prepared to execute the FINEST HALF-TONE, LINE and COLOR REPRODUCTIONS for Catalogues and Magazine Advertising.



1912 Indian Attachment. Note the Neat Appearance.

35 40
MILES PER HOUR
STANDARD SPEEDOMETER

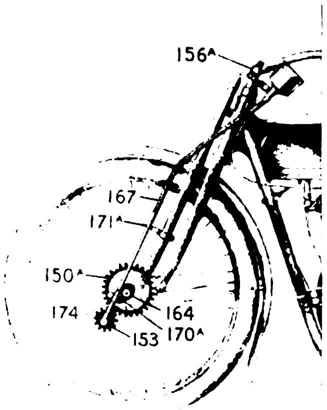
60 Mile $20.00

65 70
MILES PER HOUR
STANDARD SPEEDOMETER

80 Mile $20.00

Other Styles at $15.00 and $18.00

STANDARD SPEEDOMETER
"THE INSTRUMENT of PERMANENT ACCURACY"
Guaranteed for One Year



1912 Harley Attachment. Accurate and Steady Reading.

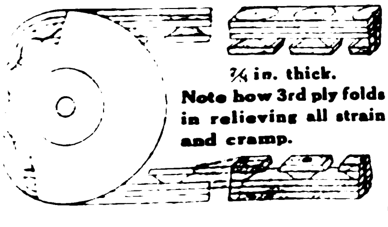
Announcement of 1912 Improvements

THE 1912 Standard Speedometer has the flexible shaft running in a rigid tube at the lower end and in a flexible tube above. The rigid tube is fastened with a swivel nut so that the axle can oscillate freely without affecting the shaft. This arrangement eliminates breakage and presents a more pleasing appearance. New style ball bearings at the bevel joint take both radial and thrust loads. New models to fit practically all machines. The speedometer of utmost accuracy. The fact that 26 police departments use the Standard is proof of its superior dependability and certainty.

AGENTS! WRITE FOR NEW CATALOGUE AND CONTRACT BLANKS AND TAKE ADVANTAGE OF QUANTITY PRICES.

STANDARD THERMOMETER COMPANY
65 SHIRLEY STREET, ROXBURY, MASS.

LOOK US UP AT CHICAGO SHOW



¼ in. thick.
Note how 3rd ply folds in relieving all strain and cramp.

"SOME BELT"
Unequaled for wearing quality, pliability and tensile strength. Insures smooth riding and increased power. Always reliable. Sold under an *absolute* guarantee.
GET ACQUAINTED NOW.
REINHOLD BELT CO., NEW YORK

$150. 4 H. P.

The "New Lightweight" Motorcycle
"V" or flat belt—free engine.
SIMPLE — HANDSOME — RELIABLE
FULLY GUARANTEED.
Live agents wanted in open territory.
Sales Manager, P. O Box 1968, Los Angeles, Cal.

NEXT ISSUE OF MOTORCYCLE ILLUSTRATED
CHICAGO SHOW NUMBER
DATE OF PUBLICATION, JANUARY 25, 1912

Motorcycle Mart
MOTORCYCLES

One time, three cents a word; twice, two cents a word each insertion. Agents' cards, five cents per word; two or more times, three cents per word each insertion. No advertisement for less than fifty cents.

FOR SALE OR EXCHANGE

FOR SALE.—1911 Pierce single 5 h. p. demonstrator, slightly used, as good as the day I got it; a wonder on hills; for $160. C. W. Habecker, Lebanon, Pa.

NEW ERA AUTOCYCLE, 4 h. p. 1911, with or without tandem, for sale $150. A-1 condition, only run 200 miles. E. Ladd, Vineland, N. J.

1912 EXCELSIOR TWIN, bought September 20. Has had the best of care; a really new machine. Price $185. No less. Write to E. MacDougall, 209 South Sixth street, Newark, N. J.

FOR SALE.—40 motorcycle engines, $15 and up. Emory F. Phelps, 40 Bennett street, Bridgeport, Conn.

$130 TAKES a Curtis motorcycle equipped with a 1911 5 h. p. motor and new tires. A real bargain. Carl Truckenbrod, West Brooklyn, Ill.

FOR EXCHANGE.—1911 motorcycle and Mullins steel motor-boat, both in first-class condition, for small automobile or runabout. Address H. W. Adams, Fentonville, N. Y.

FOR SALE.—1908 Wagner V-belt, 3½ h. p., Breeze carbureter; $40; running order. Must sell to pay debt. Genuine bargain for some one Gregory Heacock, New Milford, Conn.

WILL EXCHANGE $350 upright piano for motorcycle. E. B. Ellis, 1121 Laurel street, Berkeley, Cal.

BARGAIN.—1911 4 h. p. Yale, new belt, extra good tires, exhaust whistle, lamp. First $125 takes it. W. E. Klug, Jefferson, Wis.

FOR SALE.—One 4 h. p. new 1910 R. S. motor, never been used. Price $50 or best offer. C. O. D. on receipt of $10. Heitger Carbureter Co., Indianapolis, Ind.

WANTED TO TRADE—Town lot, Westhampton, L. I., and Underwood Duplicator for motorcycle. Other articles for Speedometer. Box 705, S. Brownsville, Pa.

FOR SALE.—One loop motorcycle frame with wheels and saddle, complete, $20; one loop motorcycle frame, rear wheel saddle and bars, $20; one 4 h. p. motorcycle engine, carbureter and Bosch magneto, A1 condition, $50; one 4½ h. p. engine for buckboard with coil and carbureter, $20; one Sireno cyclephone, complete, $5; one 1 model H. Schebler carbureter, $5; one Badger gas generator, $2; one set 4½ h. p. engine castings, V type, $6; three coils, $2 each. Harold Whitney, 3 Mystic avenue, Winchester, Mass.

MOTORCYCLE TIRE BARGAINS.—A. C. C. A. PRICES TALK! Diamond, Goodrich, G. & J. and other standard makes; guaranteed. Gridiron, Basket and Bailey Treads, 28 x 2, $4.95; 28 x 2¼, $5.70; 28 x 2½, $6.20; 26 x 2¼, $5.45; 26 x 2½, $6.20. Guaranteed tubes priced proportionately low; shipped on approval. Don't buy until you receive your price list. The Automobile and Cycle Company of America, Dept. X., 1769-1787 Broadway, New York City.

FOR SALE.—1911 Bargain. One new 4 h. p. magneto Merkel, spring frame, $150; one new 6 h. p. twin magneto Merkel, free engine, spring frame, $240; two new 3½ h. p. magneto Popes, $140 each; one new 4 h. p. magneto Indian, chain, free engine, $175; one new 2¾ h. p. magneto Indian, chain, free engine, $150. And a few good second hand machines cheap. G. W. Campbell & Co., 304 West Fourth street, Waterloo, Ia.

MOTORCYCLES.—A. C. C. A. PRICES TALK! Endless variety—Latest models—Every make—Indians, M-M's; $20. Freight prepaid! Largest and only illustrated catalog published sent free. The Automobile and Cycle Company of America, Dept. I., 1769-1787 Broadway, New York City.

FOR SALE.—Wagner motorcycle, 1910 V-belt; bought from agent two months ago: spring fork, battery ignition, 20th Century tire protector on rear tire. It cost $230 as it stands; first check for $140 takes it. I have an auto. W. A. Hagan, 171 Meeting street, Charleston, S. C.

SNAP.—New 1911 "Racycle" 4 h. p.; run 500 miles; equipped. First check for $125 takes it. R. M. Jensen, 911 Poplar street, Atlantic, Ia.

MISCELLANEOUS

MACHINIST by trade, with eighteen years of experience in cycling and motoring field, would like a position as tester or trial man on long trips, in any line that belongs to the motorcycle trade or equipment, as motors, carbureters, coaster brakes, two speeds, spring forks and tires. Address Box 262, Milltown, N. J.

WANTED.—Bicycle attachment; also lightweight motorcycle; must be cheap. A. Warfel, Cadiz, Ohio.

WANTED.—Motorcycle. Any make, any condition. What have you? Albert Salb, Redding, Cal.

WE WANT

Subscription and News Representatives

In every motorcycle town where we now have no correspondent or agent.

If you have the ability, inclination and a little spare time,

Write us

MOTORCYCLE ILLUSTRATED

51 CHAMBERS ST. NEW YORK

DEALER'S CARDS, Etc.

OVERHAULING and repairing motorcycles at special winter rates; parts for all makes in stock. Ruderman, 1041 Bedford avenue, Brooklyn.

SCORED M'CYCLE CYLINDERS REPAIRED, $3 each by autogenous welding. This includes grinding to make bore smooth and round as before scoring. Be sure to send piston with cylinder. Our method is both better and cheaper than reboring because it avoids the necessity of fitting special oversize pistons and rings. We also repair broken cylinders and crankcases at about one-quarter cost of new ones. Abundant references and testimonials supplied if you require proof. Waterbury Welding Company, Waterbury, Conn.

B. & C. TWO-SPEED and free engine gears for chain-driven motorcycles of the countershaft type. Bushnell & Cannon, 1268 East 80th street, Cleveland, Ohio.

THE LATEST AND BEST guaranteed Motorcycle Supplies at lowest prices will be shipped same day your order is received. You get satisfaction in every package. Write for largest Motorcycle Supply Catalog ever printed. Motorcycle Equipment Co., Hammondsport, N. Y.

T. J. SIXSMITH, expert repairing: agent for R.-S., Indian and Excelsior motorcycles. 203 W. 100th street, New York.

MOTORCYCLES.—Save dealers' profits; buy direct from the owners. I have all makes on my lists. Indians and Marshes from $20 up. Hundreds of other machines at comparatively low prices. Get my prices before purchasing. King, automobile broker, 217 West 125th street, New York City.

SECOND-HAND MOTORCYCLES.—75 of them, $25 up; three tri-cars, $125, $300 and $350, respectively; expert repairing, experimental work, aeroplane supplies. New York Motorcycle Co., Inc., 318-320 West 48th street, New York.

PARTS in stock for F.-N., Curtiss, Royal Pioneer, Indian, Thor, Marsh, Griffon and others, and sundries. Tiger Cycle and Aeroplane Co., 782 Eighth ave., New York.

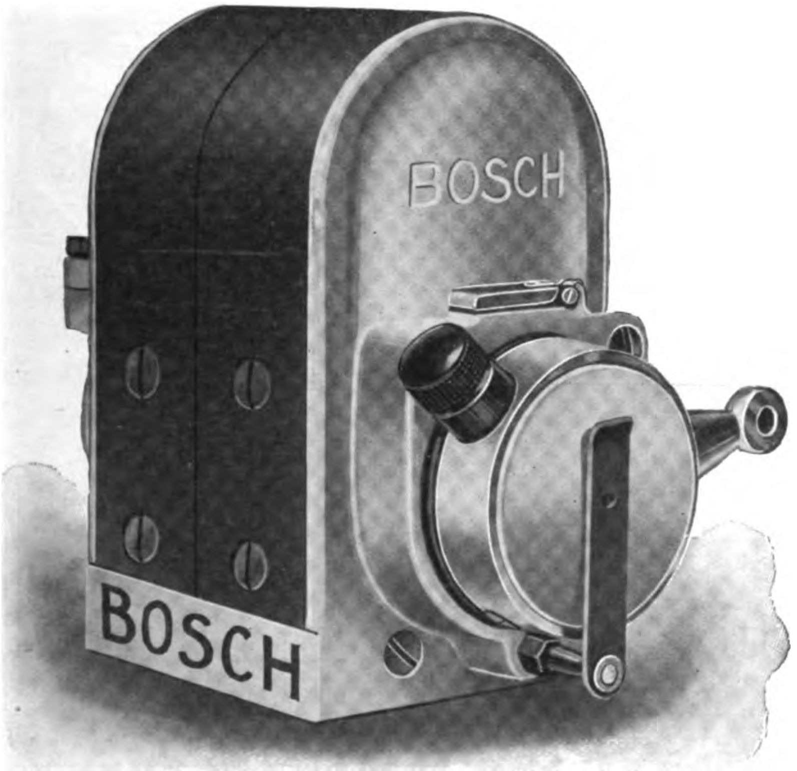
FULL LINE of N. S. U. and Flanders "4" motorcycles; N. S. U. repairs and parts, two speeds, motorcycle accessories. The Sun Motor & Supply Co., 206 West 76th street, New York.

WILL TRADE a large footpower scroll saw in first-class shape for good motorcycle. Address 18 Monroe street, Silver Creek, N. Y.

YOUR BROKEN MOTORCYCLE CYLINDERS and crankcases made good as new by autogenous welding at an average charge of about one-quarter cost of new parts. No charge made unless weld is satisfactory. References cheerfully given. Waterbury Welding Company, Waterbury, Conn.

BOSCH

FOR 1913 PRODUCTS



MANUFACTURERS—The Bosch Enclosed Type Magneto illustrated, in addition to maintaining the high degree of excellence characterizing Bosch Products during the past twenty-five years, is absolutely oil, dust and water proof.

BOSCH SHOULD BE PART OF YOUR 1913 EQUIPMENT.

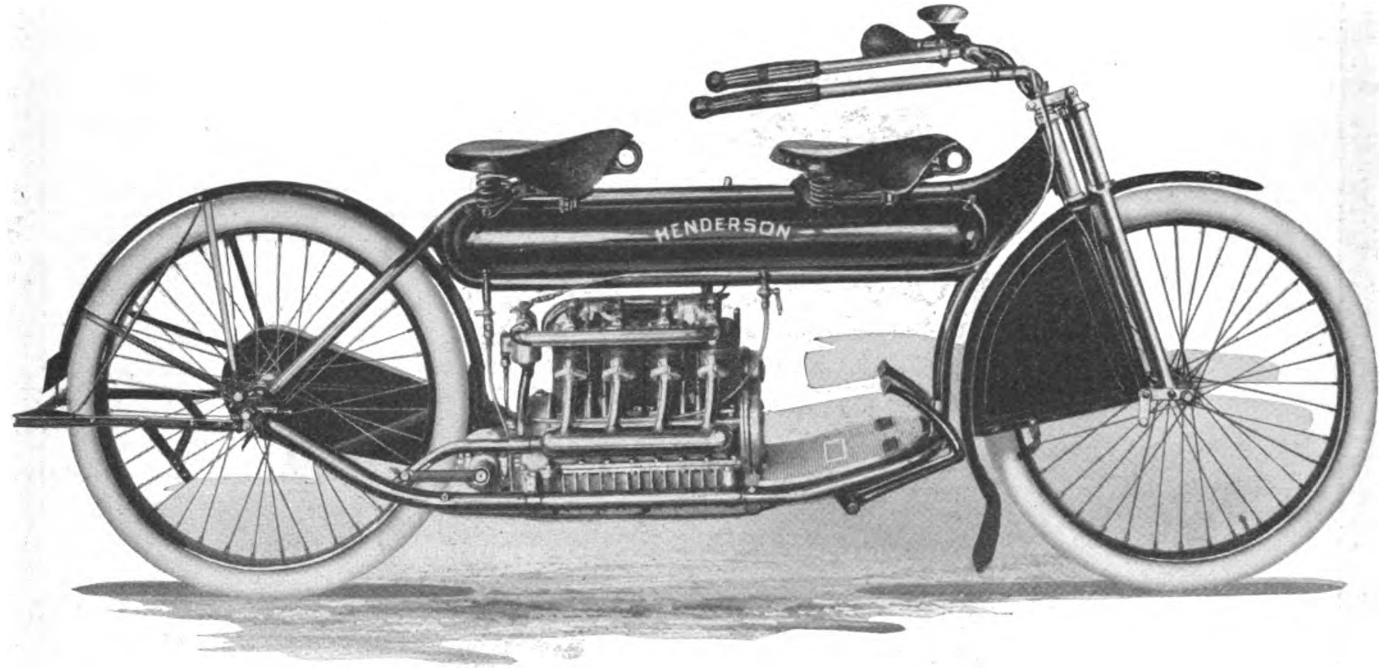
First display of these types will be during the Madison Square Garden Show, Space 218, January 6-20th.

BOSCH MAGNETO COMPANY, NEW YORK
DETROIT CHICAGO SAN FRANCISCO TORONTO

1912 Development

The only really new machine exhibited at the New York Show is the Henderson 4-cylinder. Look at any other machine made—all have detail changes from the 1911 models, minor refinements, etc., but no really new ideas. All on old-time main ideas. In contrast, examine the

HENDERSON



An absolutely new machine. In designing it, the originator was not hampered by conventions or time-honored traditions of how motorcycles *have been* made, but worked along the idea of how motorcycles *should be* made.

And experienced riders who have tried out the machine hail it with enthusiasm—the more experience they've had with old-style machines the more enthusiastic they are over the Henderson. They say the four-cylinder motor is the smoothest, quietest, most flexible motor they have ever seen. Its hill-climbing power and quick acceleration when called on make it wonderfully effective in getting over all conditions of roads. The absence of vibration and low center of gravity insures great comfort and ease of handling. The positive lubrication system insures freedom from oiling trouble. Starts like a motorcar, by use of a hand crank and a well-tried Eclipse clutch. Big footboards and saddle well forward give comfortable riding.

7 H. P. **Four-Cylinder Motor** **$325**

HENDERSON MOTORCYCLE COMPANY
268 Jefferson Avenue **Detroit, Michigan**

All the Live Ones

who have seen this machine say it will be an immensely profitable agency proposition for any dealer. It will give any dealer undisputed pre-eminence over all other machines in his territory. The discriminating buyer—both the man who wants the best machine made regardless of price and the man who wants the most value for his money—will invariably be the purchaser of a Henderson, for this is a machine in a class by itself. No effort is made to compete with any other on a price basis. It is not necessary. The machine which leads the way in scientific design and holds its superiority by its greater ability and more pronounced adaptability to adverse road conditions, will never be bothered by the competition of the ruck of machines of earlier design which have been outgrown by the riders who know.

The dealer who has delayed writing to us about this should get in line quick. All the live ones are hurrying to get contracts for territory before another man beats them to it. If your application isn't already in, write quick, for we are closing up fast for 1912 and you can't afford to let another man get ahead of you. The secret of success lies in grasping the opportunity at hand. The chance for a Henderson agency is the one big opportunity for the motorcycle dealer. Write us now!

HENDERSON MOTORCYCLE COMPANY

268 Jefferson Avenue **Detroit, Michigan**

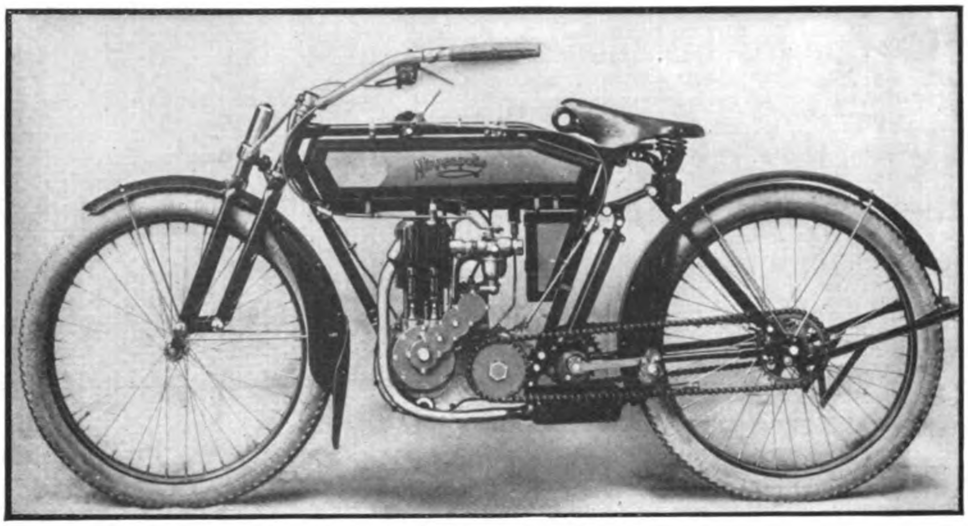
NO MORE JOLTS OR JARS

What You Have Been Waiting For—

A Motorcycle With a Spring Frame That *Actually* Gives Comfort

The various spring seat devices now in use only lessen, in a trifling degree, the incessant jarring that occurs while riding a motorcycle, and do not absorb the shocks to the frame. Our spring frame gives absolute ease to the rider and protects the motor from the usual wear and tear.

**Model "N,"
chain drive,
5 h. p. Unit
power plant,
two-speed
transmission.
Multiple
disc clutch,
Free engine,
$285
with spring
frame,
$300**

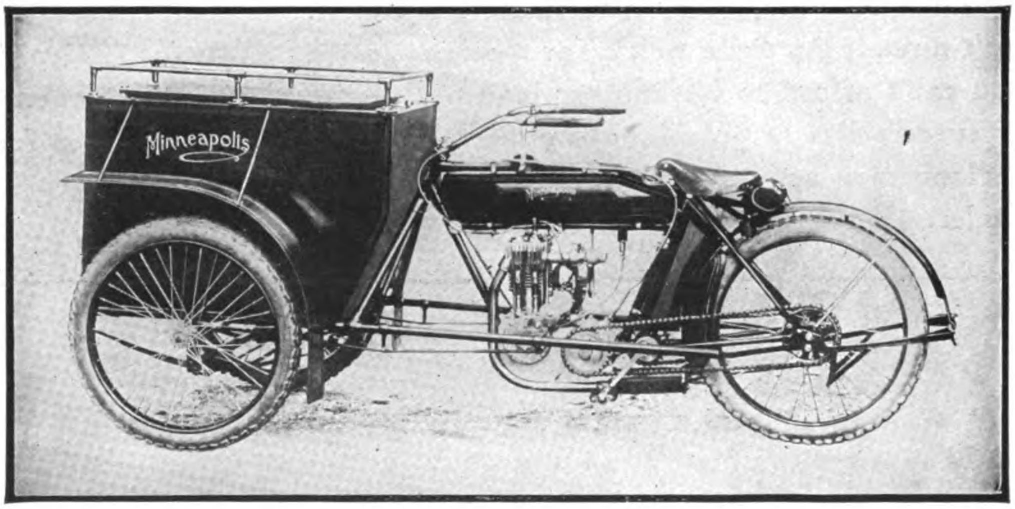


AN AUTOMOBILE ON TWO WHEELS

**Model "R,"
belt drive,
5 h. p. Unit
power plant,
two-speed
transmission.
Free engine,
belt idler,
$285
with spring
frame,
$300**

Light Delivery Problem Solved

**Capacity,
300 lbs.
Chain drive,
5 h. p. Unit
power plant,
two-speed
transmission.
Multiple
disc clutch.
Free engine.**



TRICAR DELIVERY VAN

**Size of box,
24 in. wide,
24 in. high,
36 in. long.
Hinged weather
proof cover.
Front doors;
locks on each.
Quick,
Reliable,
Economical.
Price,
$375**

Reliable Agents Wanted in Unoccupied Territory

***See our exhibit
Madison Square Garden
Balcony Space 702***

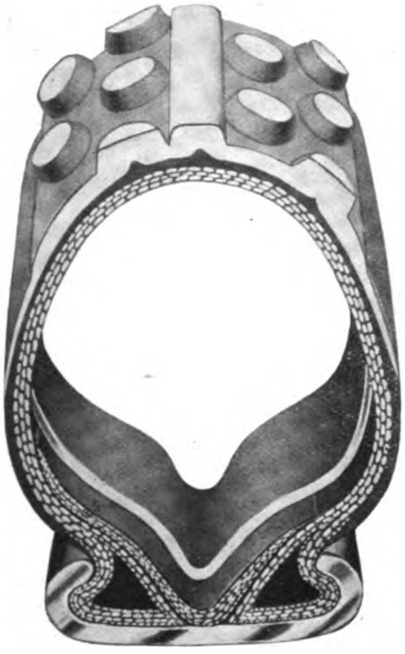
The MINNEAPOLIS MOTORCYCLE CO.

MANUFACTURERS
517 South Seventh St. - Minneapolis, Minn.

***Send for
1912 Catalog***

PRICE AND QUALITY

QUALITY is not always measured by price. A wrench made of solid gold would cost more, but wouldn't work as well as a steel one. We don't claim that Goodrich Motorcycle Tires are better because they cost more, but they cost more because they are made better.



There's always some reason for a high price. You naturally want to know why you can't get the Goodrich White Tread Large Stud as cheap as some other tires.

In the first place, it isn't lack of facilities. The factory of the B. F. Goodrich Company is the largest rubber works in the world. The most modern labor-saving and cost-reducing machinery known is used in making our tires.

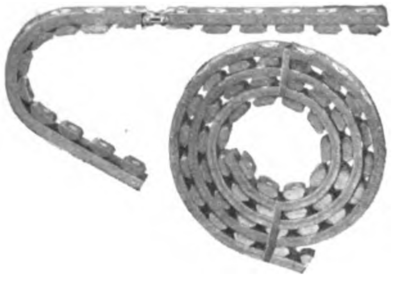
Neither does the Company charge a high price just to make a large profit. Firms doing that don't last forty years and grow as the B. F. Goodrich Company has. Our principle has always been value first and profit afterward.

The reason for the higher price is that there's something more in Goodrich Tires which the others haven't got. It's extra quality, and it's worth the difference.

"Best In The Long Run"

THE B. F. GOODRICH COMPANY, AKRON, OHIO

Branches and Depots in all large Cities



"V" BELT FASTENER.

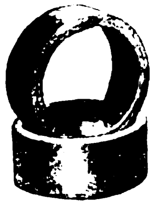
SPARTAN FLAT BELT.

80 PER CENT.

of the 1912 Motorcycles Will Be Fitted With

SPARTAN BELTS

FLAT AND "V"



PULLEY LAGGING.

TIRE SLEEVES.

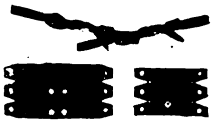
SPARTAN "V" BELTS

In making "V" Motorcycle belting, two or three plies (two on the regular, three plies on the Giant belts) of SPARTAN leather are fastened together with Spartan Cement, which is absolutely water and heat proof. The belting is given a final stretching, and then the two-ply "blocks" are steel riveted to the belting proper, so as to give the required depth of friction surface to the sides. The special construction of the "blocks," which are undercut, enable the belts to conform more readily to the small engine pulley and render them much more pliable than any other Motorcycle "V" Belt.

SPARTAN FLAT BELTS

These belts, like the "V" Motorcycle belts, are made of SPARTAN leather, which is especially adapted for Motorcycle use. They will not slip when wet; stretch less than other belts, and not affected by water, oil or atmospheric changes. In making the flat belts two plies of carefully selected SPARTAN leather are cemented together with Spartan Cement, which is water and heat proof, then thoroughly stretched (four separate stretchings) on special machines of our own design. We recommend plain or unstitched belts. OUR SPARTAN CEMENT WILL HOLD.

MUD SPLASHERS.



NON-SKID TIRE BANDS.

MANUFACTURED BY

THE GRATON & KNIGHT MFG. CO., Worcester, Mass.

BRANCHES:

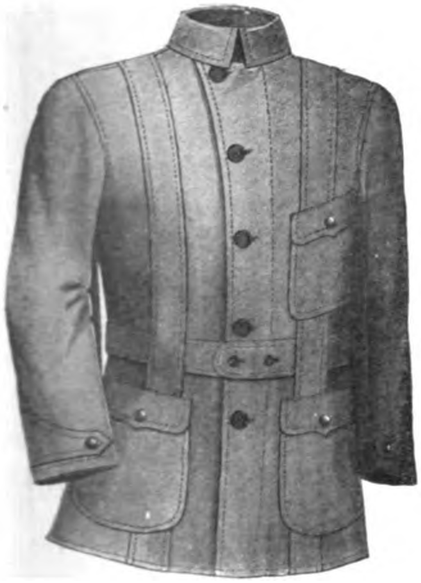
ATLANTA, GA....................93-95 South Forsyth Street
BOSTON, MASS....................33 Lincoln Street
CHICAGO, ILL....................32-34 South Jefferson Street
CLEVELAND, O....................1604-1608 West Third Street
MILWAUKEE, WIS....................103 West Water Street
MINNEAPOLIS, MINN....................310 Third Avenue, North
NEW YORK, N. Y....................72 Warren Street
PHILADELPHIA, PA....................132 North Third Street
PORTLAND, ORE....................51 First Street
SAN FRANCISCO, CAL....................30-32 Fremont Street
SEATTLE, WASH....................219 Occidental Avenue
ST. LOUIS, MO....................619 North Eighth Street
DALLAS, TEXAS....................309 North Austin Street

DEALERS, ORDER THROUGH YOUR JOBBER OR ANY OF THESE BRANCHES

MOTORCYCLE AURORA BRAND **CLOTHING**

STRENGTH IN EVERY FIBRE

and quality in every thread, are the reasons for their great service-giving characteristic. These two features alone would produce long wear, but the wearing quality is further prolonged by the addition of a perfect tailor-made fit combined with style—that perfectly fitting clothes add greatly not only to their life but to the appearance of the wearer as well is universally known. Our suits are expertly tailored and made to individual measurements. They are designed and built especially for the particular clothing requirements of the motorcyclist.

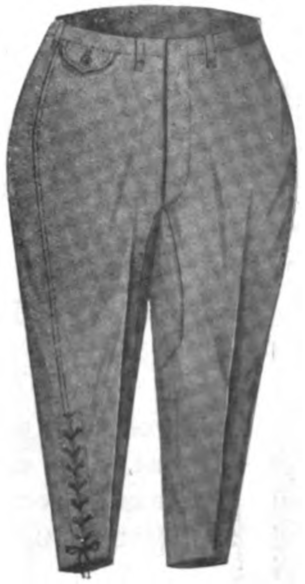


COAT and TROUSERS

The illustrations show the jaunty and serviceable Norfolk cut coat, fully pocketed, and the riding trousers. We can also furnish long trousers made the same way. Both are made of the best material and from the combined efforts of our highly skilled workmen. They are fashioned for practical comfort as well as style. Made in the following materials: English Roseberry, English Whipcord, Fustian, Petrels, and Khaki.

We invite Club Secretaries to get in touch with us. All inquiries promptly and cheerfully answered.

To dealers who wish to sell our popular and attractive line, we will send samples of goods and complete suits if requested.



Riders say that the Aurora Brand Suits are the only motorcycle suits worth wearing, and they ought to know.

Aurora Brand Suits have gone through several of the severest F. A. M. endurance runs and have stood the test as no other suits could have stood them.

FOWLER-CARNES COMPANY

AURORA FORMERLY WILSON WEATHER COAT CO. **ILLS.**

DISTRIBUTORS.—The Buckeye Motor & Cycle Co., Akron, O.; A. H. Patterson, Brooklyn, N. Y.; Lancaster Auto and Cycle Supply Co., Lancaster, Ohio; Motorcycle Equipment Co., Hammondsport, N. Y.; Edwards-Crist Co., Chicago Ill.; Wisconsin Motorcycle Co., Milwaukee, Wis.; Jenkins & Co., Des Moines, Ia.; Mead Autocycle Co., Denver, Colo.; Central Cycle & Supply Co., Wichita, Kans.; Elyea-Austell Company, Atlanta, Ga.; Omaha Bicycle Co., Omaha, Nebr.; Arkins & Claflin, Salt Lake City, Utah.

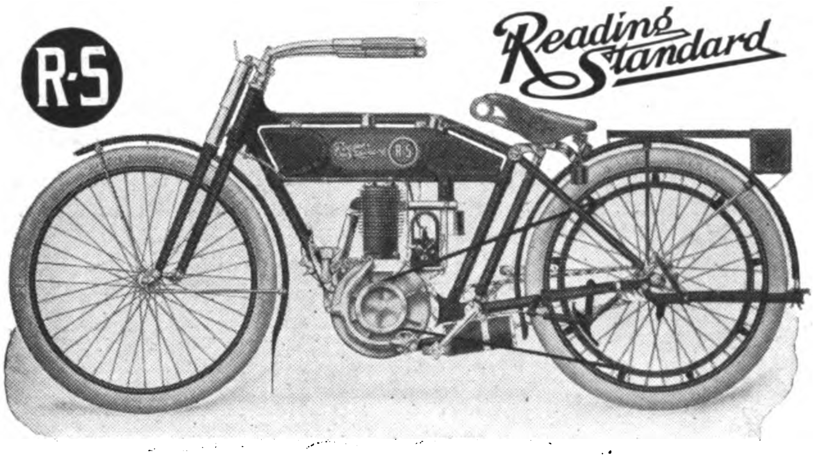
R-S R-S

BUILT TO CLIMB BRED TO SCAMPER
HERE TO STAY

The 1912 R-S

All
Models
with
Free
Engine
Clutches

Immediate
Deliveries



Two
Singles

Belt or
Chain
Drive

One Big
Twin

A
Microcosm
of Power

The FINEST MOTORCYCLE *in the* WORLD

As usual, it was the unanimous choice of discriminating buyers at the Show—

All declared the original R-S Adjustable Shock Absorbing Spring Seat Post indispensable

Did you hear all the favorable comments on our Adjustable Foot Rests, Double Oiling System, Foot and Hand Operated Idler, Correct Spring Fork, Emergency Brake, Automatic Stand, the beautiful colors and the general neatness of design, and unsurpassed workmanship? Price made no difference—live agents got busy.

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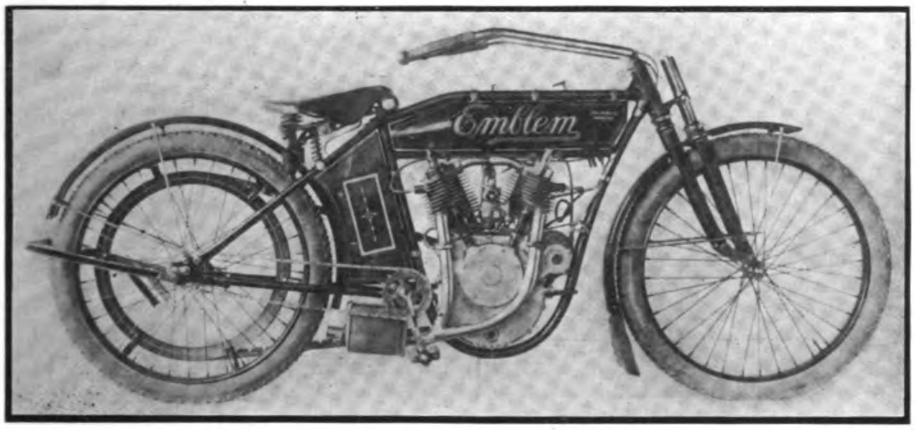

The 1912 Emblem 7 h. p. Twin Cylinder

The motorcycle that stands the grind with perfect satisfaction

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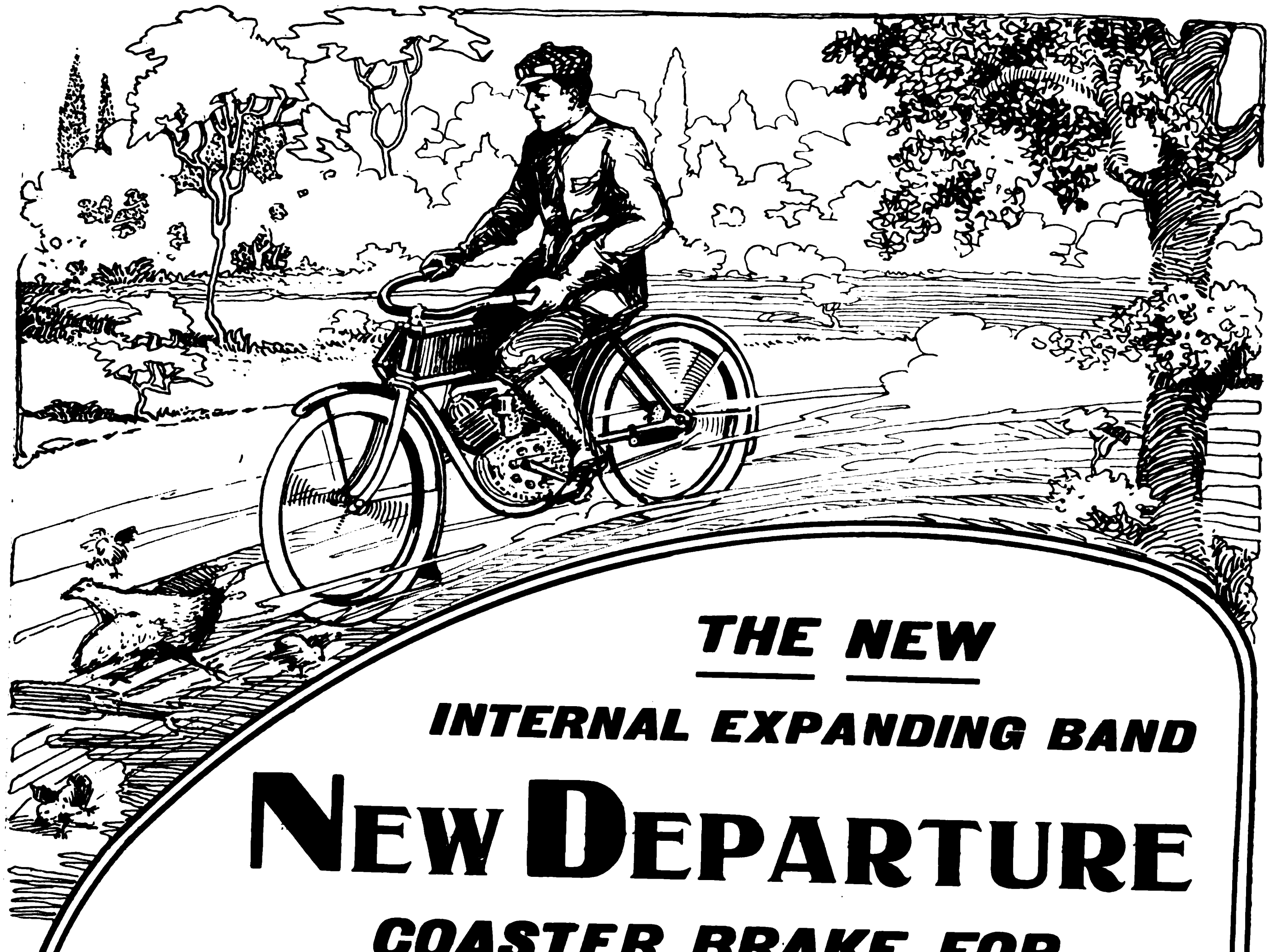

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COASTER BRAKE FOR MOTORCYCLES

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It is absolutely impossible for the brake to lock, wind or bind.

The new transfer spring has stopped all of the "picking up" of the pedals.

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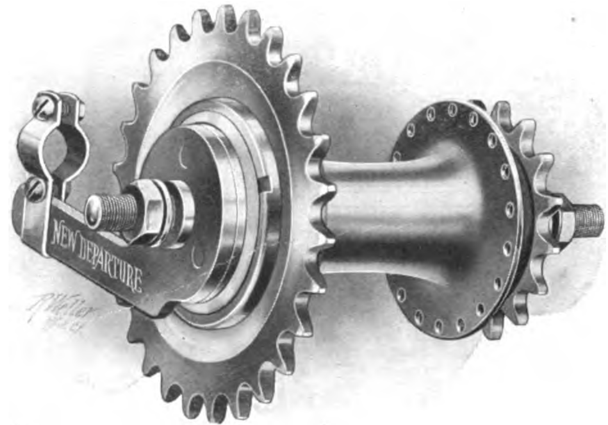

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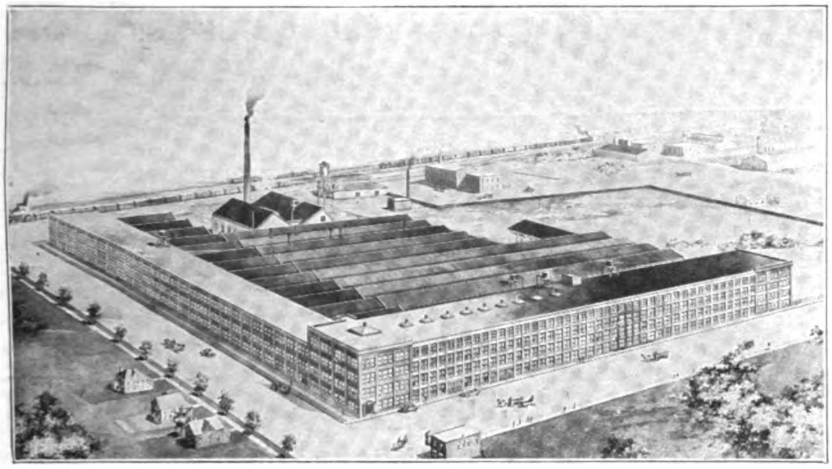

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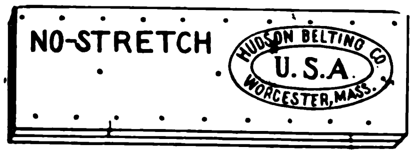
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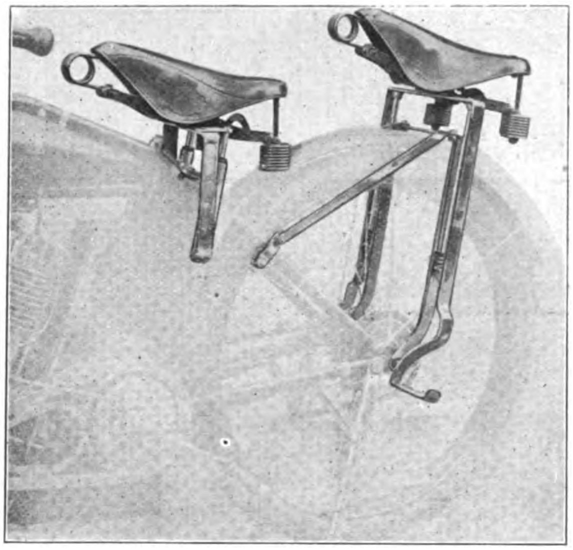

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The Spankers are the "best ever."

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Because we are a good, Reliable House, and will give you fair Treatment.

Slightly Used **MOTORCYCLES** Slightly Used

We carry a large Stock at all Times; All makes, Chain and Belt Drive, Single and Twin Cylinders.

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Are the Strongest, Safest, Best. Corrugated Tread and Studded Tread.

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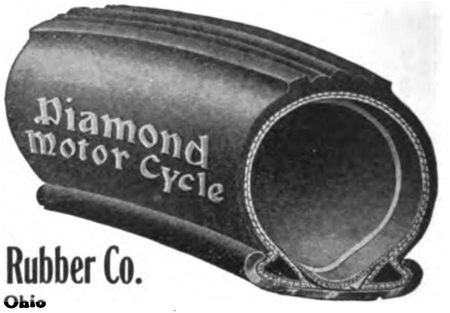

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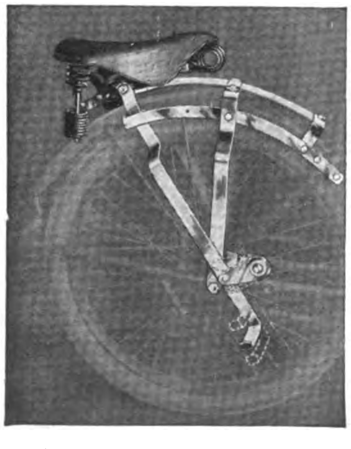

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Spring Tandem Attachment with flat Vanadium Steel Elliptic Spring. Has "spring board" action and two shock absorbers to check the rebound. Here are two new members of the Simplex Family.

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PERSONS CHAMPION MOTOR SEAT
LENGTH 13" WIDTH 12¼" DIVIDED THROUGH-OUT TO STRADDLE FRAME, PATENT COMPOUND SPRINGS
NO FRICTION, SIDE SWAY OR SQUEAKING. AVOID IMITATIONS

GIVES LOWEST SEAT POSITION HAS WIDEST TOP

WE ORIGINATE AND SET THE PACE

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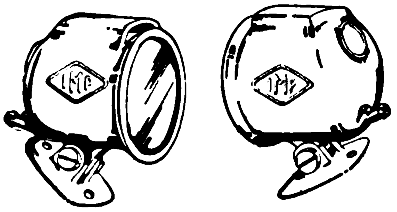
White Light in Rear of Lamp to Illuminate License Number.



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Yes, we are still making the well-known line of Atlas Metal Specialties, and have some great things in Combination Attachments, Tandem Attachments, Luggage Carriers or any other of the many useful merit specialties. Remember, we can deliver the goods!

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It is the only tail lamp that complies entirely with the State laws regarding illumination of license number.

Don't forget the name, "Atlas."

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A Catalogue for the Asking Dept. 7
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if on every tire used there were no such thing as tire expense. Just a few cents of repair expense saved in a year on each tire ridden, would total in the neighborhood of

$15,000 ANNUALLY

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EXCLUSIVE
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EMBLEMS

MOTORCY

are trying in a large measure to save the tire-user this vast annual tire repair expense.

MAXIMUM SERVICE AT MINIMUM EXPENSE

There is no doubt about that fact; records will prove their endurance.

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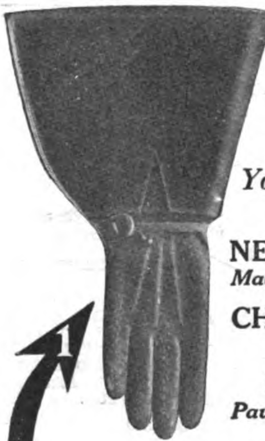

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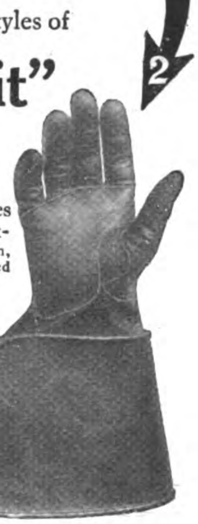
We want you to see our new styles of

Grinnell "Rist-Fit" Auto Gloves



See what a classy, up-to-date line of Auto Gloves we are putting out. See the soft, flexible Coltskin and "Reindeere" leather, guaranteed never to harden, shrink, peel or crack. See our patented "Rist-Fit" (pointed out by arrow 1). See the **Ventilated Back** in our summer gloves—see our new style with reinforced palm (arrow 2); see the big, roomy cuffs and warm linings of our winter gloves.

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Originators and Patentees of Ventilated and "Rist-Fit" Gloves

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Complete protection against COLD, RAIN, WIND, DUST.
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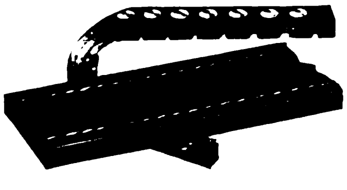

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Every Oak Tanned or Buckskin Flat or V Belt guaranteed. It will only cost you one cent to get our prices. Write today.

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if 5,000 riders alone out of the vast army saved only 25 minutes a week (the time they usually spend in either making repairs or in having them made) at the end of a year the total time consumption would equal

10 YEARS

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Not only economize on money, but time as well. Being made immensely strong and tough, they withstand hardest kind of road service.

WHAT THEY DO SHOWS WHAT THEY ARE

Let us introduce them to you at the *N. Y. Auto Show, Balcony Space, No. 277.*

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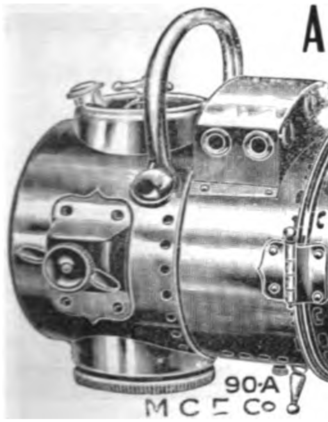

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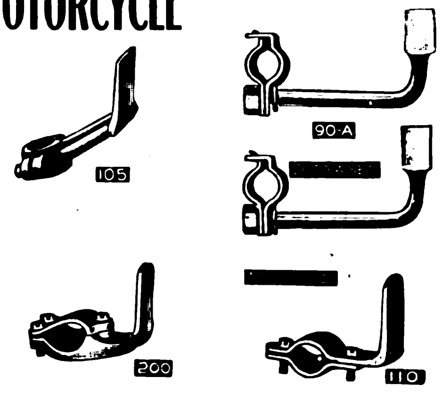

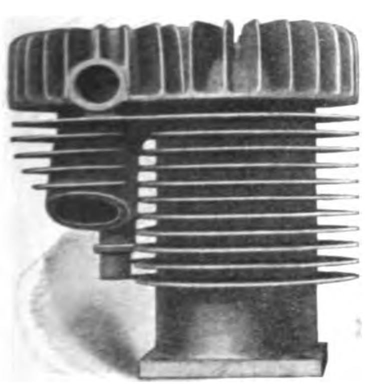

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A very large percentage of all punctures and blow-outs occur from improper tire inflation.

WOULD YOU PAY $1.00 TO OVERCOME

delays, difficulties and expense resulting from these misfortunes?

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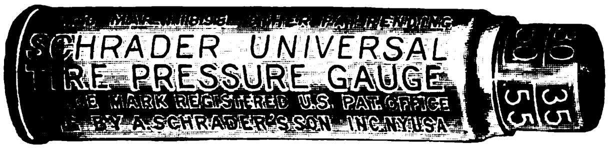
SCHRADER UNIVERSAL
TIRE PRESSURE GAUGE
TRADE MARK REGISTERED U.S. PAT. OFFICE
BY A. SCHRADER'S SON INC. N.Y. U.S.A.
35
55

(Made under patent dated March 1, 1898.)

Accurately registers at all times the exact air pressure in tires.

Simply hold gauge to tire valve for a second and recording sleeve will indicate air pressure and remain fixed until pushed back into place by the finger.

Carried easily in vest or change pocket, being only 2½" long. So simply constructed as to almost never become out of order, and if it does go wrong it will immediately tell by the action of the indicating sleeve that it needs repairs. Leather case comes with it.

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Can be obtained from all tire manufacturers, jobbers and dealers, or

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are the **MOST DURABLE** because the stock is cut from only the **CENTER OF THE SKINS,** and the leggins are **BOUND WITH A PATENT NON-STRETCHABLE BINDING,** which holds them in their original shape when exposed to wet weather and hard usage. They are very **SHAPELY** and are made with either The Broga or Fork or any of the modern fasteners.

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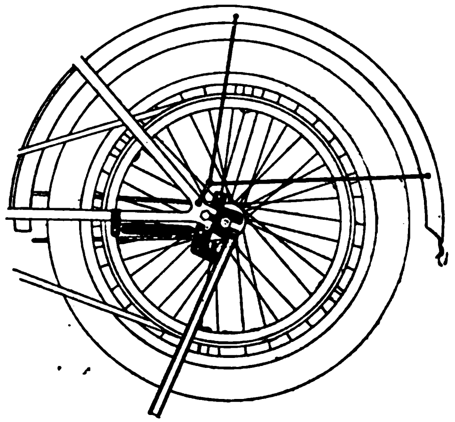

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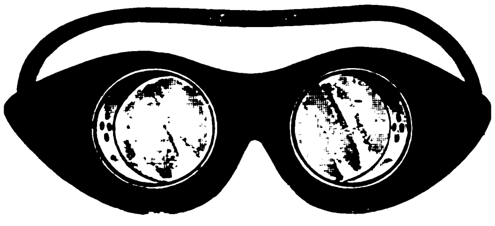

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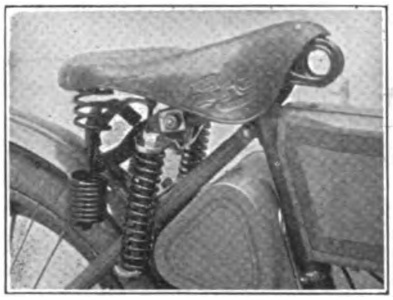

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What do you think of the spring seat post proposition now after seeing the 1912 models? You have read one manufacturer's big ad of their "non-sinking" seat, and others featuring their spring seat posts. Here is the reason:

Last year the Adams Shock Absorber was introduced to the trade and riding public, and its easy riding qualities created the demand for additional saddle springing which culminated in the present devices on 1912 models.

But one feature they didn't get. The A. S. A. gives a vertical action to the whole saddle instead of a tilted or pivoted action, so you get the spring on the front of the saddle also.

Bring your mount up to date by equipping with an

ADAMS SHOCK ABSORBER

(Patented)

The Shock Absorber that absorbs the shocks. Models ready for Excelsior, H-D, Indian, Thor, Pierce, Minneapolis, Wagner, Flanders, Yale, Pope and others.

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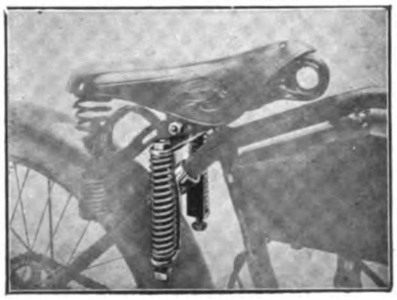

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1912

The Shows

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Annular Ball Bearings

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Their use is one of the most significant tendencies in present day motorcycle construction.

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SOLE IMPORTERS
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The Noiseless Four Cylinder F. N. Shaft Drive Vibrationless

Glider	**$250**
Standard	**300**
Free Engine	**350**
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CLUTCH CONTROLLED FROM THE HANDLE BAR

SPECIFICATIONS

F. N. Four cylinders. Shaft drive.

Bosch ignition, armored type, incorporating distributor.

Automatic carbureter; controlled by Bowden wire from handle bar; new manifold.

Improved elastic fork with counter check spring.

Height of frame, 20 inches; wheels 26 x 2½ inches; base 56 inches. New and lighter stand attached to mud-guard.

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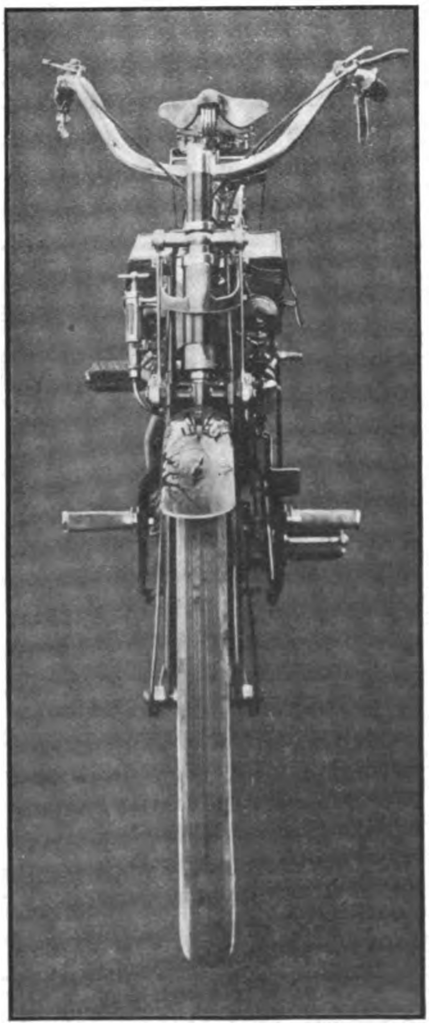

A FRONT VIEW.

SPECIFICATIONS

Foot-rests with regular equipment.

Front rim brake; rear drum brake.

Lubrication by pump placed inside oil tank; forms also sight feed oiler.

Plugs fitted with ebonite tips to prevent shocks; placed at side of cylinders.

Free engine by multiple-disc clutch running in oil.

Handle bar, elongated, of new type.

Luggage carrier of tubes. Two speed transmission if desired.

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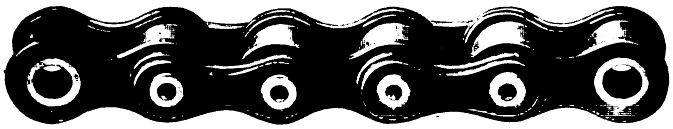

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on their machines. Efficiency is as important on the machine for road service as on the racer. Insist on the best. Be particular. Say "Duckworth" to insure transmission quality when buying your new machine. Duckworth chains have the WEARING QUALITIES. Duckworth Repair Links are in demand by riders. Why? Simplicity and Sureness.

It will mean money saved in a season's riding to find out more about this. Information free. Write us.

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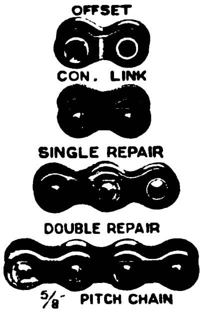

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Combination Luggage and Tandem Attachments
LUGGAGE CARRIERS

Made of Best Material ***Sold at Popular Prices***

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As in the history of the bicycle and the automobile, the rider of the motorcycle must contend with that class of disgruntled humanity that fights everything new.

The F. A. M., through its legal department, opposes such unjust discrimination. It controls everything in the way of contests, and maintains a condition of honesty and fairness therein.

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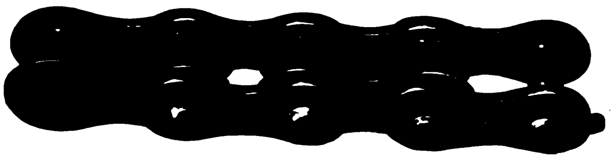

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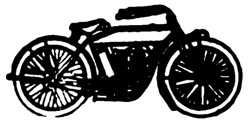

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Frame—22-inch truss loop, latest style; 14 and 16 gauge tubes; double top bar. Forks—Light special cushion. Motor—Thor, 2¼-2¾ H. P. Transmission—Chain (⅝-inch pitch roller). Handle Bars—With double grip control. Ignition—Special coil, standard batteries (3). Tank—(3 in 1). Contents, 5 quarts gasoline, 1 quart oil, 3 standard batteries. [*Notice.*—The arrangement of batteries is so simple and positive that there is no chance for short circuit or loose batteries.] Coaster Brake—Thor. Wheels—28-inch, steel rims; 26-inch wheels optional. Tires—2¼-inch Morgan & Wright or Kokomo. Finish—Rubens red; option black. Grips—Light, flexible. Saddle—Empire No. 3. Pedals—Standard rubber motorcycle No. 3. Wheel base—54 inches. Speed—5 to 40 miles per hour.

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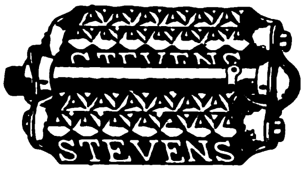

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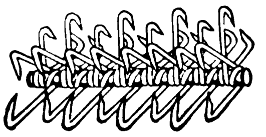
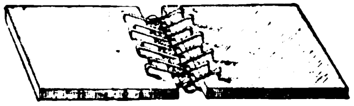


MECO BELT SHACKLE



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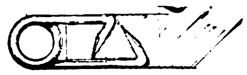

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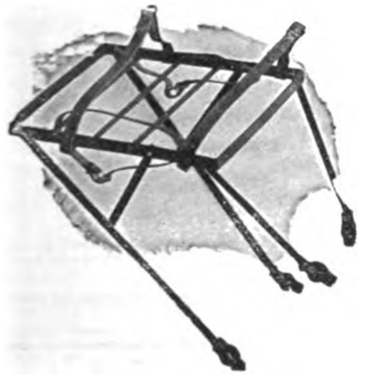

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For Motor Cycles
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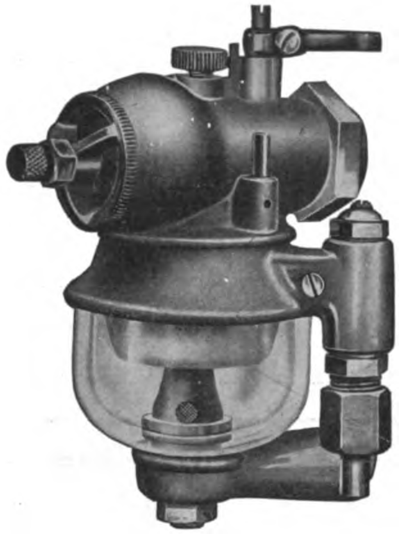
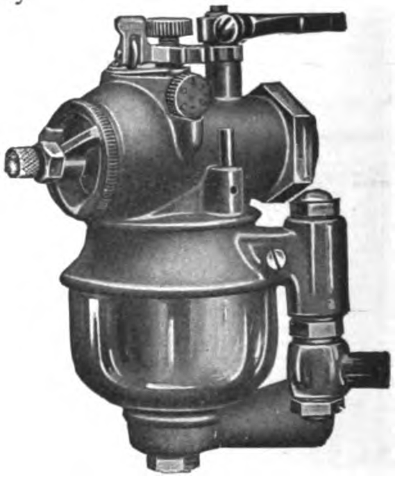
Model H, new type, has but **one** gasoline adjustment, but **two** feeds, one for high, one for low speeds, feeding from separate nozzles, giving maximum results at both speeds and intermediate with simplicity and reliability. No amount of vibration can affect it. Any speed easily adjusted and **stays** adjusted. Satisfaction guaranteed on **any** make of machine; adopted by manufacturers for 1912.



Model H—Price, ¾ in., $9.50; 1 in., $10.00. Metal or Glass Bowl.

Model G-D, is our double adjustment, or mechanical needle valve type, which has been used for two years by leading manufacturers and thousands of riders with best of satisfaction. As some prefer this we will continue to make it. Either type gives maximum results with minimum of fuel.



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An accurate, lasting instrument, registering both total and trip mileage; the miles in white, tenths of miles in red. Made for 24, 26, 28 and 30 inch wheels. A bracket permits adjustment to any motorcycle.

Specially constructed to withstand hard motorcycle usage.

Sold everywhere—or write us
Price complete with bracket and striker *$3.00*

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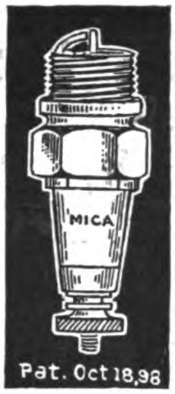

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Made especially for
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Will stand profuse
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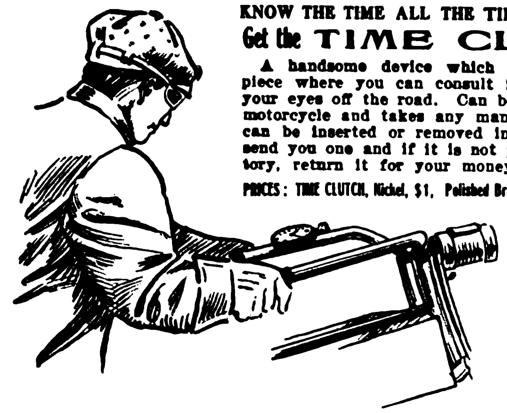

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Get the TIME CLUTCH

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The Sterling Mfg. Co., Inc.
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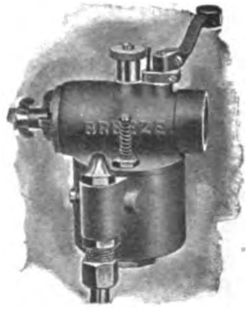

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Oil tight motor.
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PLAIN OR TWO-SPEED MODELS.

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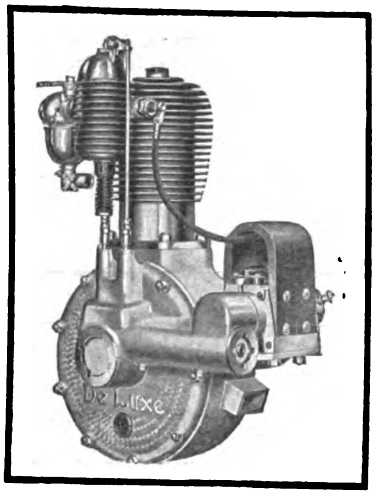
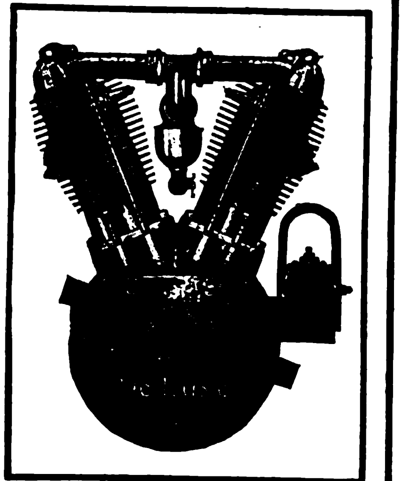
We shall exhibit at the Madison Square Garden, New York, and the Coliseum, Chicago, Automobile Shows





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A lubricant tested for this special use and found to be A1. Tell us your particular make of motorcycle and we will advise which is the most suitable grade.

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1912 CATALOG

Bicycle and Motorcycle Sundries

Ready Feb. 10th

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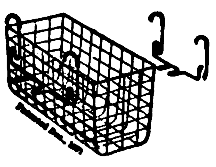

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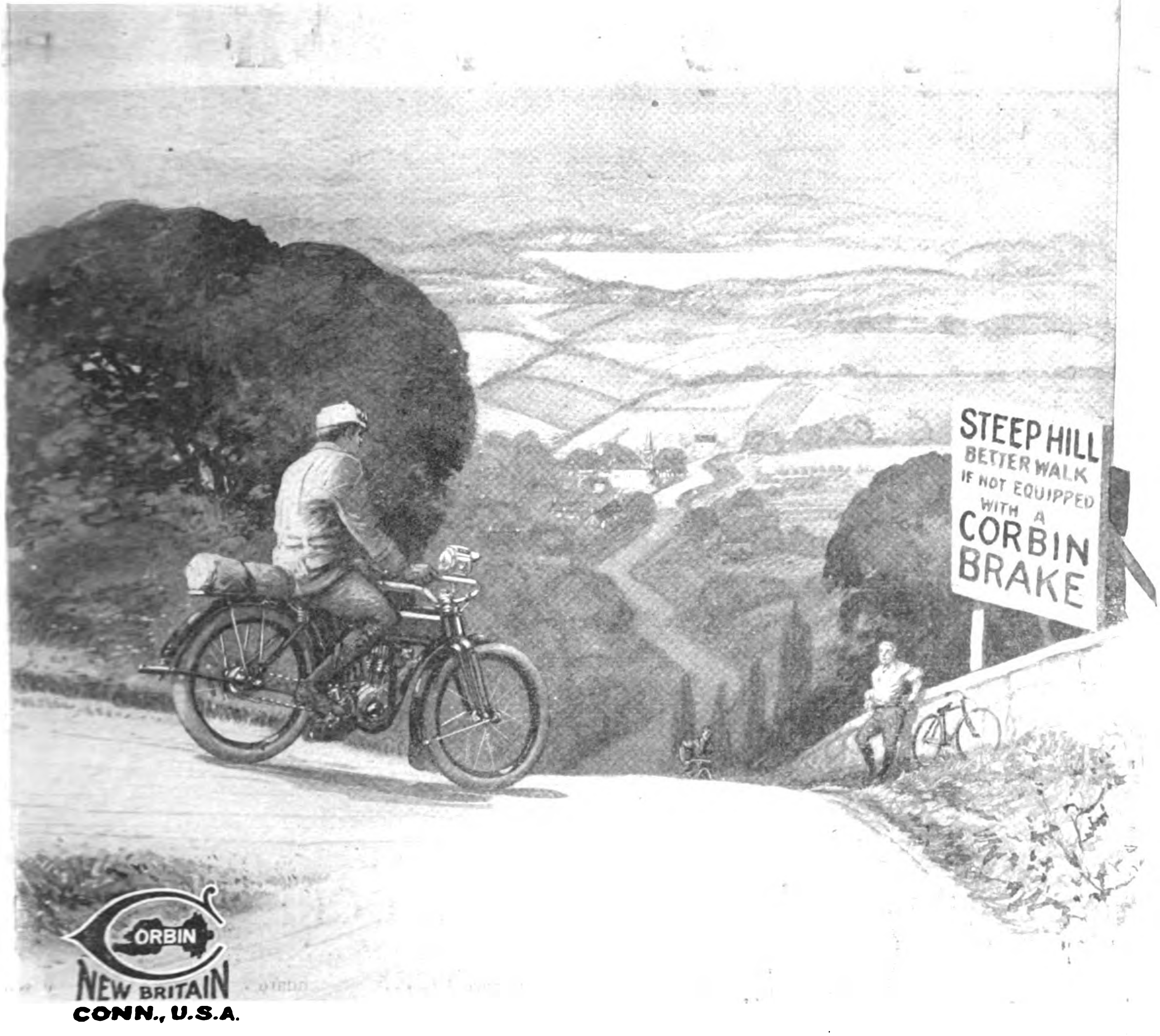
STEEP HILL
BETTER WALK
IF NOT EQUIPPED
WITH A
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BRAKE
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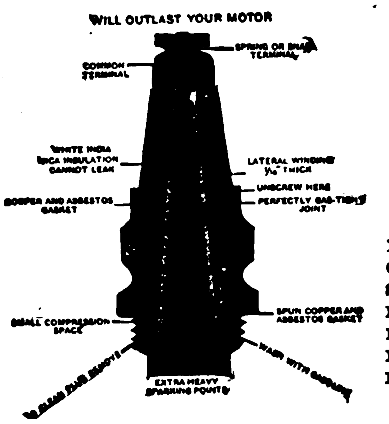
NO MONKEYING NECESSARY

¶ It is no mere chance that 99 out of a 100 of all motorcycle speed records were SPLITDORF PLUGS records and RECORD MAKING means PERFECT IGNITION.

¶ They are COMMON SENSE in everything the term implies—they are gas-tight, soot-proof and unbreakable and never need to be monkeyed with.

¶ They are made for motorcycle use and always fill every demand made upon them, giving an INTENSELY hot spark with absolute certainty.

¶ SPLITDORF PLUGS are STANDARD—for race and road-plugger alike they are INVINCIBLE.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SPRING OR SNAP TERMINAL
COMMON TERMINAL
WHITE INDIA MICA INSULATION CANNOT LEAK
LATERAL WINDING 1/16" THICK
UNSCREW HERE
PERFECTLY GAS-TIGHT JOINT
COPPER AND ASBESTOS GASKET
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SMALL COMPRESSION SPACE
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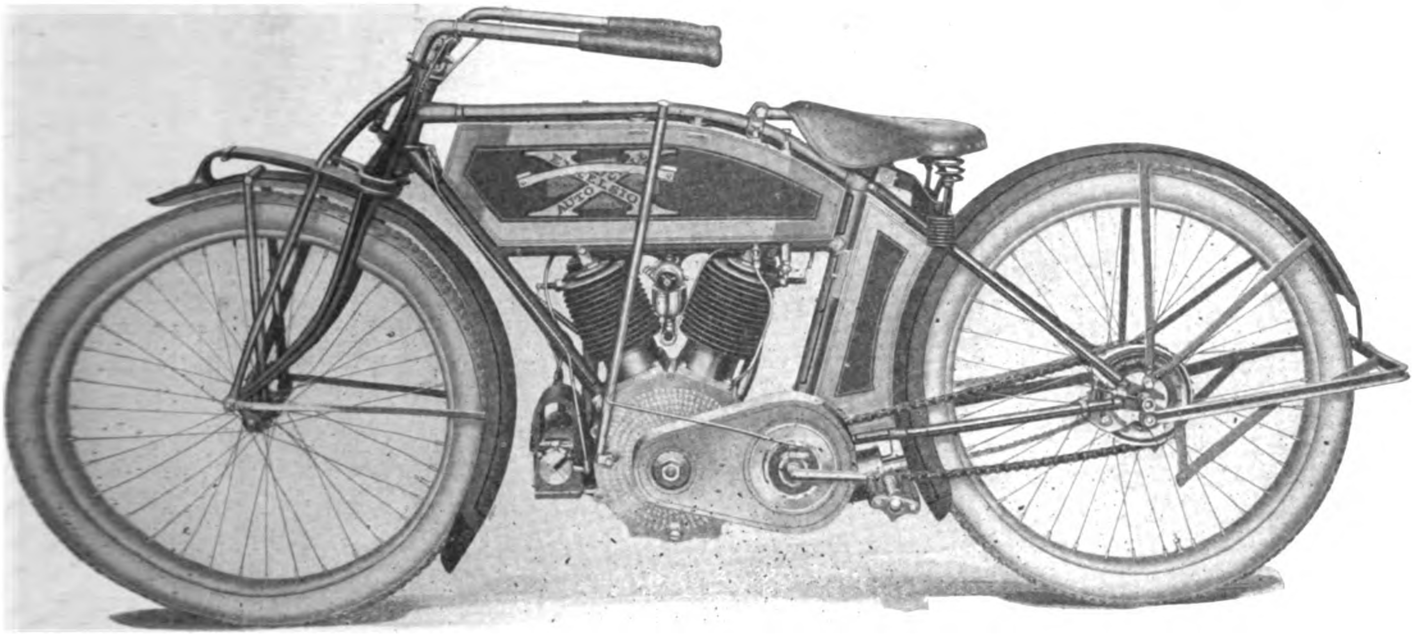
COMPARE THEM POINT BY POINT



EXAMINE 1912 EXCELSIOR FEATURES

It will then be easy to see why the Excelsior

ALWAYS MAKES GOOD

A few of the improvements which will keep the Excelsior in the lead again this year are the new cradle spring fork, the adjustable shock absorbing seat post, enclosed Bosch magneto and Eclipse type multiple disc clutch.

The spring fork is the result of long experimenting in the design of motorcycles. Our perfected fork at once combines utmost strength with wonderful freedom of motion.

Our spring seat post will take up the vibrations of the roughest roads; it is the simplest and easiest on the market.

You should see these and the many other Excelsior improvements, Six models, belt and chain, 4, 6 and 7 H. P., $175 to $250.

Don't miss the Excelsior Exhibit at the Chicago Show,
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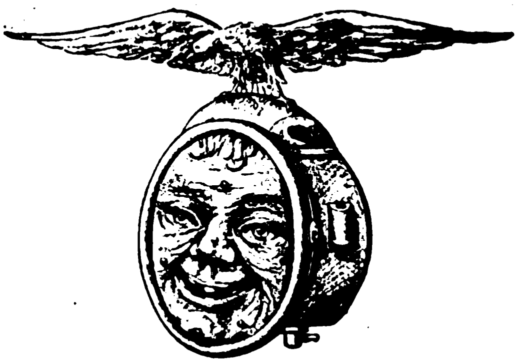
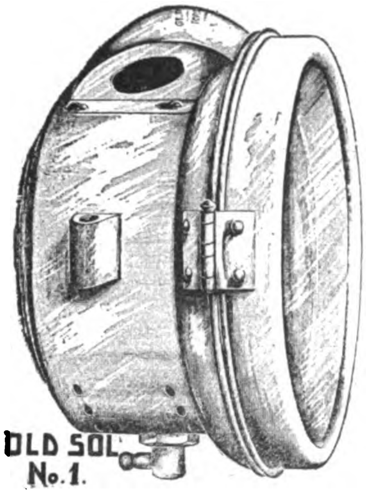
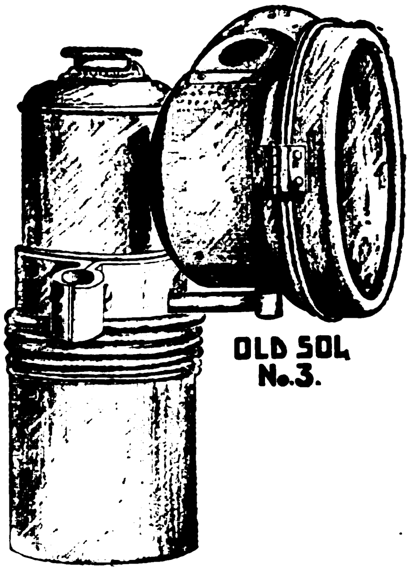
EXCELSIOR MOTOR MFG. & SUPPLY CO., 2202-2258 UNION ST.
CHICAGO

"Old Sol"





OLD SOL
No. 1.



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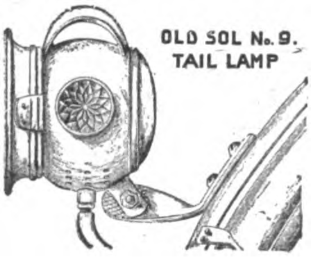

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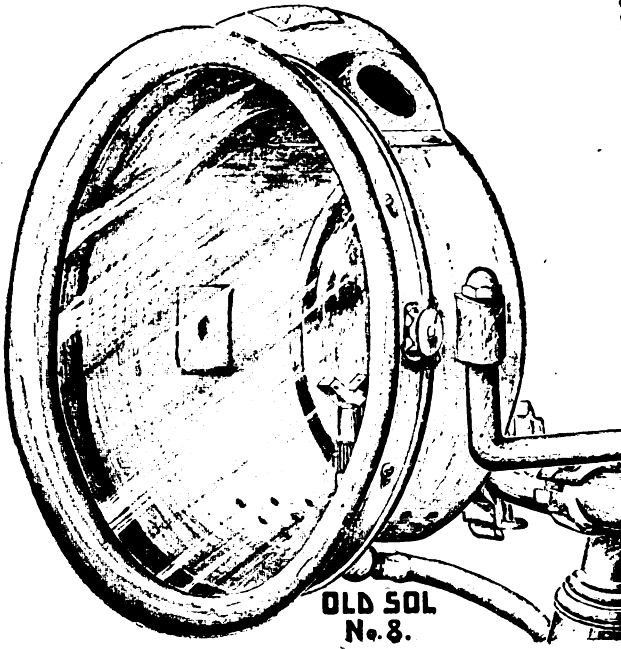
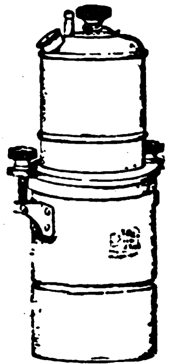
TAIL LAMP



OLD SOL
No. 8.



OLD SOL No. 5
GENERATOR

The "OLD SOL" line of motorcycle lamps is today, in every particular, a finished product. In light projection each model gives maximum service to be secured from its size and our generator produces a clean, cool gas that will supply lamp No. 1 about 9 hours and No. 8 about 6 hours.

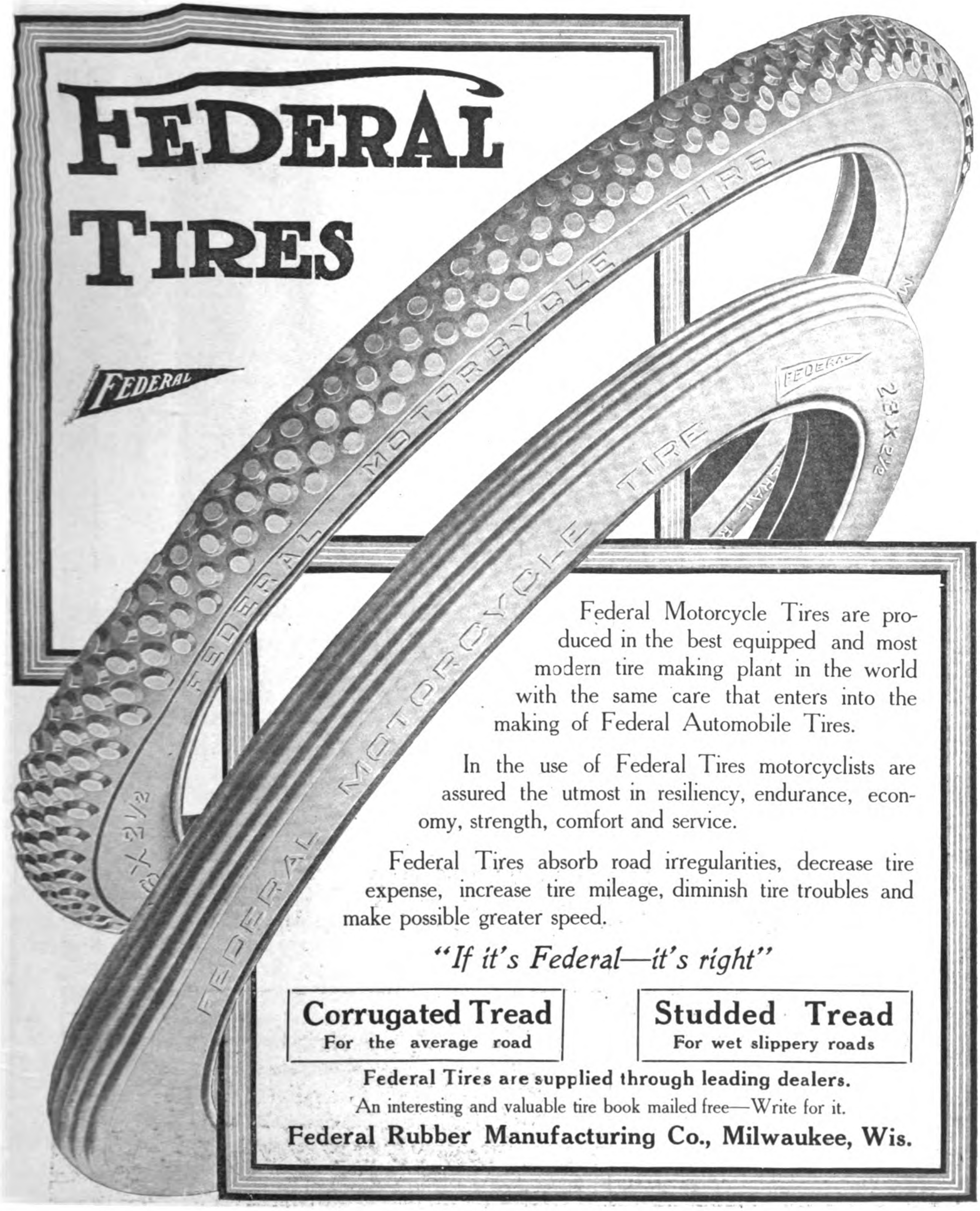
Our bracket arrangements are such that lamps Nos. 1, 3 and 8 may be attached to every machine sold in the United States and Canada without hesitation or the need of bending the brackets.

See the full line at the show, Chicago, February 5 to 10. Space 113, Coliseum Annex, second floor.

MANUFACTURED BY

HAWTHORNE MFG. CO., Inc. BRIDGEPORT, CONN.
U. S. A.

POLLOCK MFG. CO., Ltd. BERLIN, ONTARIO
CANADA



FEDERAL TIRES

Federal Motorcycle Tires are produced in the best equipped and most modern tire making plant in the world with the same care that enters into the making of Federal Automobile Tires.

In the use of Federal Tires motorcyclists are assured the utmost in resiliency, endurance, economy, strength, comfort and service.

Federal Tires absorb road irregularities, decrease tire expense, increase tire mileage, diminish tire troubles and make possible greater speed.

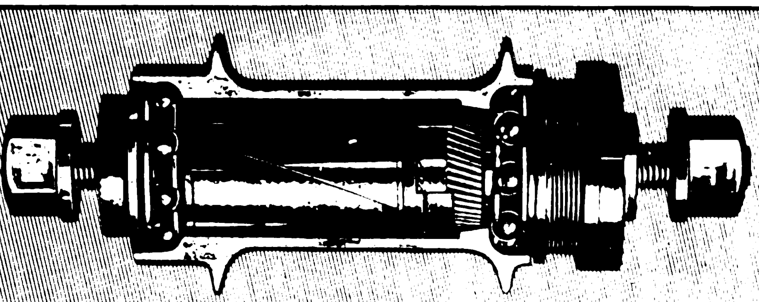
"If it's Federal—it's right"

Corrugated Tread For the average road	**Studded Tread** For wet slippery roads

Federal Tires are supplied through leading dealers.

An interesting and valuable tire book mailed free—Write for it.

Federal Rubber Manufacturing Co., Milwaukee, Wis.



Musselman Bicycle Brake

Looks just like ordinary hub—weighs but 25 ounces—no springs, levers, braces or complicated mechanism—but one-third as many working parts as in other brakes—no side arm or lock washer—no slipping, clicking or rattling—free in coasting—positive and sensitive in driving and braking—fits any bicycle.

MUSSELMAN
COASTER BRAKE
"The little fellow with the Big Grip"
M

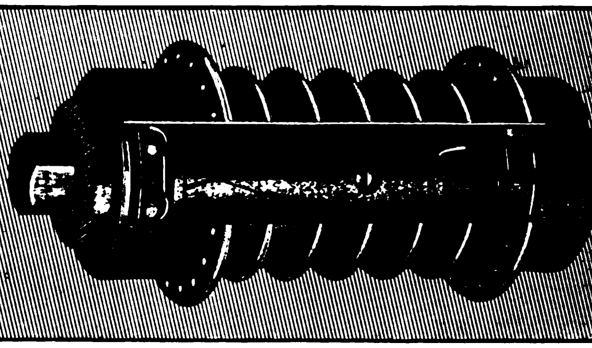
JUST suppose we could reduce the number of working parts of an engine by two-thirds and secure greater efficiency, would we get the business? That's just what we have done in Coaster Brakes and explains why we are getting the trade.

MIAMI The Miami Cycle & Mfg. Co. MIAMI
MIDDLETOWN, OHIO
MEMBERS OF M.M.A

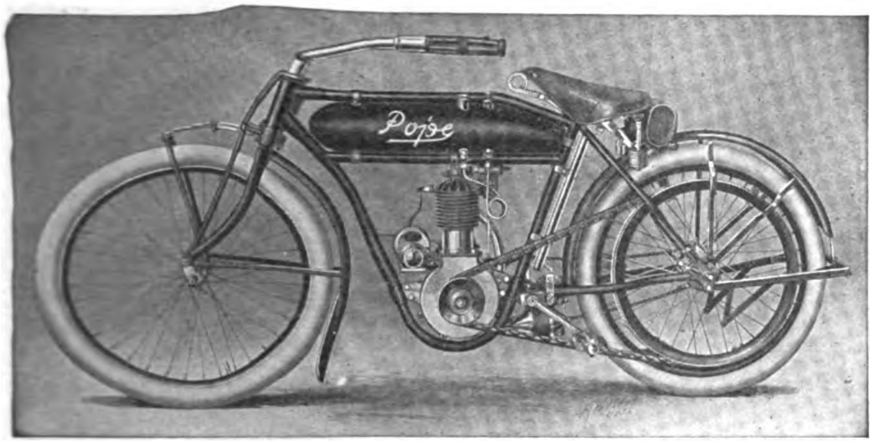
2

Musselman Motorcycle Brake

Note cooling flanges—15 sq. in. of braking surface—short pitch, giving unusual leverage in braking—large axle to prevent bending—no side arm, hence no leverage on rear forks—hold sufficient grease for season's lubrication—large bearings—costs no more than inferior makes.



We Have WRITTEN EVIDENCE



TO PROVE

THAT

POPE MOTORCYCLES

($175, with MAGNETO)

(1) Are, Regardless of Price, the Best All-Round Machines Built.
(2) Can Go Anywhere and Do Anything Any 4-Horsepower Machine Does.
(3) Have Performed Equal To and In Some Cases Outstripped High-Powered Twin Machines.
(4) Are Regular Little POPE-HARTFORD AUTOMOBILES With Plenty of Reserve Power for Every Emergency of the Road.
(5) Are great on Steep Grades and Wonders on Rough or Sandy Roads.
(6) Run Equally Well in All Sections of this Country and Abroad.
(7) Are Constructed to Stand Up and Wear Wonderfully Well.
(8) Are Just the Right Weight for Durability, Convenience and Easy-Riding Qualities.
(9) Are Simple to Operate and Easy to Handle, Even for Women Riders.
(10) Can be Started on a Quarter Turn of the Pedals.
(11) Have Quiet, Smooth-Running Motors.
(12) Can be Throttled Down Slower than Most Machines.
(13) Are Most Economical in the Consumption of Oil and Fuel.
(14) Are Perfect Score Machines in Reliability and Endurance Contests.
(15) Have Satisfied Various Riders So Well, not even a Bonus would Tempt them to Sell or Exchange for Other Makes.

Would you like to see our evidence covering the above points and many others? It is in our book of testimonials sent on application.

See Our Exhibit at the Chicago Show in Spaces 145 and 146.
Write for Details of 1912 Eclipse free Engine Pulley.

PACIFIC COAST DISTRIBUTORS

F. P. Keenan Co., Portland, Ore.
Northwest.

Kimball-Upson Co., Sacramento,
Northern California and Nevada.

C. L. Smith, Los Angeles,
Southern California.

THE POPE MANUFACTURING COMPANY, Hartford, Conn.

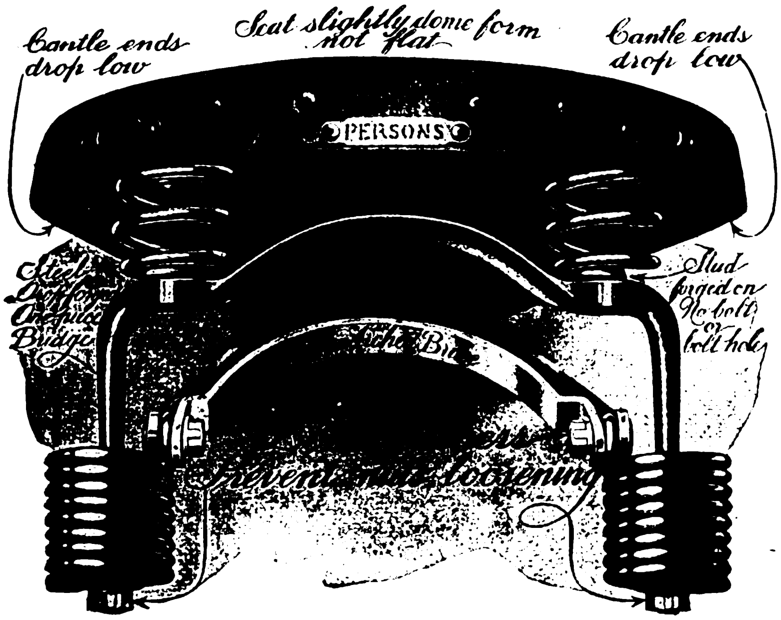
NO SADDLE MAKER

IS BUILDING A

GENUINE
COMPOUND SPRING
MOTOR SEAT

EXCEPT PERSONS

"IT FLOATS"


Cantle ends drop low
Seat slightly dome form not flat
Cantle ends drop low
PERSONS
Steel Drop Forged Bridge
Stud forged on No bolt or bolt hole
Prevents loosening

STUDY THIS CUT—AND COMPARE OUR CONSTRUCTION WITH ANY OTHER

THEN READ THIS

PERSONS DUPLEX COMPOUND SPRINGS (Patent No. 959591) give clean and free play to both pairs of springs and their supports. No obstructions between them to destroy free action.

THE SPRINGS ABSORB THE SHOCKS.

Each pair, the upper and the lower, varies from the other in diameter of coil, diameter of wire, pitch of coil, direction of coil, length of wire in coil and direction of action. When under load the upper springs begin to compress **BEFORE** the lower ones extend. Neither pair is in "tune" or sympathy with the other, and neither will transmit the vibration received by the other.

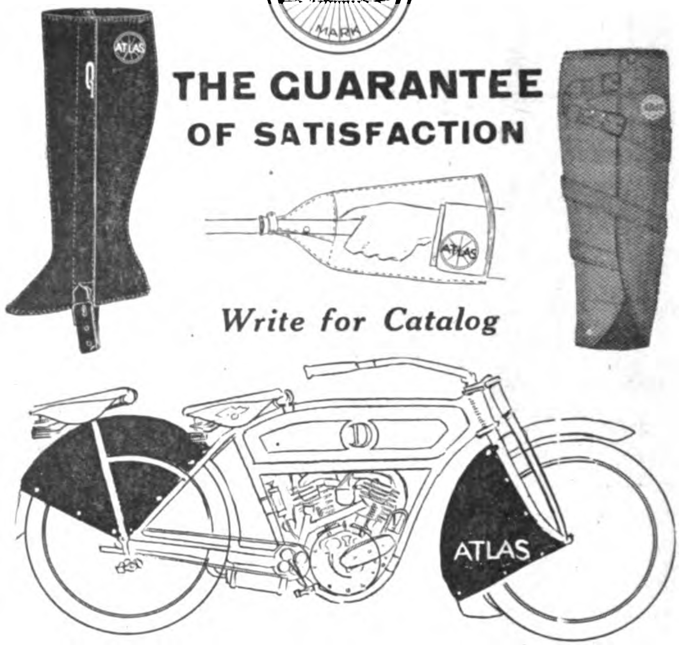
THE HIGH-ARCH BRIDGE GIVES LOWEST POSITION WITHOUT BUMPING MUD GUARD.

THE PERSONS MANUFACTURING CO.
WORCESTER, MASS.

LOOK FOR ATLAS THE WHEEL

THE GUARANTEE OF SATISFACTION

Write for Catalog


ATLAS
ATLAS

Manufacturers of Fabric and Metal Motorcycle Specialties

ATLAS SPECIALTY MFG. CO.

557-563 W. JACKSON BLVD. CHICAGO, ILL.

INSIST UPON THIS Trade-Mark

ALCO

It Is Your Only Protection From Inferior Substitutes

LEGGINGS

PRICE
QUALITY
DISCOUNTS

That satisfy

RIDER, DEALER and JOBBER

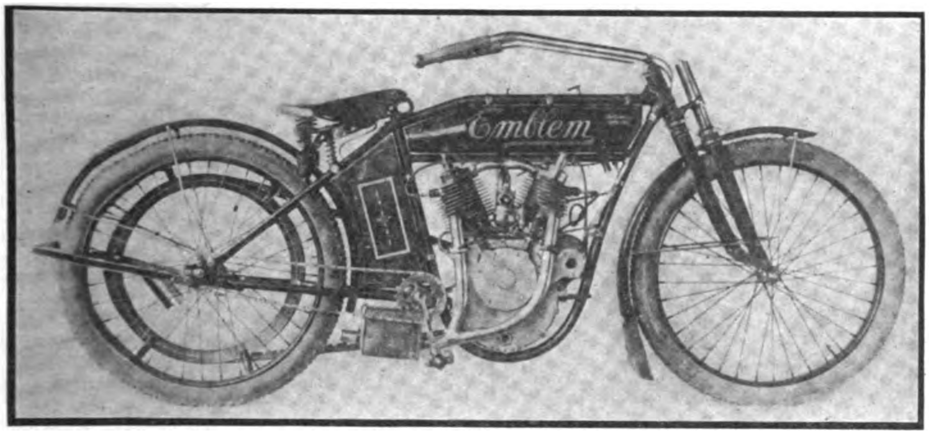
12 Models for 1912
$1 to $4

Write for New Catalog

ALCO MFG. CO., SYRACUSE, N. Y.

Emblem Motorcycles

"They are Different because they are Better"



EVERYTHING that is best in modern motorcycle construction is incorporated in Emblem Motorcycles for 1912. Almost every motorcycle boasts of some of these improvements—Emblem Motorcycles have them all, including the Free Engine Clutch. Compare the entire line of famous Sturdy Emblem Motorcycles with any other first class make and you will see the great difference in price, and at the same time more dollar-for-dollar value than in any other make of motorcycle manufactured. The 1912 EMBLEM is racy looking, possesses unlimited speed and reserve power, and is built to withstand the roughest possible service, because nothing but the finest material possible to buy enters into its construction. Improved factory methods and co-operative labor have made it possible to give you all this value at a minimum cost.

See the Machine that has made good at Chicago Show

If you cannot attend the Chicago Show in person write us for catalogue. If we have not an agent in your town and you are the right sort of enthusiast, we may need you to represent us.

EMBLEM MANUFACTURING CO.
(MEMBER M. M. A.)
ANGOLA, Erie Co., NEW YORK

Distributors for California—JOHN T. BILL & CO., Los Angeles
For the South—HENRY KEIDEL & CO., Baltimore, Md.

For Oregon—BALLOU & WRIGHT, Portland
For Washington—F. M. SPINNING, Seattle

MODEL "M" BATTERY, $160

YOUR OWN GOOD JUDGMENT WILL CONVINCE YOU

Of the incomparable value offered in

Wagner MOTOR CYCLES

1912 MODELS

Prices $160 to $200

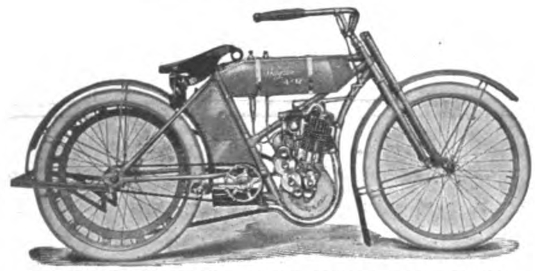
AT CHICAGO SHOW, SPACE NO. 130
MOTORCYCLE SECTION

*Mr. Dealer:—Desirable territory is going fast.
Have you heard our proposition?*

COMPLETE 1912 CATALOG READY

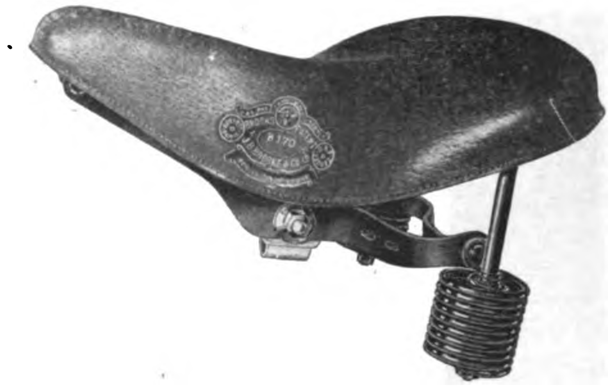
*WE CAN GUARANTEE
IMMEDIATE DELIVERIES*

WAGNER MOTORCYCLE CO.
ST. PAUL, MINN.



4-12 MODEL—MAGNETO, $200

B170 Seat part has carefully moulded steel base, is amply and comfortably cushioned and covered over all with substantial leather. Spring-framing includes the BROOKS PATENT COMPOUND SPRINGS, and is practically identical with the well-known B104. Particularly low built, it is shaped on anatomical lines, and—you sit IN it rather than ON it.



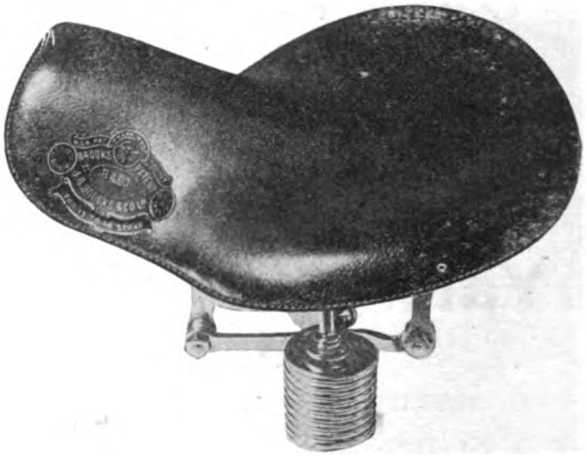
Two new models of the

BROOKS—

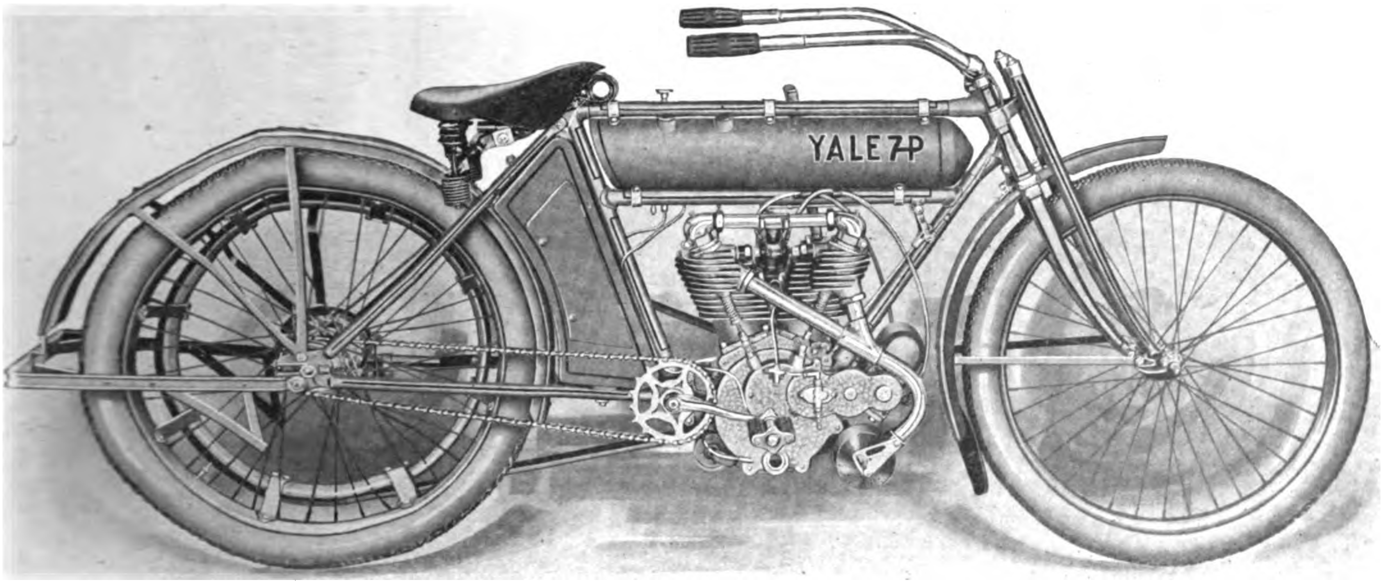
the original and only genuine Compound-spring Saddle

J.B.BROOKS & CO., Ltd., 75 Criterion Wks., Birmingham, Eng

Distributing Agents for U. S. A.
The D. P. HARRIS HARDWARE CO., 48 Warren St., N. Y.



B400 Note position of compound springs, which are placed immediately under the weight-carrying portion of the seat, which latter is not hinged to any fixed point at the peak, but constrained to move in a true vertical direction. This position, in conjunction with the compensating action of the spring, means unlimited elasticity without bounce. Seat part is comfortably cushioned and covered with substantial leather; has steel base carefully moulded on anatomical lines, and, again—you sit IN it rather than ON it.



THE YALE FOR 1912

Has ALL the Features That Show Real Advancement Over 1911

Keep these 1912 YALE points in mind; they mark the great progress that has been made in comparison with 1911 motorcycles.

YOU MUST DEMAND A YALE TO GET THEM ALL

2¾ in. Studded Tires; Eclipse Free Engine Clutch, with positive lever control; new full high Forks and Triple Anchored Handlebars; longest strcke motor yet made; dual oiling systems; perfected Double Grip Control and Wide Mud Guards.

Yale Motorcycles Hold the World's Record for Endurance

Exhibiting at Chicago Show, February 5th to 10th

Write today for full information about these real 1912 motorcycles; Model 24, 4 H. P.; Model 24M, 4. H. P., with Bosch Magneto; Model 25, 5 H. P. Twin; Model, 27, 7 H. P. Twin.

RELIABLE AGENTS WANTED IN OPEN TERRITORY

THE CONSOLIDATED MANUFACTURING COMPANY

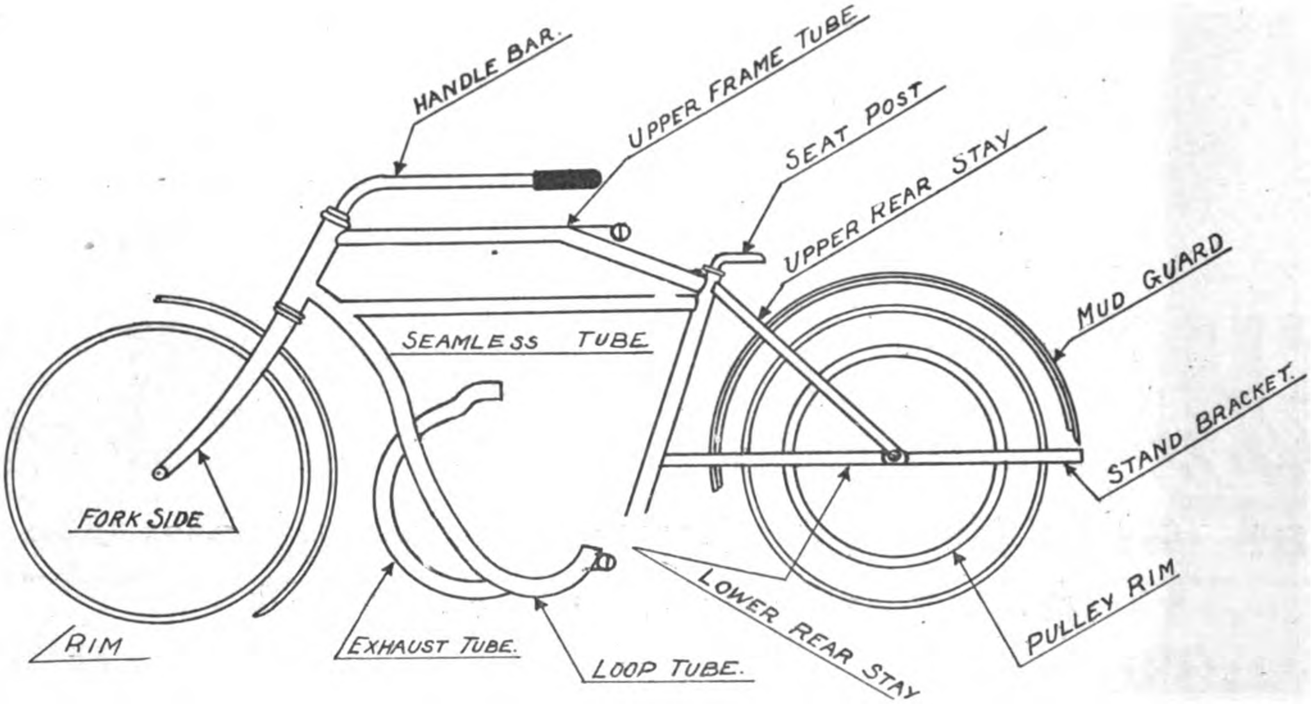
1730 Fernwood Ave. Toledo, Ohio

F. C. Cornish, Eastern Representative, 219 Clinton Ave., Newark, N. J.
Consolidated Pacific Coast Branch, Los Angeles, Calif., Distributors

"STANDARD"

SEAMLESS STEEL

TUBING


HANDLE BAR
UPPER FRAME TUBE
SEAT POST
UPPER REAR STAY
MUD GUARD
SEAMLESS TUBE
STAND BRACKET
FORK SIDE
PULLEY RIM
LOWER REAR STAY
RIM
EXHAUST TUBE.
LOOP TUBE.

THE BACKBONE OF YOUR MACHINE

is the *tubing* of which it is constructed.

The *boast* of the *largest* motorcycle manufacturer is that he has *never* had a frame go wrong in *ordinary* usage and this manufacturer uses "**Standard**" Tubing entirely; also our rims, mud guards and pulley belt rims.

At the recent Madison Square Garden Show, New York City, *sixteen* motorcycle exhibitors displayed sixty-five models. Of the sixty-five models, *fifty-seven* were made in whole or in part of "**Standard**" Tubing.

Fourteen of the sixteen exhibitors, the country's *best* and *largest* motorcycle manufacturers use "**Standard**" Tubing and price is *not* their reason—it's *quality*.

They have tried *other* tubing but it *failed*. It did *not* give the *combination* of *lightness*, *strength* and *finish* that a *first-class* motorcycle frame requires and which the use of "**Standard**" Tubing *insures*.

When you order your machine, it *would* be well to ask what tubing it is made of, or better still write us and we will tell you *who* uses it.

Remember the *strength* of the *frame* and *rims* of your motorcycle *dictates* its capacity to carry *heavy* loads or to "*Speed her up.*"

SEE OUR EXHIBIT AT
SPACE No. 28 COLISEUM
GALLERY, CHICAGO,
JAN. 27TH TO FEB'Y 10TH

THE
STANDARD
WELDING
COMPANY
CLEVELAND
NEW YORK—CHICAGO—DETROIT

Thor Thor

RIDERS and DEALERS

Who have not yet seen the 1912 THOR Models have no doubt heard sufficient to not only arouse their curiosity, but to lead them to believe that in the PERFECTION of these machines, the height of mechanical construction has been attained.

We respectfully insist that all those interested in the progression of Motorcycle Manufacturing thoroughly investigate and examine these latest products which have so astonished the thousands who have already seen them.

We have a special Dealers' Proposition.

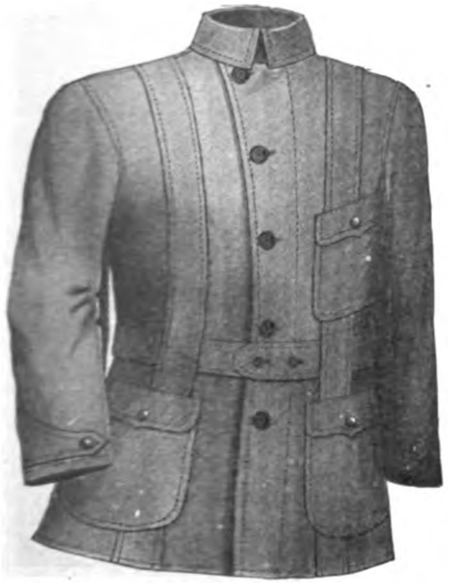
Catalog upon request. Write today.

AURORA AUTOMATIC MACHINERY CO.
Thor Building, Chicago
Western Distributor: A. FREED, 1440 Market Street, San Francisco

Thor Thor

MOTORCYCLE AURORA BRAND CLOTHING

STRENGTH IN EVERY FIBRE

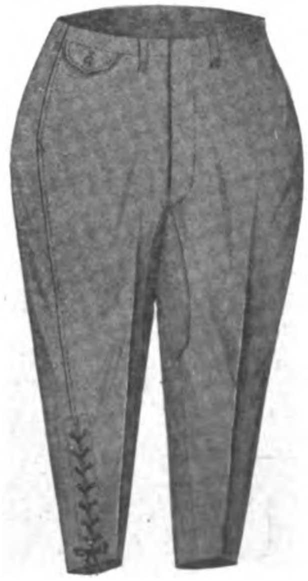


and quality in every thread, are the reasons for their great service-giving characteristic. These two features alone would produce long wear, but the wearing quality is further prolonged by the addition of a perfect tailor-made fit combined with style—that perfectly fitting clothes add greatly not only to their life but to the appearance of the wearer as well is universally known. Our suits are expertly tailored and made to individual measurements.

COAT AND TROUSERS

The illustrations show the jaunty and serviceable Norfolk cut coat, fully pocketed, and the riding trousers. We can also furnish long trousers made the same way. Both are made of the best material and from the combined efforts of our highly skilled workmen. They are fashioned for practical comfort as well as style. Made in the following materials: Engish Roseberry, English Whipcord, Fustian, Petrels and Khaki.

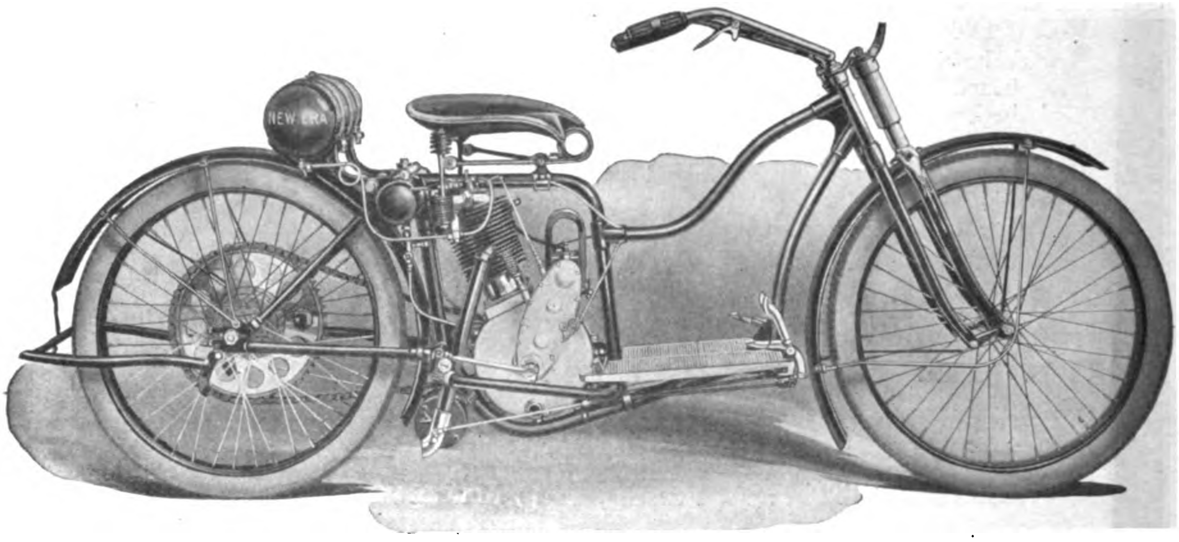
FOWLER-CARNES COMPANY
AURORA (Formerly Wilson Weather Coat Co.) **ILLS.**



DISTRIBUTORS.—The Buckeye Motor & Cycle Co., Akron, O.; A. H. Patterson, Brooklyn, N. Y.; Lancaster Auto and Cycle Supply Co., Lancaster, Ohio; Motorcycle Equipment Co., Hammondsport, N. Y.; Edwards-Crist Co., Chicago Ill.; Wisconsin Motorcycle Co., Milwaukee, Wis.; Jenkins & Co., Des Moines, Ia.; Mead Autocycle Co., Denver, Colo.; Central Cycle & Supply Co., Wichita, Kans.; Elyea-Austell Company, Atlanta, Ga.; Omaha Bicycle Co., Omaha, Nebr.; Arkins & Claflin, Salt Lake City, Utah.

NEW ERA

The Sunday Monday Machine **"Anywhere Under Any Condition"**



Lowest fuel consumption of any machine on the market. Simplicity of design and construction. Lowest up-keep. Heavy frame construction and best material in motor, assuring long life.

Three point suspension form seat. Compound Spring Fork, mechanically operated valves. Two-speed planetary gear transmission. Long wheel base. 2¼" Tires. Free hand cranked Motor, developing over 4 h. p. on high and 10 h. p. on low.

Bosch Magneto D. U. 1, No. 5 Guarantees Easy Starting

MR. BUYER—To what use do you intend putting your machine during this coming season, commercial or pleasure?

The man who uses a machine in his business, must have a machine that will be in working condition ten hours a day, 366 days in the year, minimum fuel consumption and up-keep, simplicity in construction and one easily handled, that a novice can run it.

The man who buys a machine for pleasure purposes only must have one that is powerful enough to keep him at the front of the bunch, up hill and on the level and in this day and age one of the best ways to do that is to own a machine with a *real* two speed transmission, three point suspension form seat and spring fork, long wheel base, so that he can hold to the roughest roads and as a last and biggest item a motor, powerful, willing and always on the job. You will find all of these items embodied in the 1912 New Era.

MR. DEALER—Are you a live wire? If so, get in on ***the one big best bet*** in agency propositions. Write for catalogue and particulars.

THE NEW ERA AUTO-CYCLE CO.

22 DALE AVENUE **DAYTON, OHIO**

Agents–STOP and consider

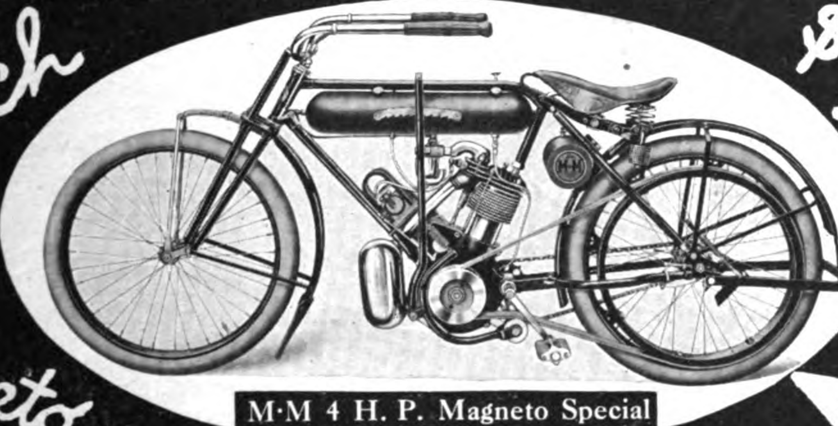
what we are offering—Here is positively the Most Motorcycle for the money—offered this season.

A machine with thirteen years' proof behind it — not a new and untried experiment—Possesses latest 1912 improvements.

Where else can you find a full grown, 4 H. P. motorcycle with standard equipment throughout—including Bosch high tension magneto—for $160? It's a proposition that defies competition.

Bosch Magneto

$160.



M·M 4 H. P. Magneto Special

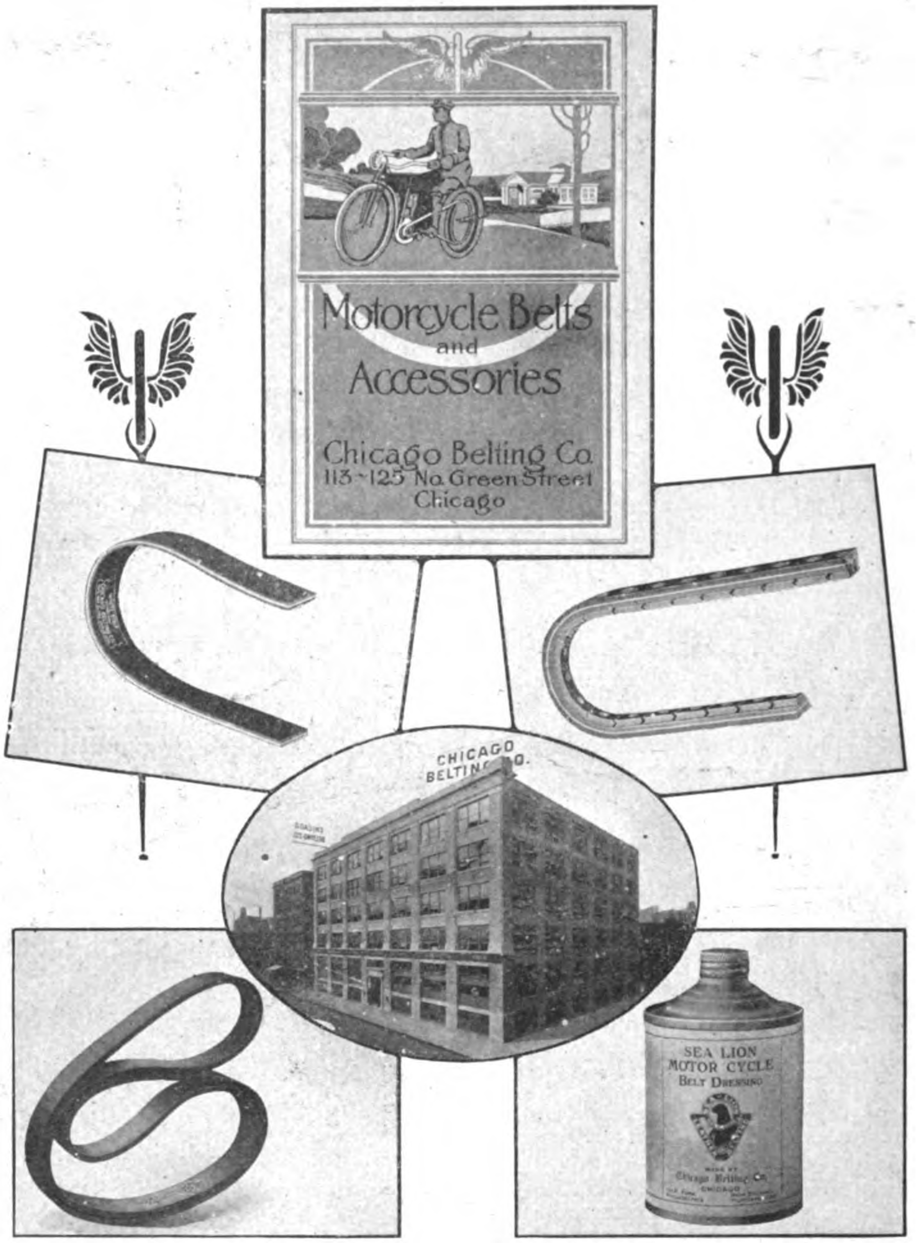
Since announcing the M·M "Special" line at $140 and $160 we have been closing up agencies right and left. Agents receiving machines wonder how we can turn out such a wonderfully fine motorcycle at such a low price.

The secret is simply this:—Our thirteen years in the industry have given us an experience and equipment without a parallel in the country and furthermore all the water, the hot air and big expense has been boiled out of our proposition. You get the benefit in high quality and low prices. The live ones are ordering their demonstrators now.—Get your application in early.—Write to-day.

AMERICAN MOTOR CO., 716 Centre St., Brockton, Mass.

THE BOOK, THE BELTS, AND THE PLANT

Our new catalogue tells all about our belts and other leather accessories.
Every Jobber, every Dealer, and every Rider should have a copy.



WHITE STRIP STRETCHLESS FLAT BELTS

—

WHITE STRIP STRETCHLESS V BELTS

—

SEA LION WATERPROOF FLAT BELTS

CHIBECO PULLEY LAGGINGS

—

SEA LION WATERPROOF CEMENT

—

SEA LION BELT DRESSING

—

IMPERIAL MUD GUARD BOOTS

We want jobbers to catalogue our belts, and will furnish electrotypes free upon request.
The endorsement of the rider is the best argument for our belts.

We have one of your SEA LION belts on our 1910 Harley-Davidson that we have run 10,500 miles and looks to be good for a good many more, although it is now getting a little too long; we intend to send it in soon and have it shortened. This belt has been run through all kinds of weather and for at least 500 miles has pulled two passengers. Yours truly,
(Signed)
I. S. KNOWLES & SON,
Kingsley, Iowa.

I have used your WHITE STRIP belt on my Excelsior 4 during the past season, which time I have ridden about 10,000 miles. It has proved to be very satisfactory in every respect, and I can truly say that it is far superior to any belt on the market. "It don't stretch." Very truly yours,
(Signed) GERALD V. RALPH,
Huron, S. Dak.

I have ridden one of your WHITE STRIP motorcycle belts for ten months (July, '10, to June, '11), and have gone 8,000 miles through rain, snow and mud, so I know what I am talking about when I say you can make good belts.
(Signed) K. FUNSTEN,
Dorris Motor Car Co.,
St. Louis, Mo.

Your SEA LION belt lasted me over 6,000 miles, the first 3,000 in and around San Francisco and the last 3,000 up here in this sandy country, which will soon tell what a belt is made of. The belt you turn out has them all wiped off the slate for wear, reliability and longevity, and any person giving your belts the proper care should last them between 6,000 and 10,000 miles. Yours sincerely,
(Signed) ED. G. SLOAN,
Doyle, Calif.

CHICAGO BELTING COMPANY
124 N. Green St., Chicago, Ill.
Branches: New York New Orleans Portland, Ore.

Motorcycle Simplex Specialties

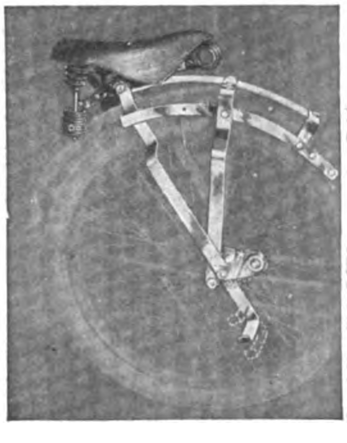
IF IT'S A SIMPLEX SPECIALTY--IT'S GOOD

SIMPLEX SPRING TANDEM ATTACHMENT
SIMPLEX SPRING MOTORCYCLE LUGGAGE CARRIER
SIMPLEX BICYCLE LUGGAGE CARRIER
SIMPLEX SIDE CAR ATTACHMENTS
SIMPLEX MANIFOLD AIR VALVES
SIMPLEX ALL-STEEL LAMP BRACKETS
SIMPLEX AXLE EXTENSIONS

THE SMOOTHEST TANDEM
SOLD EVERYWHERE
$15 with Saddle
WRITE FOR CATALOG

Our Dealers' Proposition is Ready

Angsten-Koch Company
Makers of Good Specialties
352 W. 55th BLVD. CHICAGO



Patents Pending—Simplex Spring Tandem Attachment

R-S

If you want the finest and most complete motorcycle on the market today you want a

1912 Reading Standard

FINEST, because we use the highest grade of material obtainable. Of course it costs more, but in the long run it means a great saving of up-keep expense, which appeals to the rider.

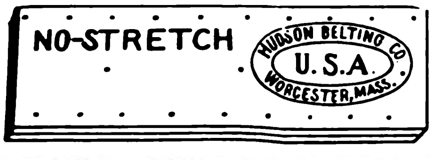
MOST COMPLETE, because we have two singles, belt or chain drive. One Big Twin with single chain drive and undergeared transmission. Free engine clutches, adjustable foot rests, double oiling system, double braking devices, R-S adjustable shock absorbing seat post, hand and foot operated belt idler and clutch control, luggage carrier and tool case, and numerous other exclusive features as regular equipment. We were the first to bring out a mechanically operated inlet valve motorcycle motor, and this feature, together with the imported ball bearings, and integral cam and gear construction makes the R-S Motor the most powerful and easiest running motor on the market.

We Shall Exhibit at Chicago Show February 5-10

Two Colors—Brown or Sylvan Green.

Write for Illustrated Literature of Motorcycles and Bicycles
A good proposition to live agents

READING STANDARD COMPANY
306-340 WATER ST., READING, PA.


NO-STRETCH
HUDSON BELTING CO.
U.S.A.
WORCESTER, MASS.

NO-STRETCH FLAT MOTORCYCLE BELT
PRICES REDUCED

MANUFACTURERS, JOBBERS, DEALERS, RIDERS
is the BEST to good for you
when PRICE is as LOW as ANY BELT?

STRETCHLESS AND WATERPROOF

Money Back Guarantee

HUDSON BELTING COMPANY
7-9 Eaton Place Worcester, Mass.

RIDERS
GET INTO LINE
THE
ECKEL'S
3"
WHEEL

Do not store your motorcycle for the winter. Get it out and equip it with the Eckel 3" Wheel and a non-skid automobile tire. Then ride on all kinds of roads. You can't skid and your tire will wear forever. The tire in the cut has been run several thousand miles in snow, slush and mud and no signs of wear are in evidence.

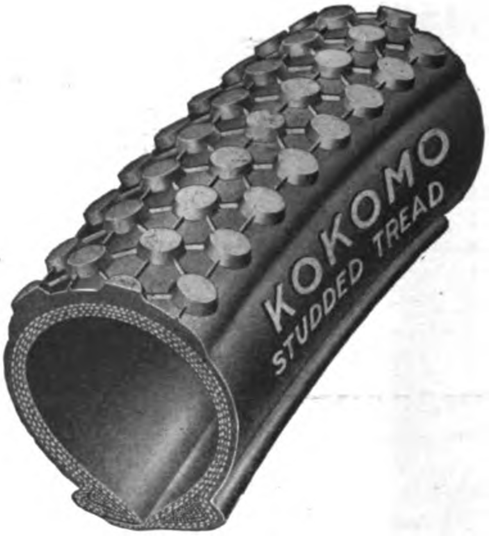
The wheel consists of a heavy steel rim measuring 2¼" across the clinchers as against the 1½" of the ordinary rim. It is a trifle smaller than the ordinary rim to allow clearance of the forks, and to properly fit a 3" automobile tire. Extra heavy spokes and nipples are used, and the rim is spoked on any make brake hub shell that may be specified. With one of these wheels your rear tire does not need to be inflated as hard as stone to prevent rim cutting. With a big, soft rear tire you enjoy easy riding qualities unknown with the ordinary tire and rim. When your motorcycle is equipped with the Eckel 3" wheel and an automobile tire, tandem riding is a howling success.

Get busy and order one of these wheels today. Be sure to specify the make of brake shell you want used and the color of the rim. Correspondence invited.

Price, exclusive of tire.................. $9.00

EARLE S. ECKEL

WASHINGTON (Warren County) NEW JERSEY



The materials entering into the construction of a tire are important factors, but something more than the best materials are necessary to produce the desired results—that something is the knowledge of rubber and how to handle it from its crude state to the finished article.

KOKOMO TIRES

SIXTEEN YEARS OF EXPERIENCE is back of every Kokomo Tire, and experience counts for more in the manufacture of rubber tires than in any other industry.

It is this experience that eliminates the guesswork and places our product beyond the experimental state.

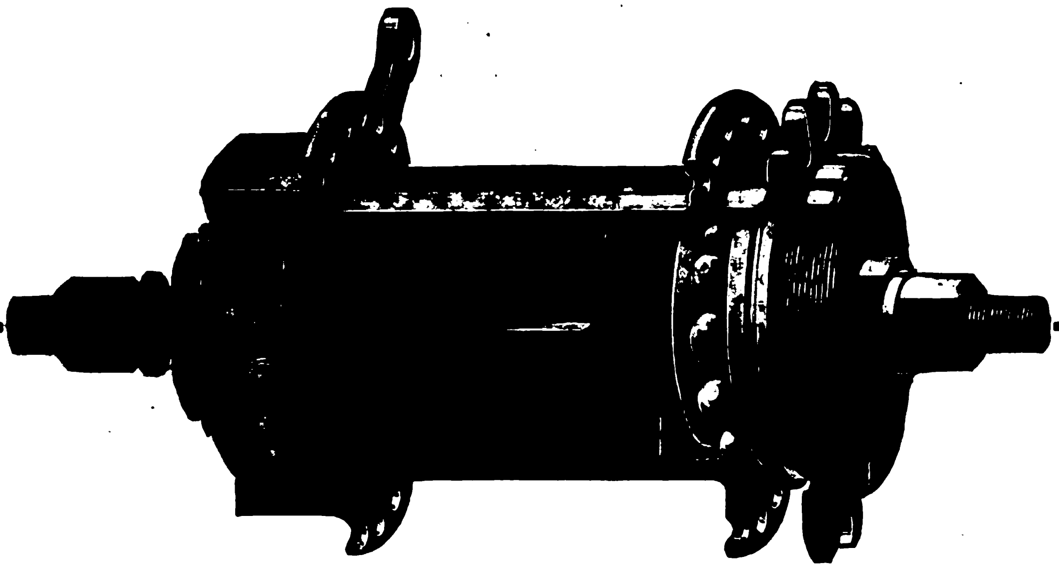
Kokomo Motorcycle Inner Tubes command the largest sales because of their uniform quality.

Supplied in both Butt-End and Endless.

KOKOMO

RUBBER COMPANY

KOKOMO, IND.



The Eclipse Coaster Brake

IT HAS NO EQUAL FOR

EFFICIENCY AND DEPENDABILITY

Examine the 1912 Model at Your Dealers or Write for Catalogue

Eliminates All Worry

as to loss of brake control. Its mechanical construction produces immense gripping power, assuring an instant stop anywhere

ANNOUNCEMENT

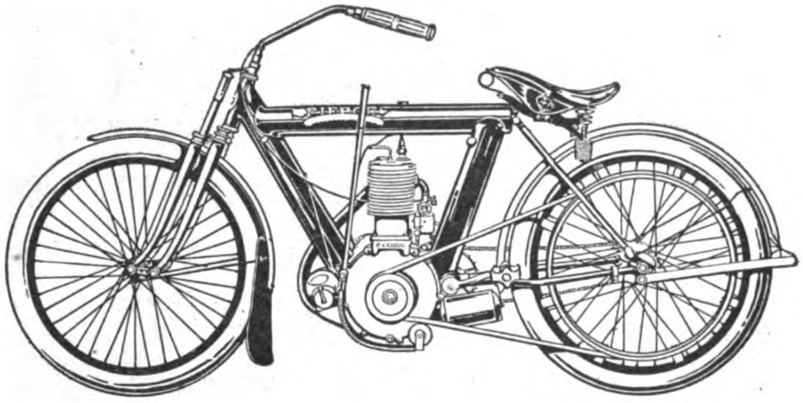
¶ Owing to the large circulation and wide distribution of MOTORCYCLE ILLUSTRATED we are extending the time limit on closing date of the Prize Contest begun in the December twenty-eighth issue, until February first. This will give those readers who live far away an equal chance with those residing near by. The name of the winner will be published in our advertisement appearing February eight in MOTORCYCLE ILLUSTRATED. See the December twenty-eighth issue for details.

ECLIPSE MACHINE COMPANY

Elmira, New York

Does it Cost Too Much to Own a Good Motorcycle?

At the New York Show a certain motorcycle manufacturer was asked why he did not make a large tubing frame like the Pierce. He replied, "It costs too much."



YES!

Pierce workmanship and material always did cost too much for other manufacturers to equal.

AS A RESULT

Pierce frames are at least three times as strong as any small tubing frame.

Pierce engines have greater efficiency and lasting properties than other motors.

Pierce transmission and all working parts are unapproached by the products of other factories.

Ask for Catalog "G"

THE PIERCE CYCLE COMPANY

BUFFALO, N. Y.

Manufacturers also of Pierce Bicycles. **Pacific Coast Branch, Oakland, Cal.**

THE TRUTH
ABOUT
SPARTAN BELTS

We could materially reduce the price but also the quality on Spartan Motorcycle Belts by substituting "Oak" tanned leather for Spartan, but we won't do it. Spartan tanned leather **only** insures a belt capable of withstanding the severe use and often abuse, given it by a motorcycle drive. This secret process tannage makes the Spartan Belts of a uniform degree of quality and efficiency and guarantees a belt not affected by climatic conditions, heat, oil or water. Spartan Motorcycle belts are always

FOREMOST IN QUALITY AND HIGH MILEAGE

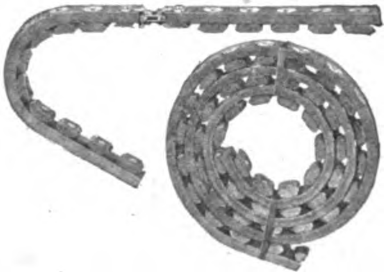
Do you suppose Motorcycle manufacturers, valuing their reputation for a "quality" product, will use any but a high grade belt?

80 PER CENT.

of the total number of Motorcycle manufacturers will equip their belt drive 1912 models with

SPARTAN BELTS

SPARTAN FLAT BELT.


SPARTAN "V" BELT.

SPARTAN BELT DRESSING

prolongs the life of Spartan and other belts to an appreciable extent. It is really more of a food than a dressing and revitalizes the belt and brings it back to its original pliability and efficiency. Can be obtained wherever Spartan Belts are sold. Try it on **your** belt and watch the results.

MANUFACTURED BY

THE GRATON & KNIGHT MFG. CO.,

FRANKLIN AND NORFOLK STS.
WORCESTER, MASS.

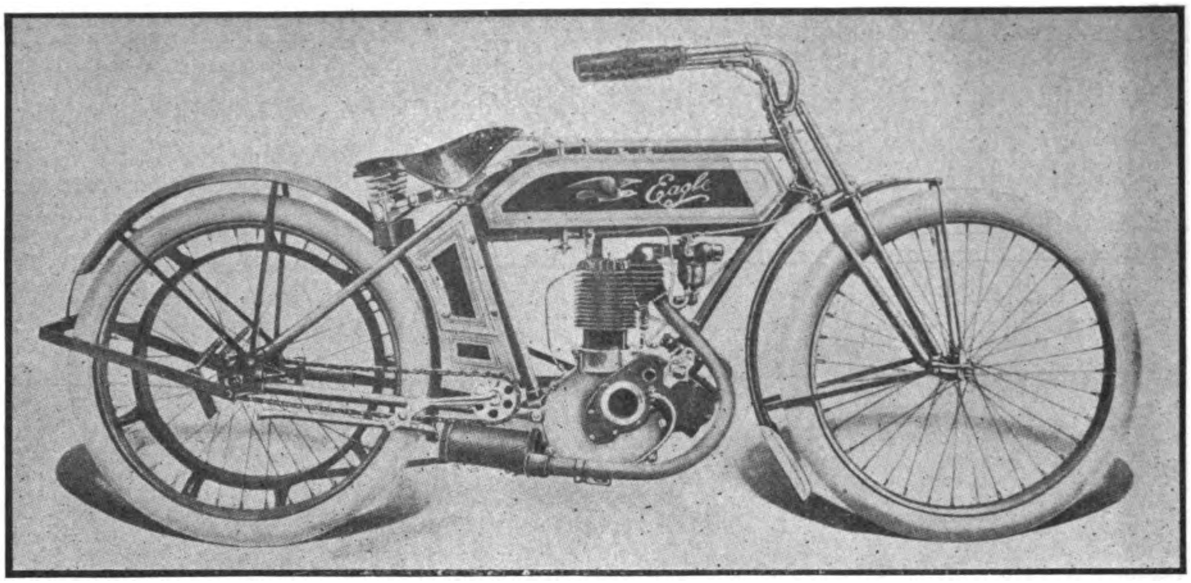
BRANCHES:

ATLANTA, GA..........93-95 South Forsyth Street
BOSTON, MASS..........33 Lincoln Street
CHICAGO, ILL..........32-34 South Jefferson Street
CLEVELAND, O..........1604-1608 West Third Street
MILWAUKEE, WIS..........103 West Water Street
MINNEAPOLIS, MINN..........310 Third Avenue, North
NEW YORK, N. Y..........72 Warren Street
PHILADELPHIA, PA..........132 North Third Street
PORTLAND, ORE..........51 First Street
SAN FRANCISCO, CAL..........30-32 Fremont Street
SEATTLE, WASH..........219 Occidental Avenue
ST. LOUIS, MO..........619 North Eighth Street
DALLAS, TEXAS..........309 North Austin Street

DEALERS, ORDER THROUGH YOUR JOBBER OR ANY OF THESE BRANCHES

EAGLE BIG "5"

"The Simple Single With Twin Power"



THE REAL LIVE ONE FOR 1912

The Eagle long stroke motor was the first to be adopted in this country and has today the longest stroke of any American motorcycle.

Bosch Magneto, roller bearings throughout, and free-engine, $225.

So much has been said and written on the many advantages of this type of motor over the ordinary motor, it is needless for us to add more than a summary of its chief points, which are:

GREATER POWER and **FLEXIBILITY** at slower speeds, which are especially desired on heavy, long hills, mud roads, crowded city sections, etc.

SMOOTHER, QUIETER OPERATION, owing to the moderation in number of revolutions per minute.

LONGER LIFE—LESS VIBRATION because of a slower running engine Less wear and tear and lower operating temperature.

MORE ECONOMICAL because more power is derived from the same amount of gasoline; less cylinder oil is consumed, owing to a cooler running motor.

THE EAGLE "5" positively has the lowest and most comfortable saddle position of any American made motorcycle, with foot rest giving two distinct foot positions. The appearance of the machine speaks for itself. It is a winner.

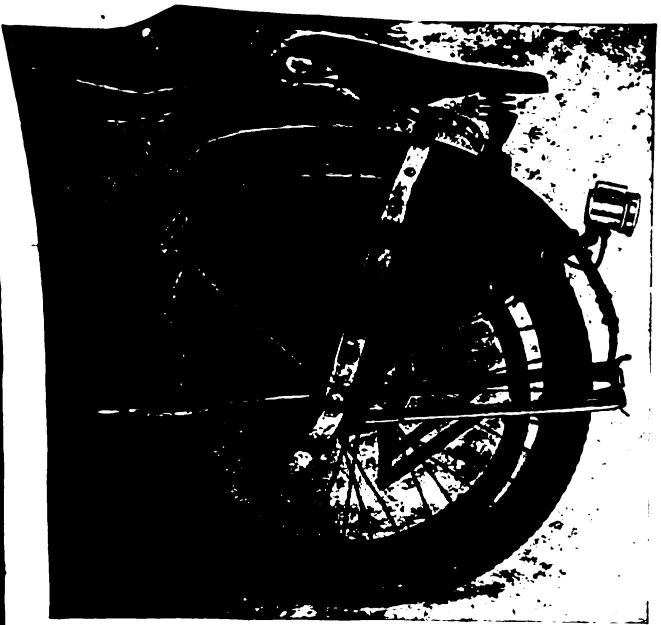
Other models, 4 H. P. single at $200; 9 H. P. twin at $275.

The EAGLE Agency is a live one.

Don't lose the opportunity. Write today, before the other fellow gets ahead of you.

EAGLE MOTOR COMPANY

2722 Michigan Avenue, CHICAGO



MOTORCYCLE ACCESSORIES THAT ARE RIGHT

THE ERO LINE OF TANDEM ATTACHMENTS

Luggage Carrriers, etc., are built for service by men who know from practical experience the hard service to which such accessories are subjected. The articles shown are just a few of our leaders, and we make and sell everything you need to complete your motorcycle.

Our 1912 catalog is now ready for distribution. It's worth a lot of money to you, but a postal card will get it.

WRITE FOR IT TODAY

Ero Tandem Attachment, Model 3

A low priced but thoroughly substantial tandem attachment that may be quickly fitted to any modern motorcycle. Built for service without unnecessary weight or complications. Price, complete with saddle and dust guard, $10.00.

Ero Stand Lock and Release

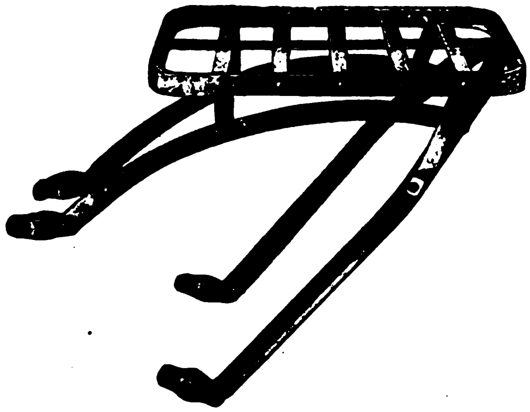
MODEL 116

One of the most unpleasant features of motorcycling has been the soiling of the hands in locking and unlocking the stand, as the position of the lock is such that it is always covered either with dust or mud.

The Ero stand lock not only does away with all this but is a positive lock, preventing the stand from falling out on the road. With this attachment it is only necessary to press the trigger with the foot, when the stand will instantly drop out. If the stand is lifted into position with a spring such as the Ero stand spring, it is then only necessary to press the foot, first upon the trigger to release the lock, and then follow the pressure down till the stand strikes the ground.

It is made of the best material and enameled, making it an ornament to any motorcycle as well as one of the greatest conveniences ever offered the rider. It is readily and easily attached by the same screws or rivets that attach the clip spring to the mud guard, requiring no extra screws or bolts. Mailed postpaid on receipt of 50 cents.

MOTORCYCLE
Belt Dressing
ERO
ERO
MANUFACTURING COMPANY



Ero Luggage Carrier, Model 4

The strongest and most durable luggage carrier ever made. Easily and readily attached to any motorcycle.

Made of channel and best quality bar steel. Will carry any load the wheel will stand.

Price, complete with all attaching clips, $3.50.

Ero Motorcycle Belt Dressing

90% of the trouble encountered with motorcycle belts is really on account of lack of proper treatment.

The first essential to satisfactory motorcycle service in a motorcycle belt is that it be kept in proper condition; that it is clean, pliable and waterproof.

Ero Motorcycle Belt Dressing gives all these qualities and is guaranteed not to rot the stitching or in any way injure the cement. Almost any of the motorcycle belts now in use will prove good belts if properly treated with Ero dressing, while no belt, no matter how good originally, will give satisfactory service without it. It saves the motorcyclist time, trouble and expense.

Put up in ½ pt. cans with screw top. Price, each, 50 cents.

ERO MANUFACTURING COMPANY

914 Jackson Boulevard, CHICAGO

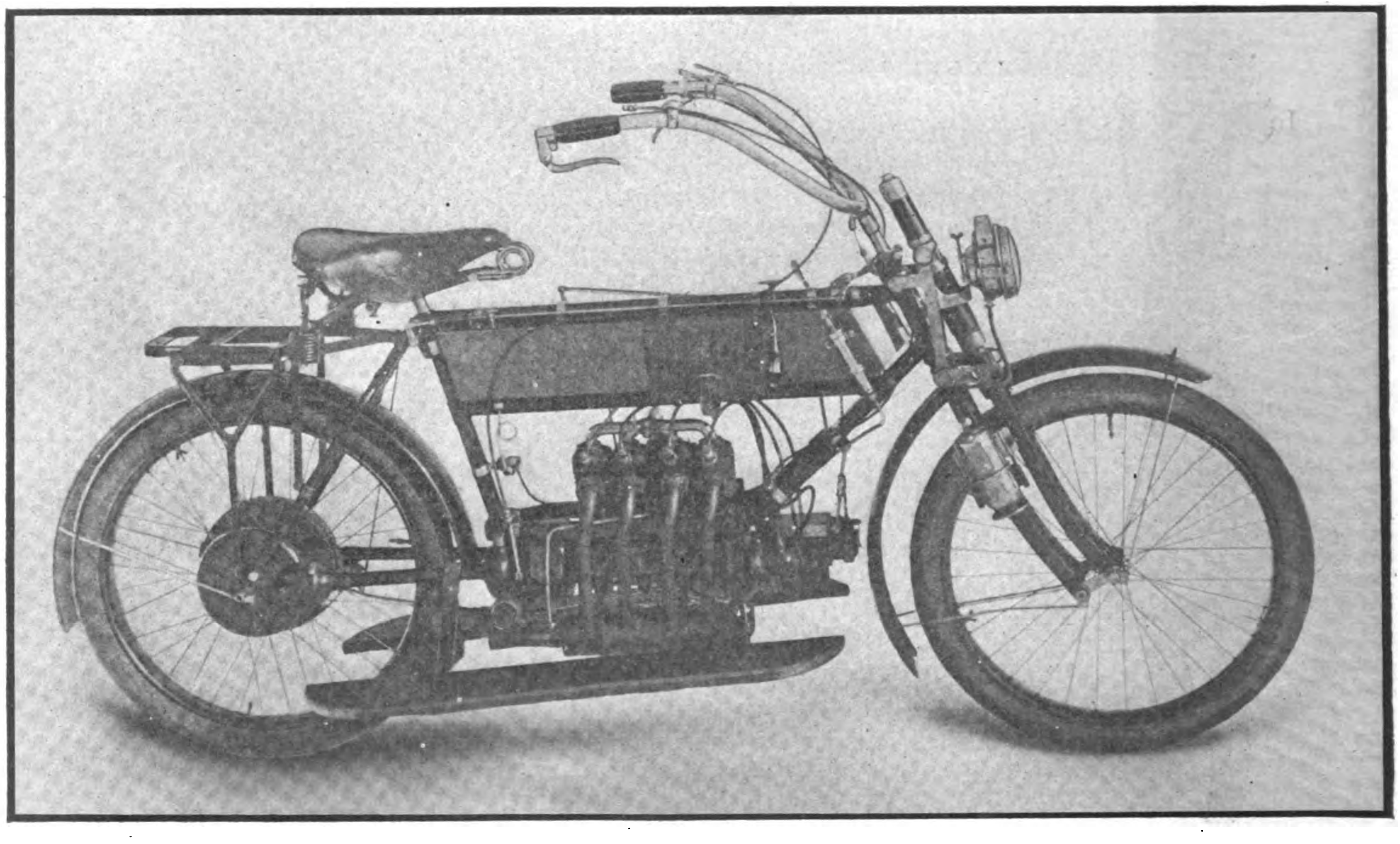
DISTRIBUTING AGENTS:
Excelsior Auto Cycle Co., Detroit, Mich.
W. D. Andrews, Buffalo, N. Y.
Hans Johnson, Dallas, Tex.

19

LINE OF NOISELESS F.

SHAFT

MOTOR



F. N. GLIDER (no pedals), before start of 1,000 mile try-out Jan. 15th, in Zero weather

GLIDER (Trade-mark)	$250
STANDARD	300
TWIN ENGINE	350
TWO SPEED	400

12

N. FOUR CYLINDER

DRIVE

CYCLES

SPECIFICATIONS

1. Motor, 5 H. P.; cylinder capacity, 498 cubic centimetres; 57 mm, bore; 52½ mm., stroke.
2. Ignition by high-tension, armored magneto with distributor fixed thereon, with which it forms a whole, entirely tight. It is entirely protected against water, dust and mud. The armored magneto first appeared in this country on the F. N.
3. Highly efficient automatic carbureter.
4. Separate gasoline filter.
5. Transmission by bevel pinions (ratio 1:5, 4).
6. Improved elastic fork, with counter check spring.
7. One lever for controlling carbureter, fitted on right hand side of handlebar.
8. Height of frame, 20 inches.
9. Wheels, 26 x 2½ inches.
10. Wheel base, 56 inches.
11. Lubrication by pump inside the tank; simple, safe and effective.
12. Free engine by multiple disc clutch, running in oil.
13. Declutching device is controlled by Bowden wire from handle bar—the only machine in the world having this feature.
14. Plugs, short in length, fitted with ebonite, eliminating the possibility of electric discharges when the rider touches the plugs with his knees.
15. Foot rests are regular equipment.

AMERICAN F. N. COMPANY

NEWTONVILLE STATION, BOSTON, MASS.

There is every reason in the world
why your new 1912 machine or the
one you now ride should be fitted with

UNITED STATES TIRES

They are unquestionably the strongest motorcycle tires ever built.

Where else will you find a tire that actually combines all the strong points which served to make two brands (Morgan & Wright and G & J) famous from one end of the country to the other.

Where else will you find a tire made by processes and machinery selected from the two finest motorcycle tire-making plants in the world.

UNITED STATES TIRES

stand alone in this respect.

You riders who select United States Tires as your coming season's equipment will be sure of this—that you are getting the greatest possible value for your tire money—that you are getting a tire which will add to your riding pleasure, subtract from your trouble and delays, multiply your tire mileage and divide your tire expense.

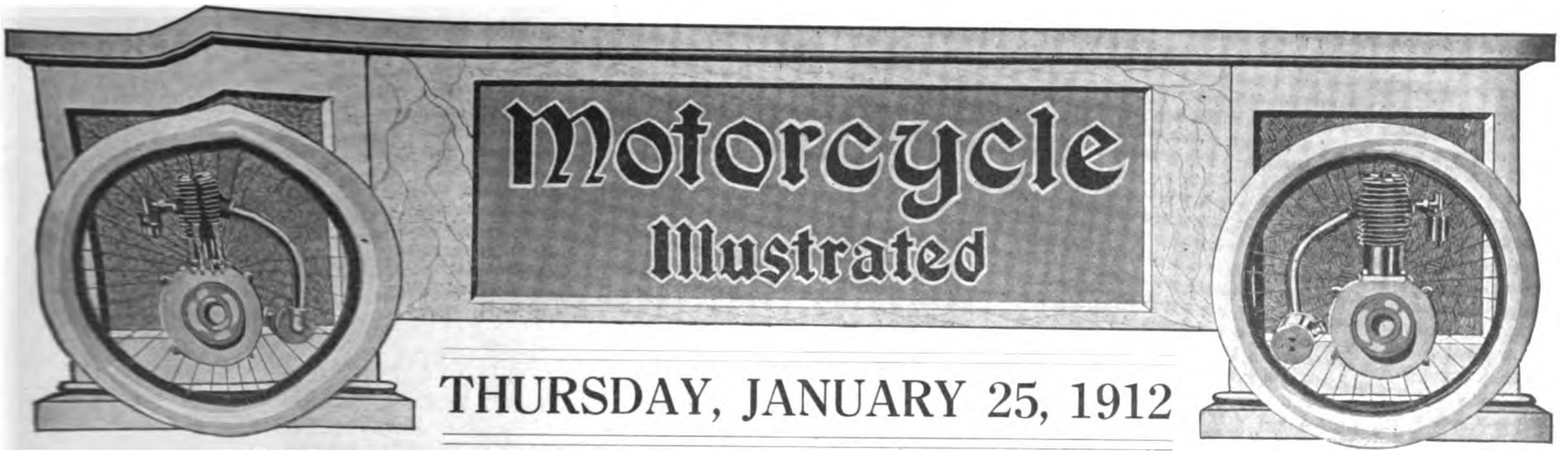
Despite their extra strength and extra service, United States Tires cost you nothing extra to buy.

80% of all riders use them. 100% of all motorcycle makers furnish them gladly as 1912 equipment because they recognize them as

Americas' Predominant Tires

UNITED STATES TIRE COMPANY
New York

Branches, Agencies or Dealers Everywhere



THURSDAY, JANUARY 25, 1912

THE CHICAGO SHOW NEXT

The Wagner the Only Machine in Addition to the Sixteen Which Were Exhibited at Madison Square Garden—Big Western Show Opens Monday, February 5—Exhibitors Classified.

UNDER the management, as heretofore, of S. A. Miles, the Chicago Motor Show, held annually in the big Armory and the Coliseum, opens next week. Motorcycles, however, will not be placed on exhibition until after the pleasure four-wheelers have had their turn. The little fellows of the gas engine family will have their say for six days, beginning Monday, February 5.

As in former years, the trade eagerly anticipates the results of the big show in the Middle Western metropolis; even more so than in the past, because of the altogether satisfactory manifestation of a wide and deep interest by the public at Madison Square Garden recently. It is conceded that in order to prove of greater value than the New York Show, the Chicago affair will have to smash all old records by several miles. None can be found who doubts that this will be the outcome. Optimism, based upon conditions that point to an approximate doubling of last year's business, will be the happy keynote at Chicago.

Seventeen makes of motorcycles will be shown, including all that were seen at the New York Show, the Schickel Manufacturing Company having recently obtained space for the second week, although not in the motorcycle section. The lone addition to the machines exhibited in the Garden will be the Wagner, the features of which are illustrated and described elsewhere in this issue.

The accessory line will not be as complete as it was the first week of the New York Show. However, most of the leading motorcycle parts and accessory firms will be represented, if not by having space, then, at least, by the members of their sales staffs, a number of representative firms having found it impossible to secure the desired accommodations.

Group pilgrimages by club members, dealers and others will be made to the show centre from places as far as a thousand miles away, and it is believed that the turn-out of folks interested in the sport, as manufacturers, agents and riders, will easily be the largest to ever gather in one city during the course of a single week.

Although the numerous and important trade meetings which added weight and formality to the New York Show will be lacking, arrangements more or less elaborate, though all informal, are being made for the entertainment of trade visitors. But then the Chicago Show is above all things else a business proposition, this feature fully compensating for whatever purely entertainment deficiencies it may reveal.

The machines and accessories, and the spaces assigned to them, which will be shown in the Chicago Coliseum, are as follows:

MOTORCYCLES.

Minneapolis, 79; Flanders, 81, 82; Thor, 94, 95; Henderson, 114; Harley-Davidson, 124, 125, 126; Yale, 127, 128, 129; Wagner, 130; Excelsior, 131, 132; Reading-Standard, 133, 134, 135; Indian, 136, 137, 138, 139; New Era, 142, 143, 144; Pope, 145, 146; Emblem, 147, 148, 149, 150; Pierce, 151, 152; Merkel and Racycle, 153, 154, 155; Schickel, 1 (Coliseum Gallery).

ACCESSORIES.

Lamps.—C. T. Ham Mfg. Co., 4; Hawthorne Mfg. Co., 113; Badger Brass Mfg. Co., 41; Gray & Davis, 46.

Clothing.—Nathan Novelty Co., 117.

Oils.—New York and New Jersey Lubricants Co., 20; A. W. Harris Oil Co., 58; Havoline Oil Co., 91; Vacuum Oil Co.

Magnetos and Spark Plugs.—R. E. Hardy Co., 25; A. R. Mosler & Co., 38; C. F. Splitdorf, 49; Herz & Co., 53; Eisemann Magneto Co., 83; American Circular Loom Co., 87; Champion Ignition Co., 92; Bosch Magneto Co., 99.

Batteries and Coils. — Connecticut Telephone & Electric Co., 16; Pittsfield Spark Coil Co., 64; National Coil Co., 104.

Tires.—Michelin Tire Co., 8; Pennsylvania Rubber Co., 12; Diamond Rubber Co., 18; Ajax-Grieb Rubber Co., 26; Fisk Rubber Co., 39; U. S. Tire Co., 45; B. F. Goodrich Co., 48; Goodyear Tire & Rubber Co., 52; Federal Rubber Co., 107; Empire Tire Co., 100.

Chains and Belts.—Whitney Mfg. Co,. 23; Diamond Chain and Mfg. Co., 54; Baldwin Chain and Mfg. Co., 61; Graton & Knight.

Speedometers and Cyclometers. — Jones Speedometer Co., 27; Veeder Mfg. Co., 42; Warner Mfg. Co., 102; Stewart & Clark Mfg. Co., 108.

Frame Parts and Tubing.—Standard Welding Co., 28.

Bearings.—Standard Roller Bearing Co., 5b; Timken Roller Bearing Co., 33.

Carbureters.—Wheeler & Schebler, 17; Byrne, Kingston & Co., 75; Stromberg Motor Devices Co., 76.

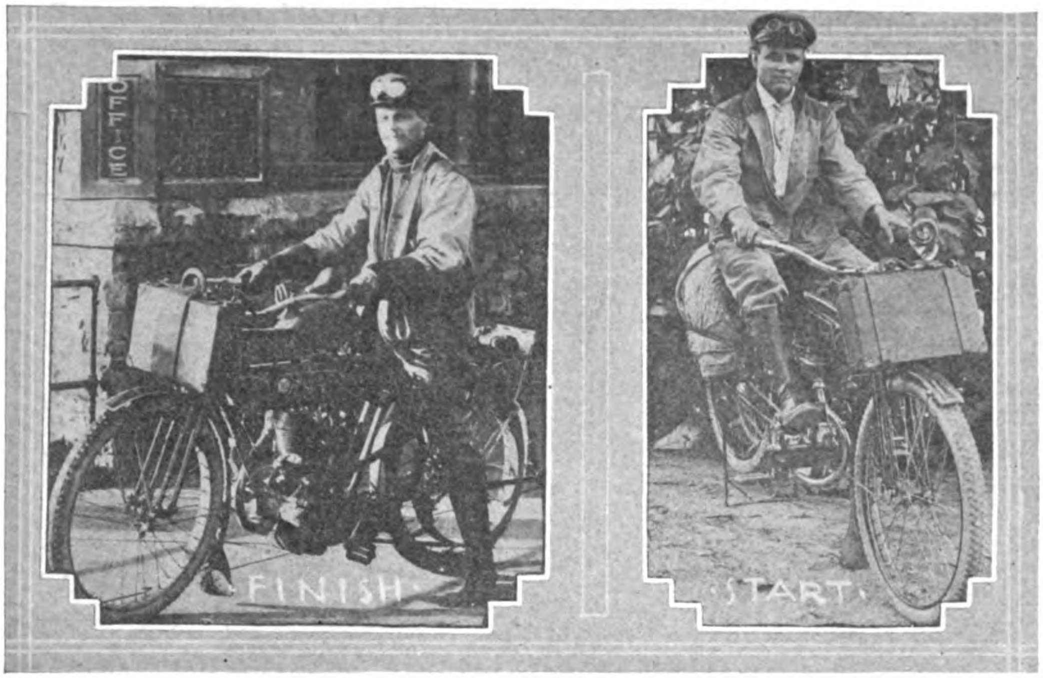
Miscellaneous.—Imperial Brass Mfg. Co., 7; National Carbon Co., 40; Royal Equipment Co., 69a; Lovell-McConnell Mfg. Co., 97; Eclipse Machine Co.

IN THE ARMORY.

Magnetos.—Marburg Bros., 3.

Carbureters.—Findeisen & Kropf, 19.

Miscellaneous.—Van Cleef Bros., 31.



RACING CONTRACTS

Riders Contemplating Them Are Urged to First Consult Chairman of Competition Committee.

CHAIRMAN THORNLEY of the F. A. M. Competition Committee, is desirous of having publicity given to the fact that riders making contracts with track promoters or managers, should first submit such contracts to him. While this is by no means an order from the Chairman, the fact remains that a number of contracts were signed by riders last year which, it subsequently developed, did not properly protect their interests. Then, also, there were contracts so worded that the rider did not know just what he had agreed to do. Difficulties of this and of a similar character will be avoided if the riders contemplating the signing of contracts will first consult with Dr. Thornley, who will be only too pleased to make such suggestions and give such advice as will help the rider to do justice to his own circumstance.

CROSSED NINE STATES.

ON his run of 2,850 miles, from San Angelo, Tex., to Syracuse, N. Y., which was completed recently, Henry Ragsdale, a Reading-Standard rider, passed through nine States and the Province of Ontario, Can. His actual riding time was 18 days. Ragsdale left San Angelo on September 27 and arrived in Syracuse on November 9. He had six punctures and only two delays because of mechanical trouble. In each case repairs were quickly made. The Texan is now working in the Franklin automobile factory in Syracuse.

TWO MATCH RACES.

HARRY KECK, Merkel 7, and Eddie Mosher, Indian 7, both well-known in motorcycle circles of Savannah, Ga., have been matched to race on February 22 and Earl McCone and J. E. Hodge, also of Savannah, will furnish another match event. These riders have been at loggerheads for some time past over their speed qualifications and the coming races were arranged to settle the city championship question. The race for the twin machines will be over a 50-mile course.

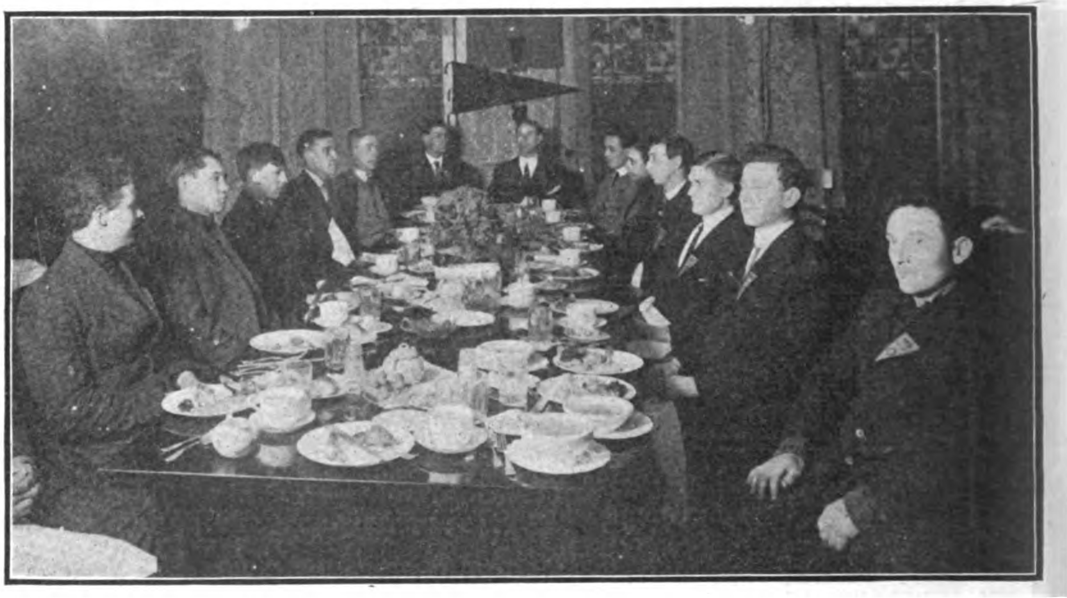
BOARD TRACK IN NEWARK

Plans Have Been Approved for $12,000 Bowl at Electric Park—First Meet Early in May.

PLANS have been practically completed for a $12,000 board track to be erected at Newark, N. J., the project being in the hands of the New Jersey Motorcycle Club. At a recent meeting rough drawings and specifications were considered and the club went on record as favoring the construction of a quarter-mile bowl in Electric Park, the site of the old Vailsburg bicycle track, and directly across the street from the Newark Velodrome where bicycle races are held during the summer.

The new track with grandstand and bleachers will cost at least $12,000. All this amount won't be necessary at once, however, as the lumber for the plant, the biggest item of expense, will be furnished by a local concern willing to take its payment by collecting 25 per cent. of the gross receipts of each meet with 6 per cent. added until the bill is paid. A stock company will be formed and 125 shares of stock at $50 a share will be issued and the whole issue is expected to be subscribed for by the members of the Motorcycle Club and their friends.

The track will be built at an angle of 54 degrees, and will be a perfect oval capable of standing 100 miles an hour on a 7 h. motorcycle. Two months will be necessary for the construction and it is expected to be ready for the opening meet by May 1. The big profits made at the bicycle track were the means of stirring the motorcyclists to action.



HOW FOSTORIA CLUB GROWS.

SEVEN new members were taken in at the last meeting of the Fostoria (Ohio) M. C., bringing the membership up to 27 riders. Plans for several club runs were discussed, and it was announced that the club will be unusually active during the coming season. Following the business session a banquet was served. The accompanying picture shows thirteen diners but there were fourteen on hand; smoke from the flashlight powder evidently shut one of the members out of the picture. Despite quite cold weather on New Year's Day eight of the club riders made a run of about 40 miles, and there is every indication that the present club interest will be maintained.

AN ANALYSIS OF THE 1912 MACHINES

Worked Out From a New Point of View, Namely, That of Specifications, Contrasting the Leading Makes of Motorcycles on the 1912 American Market.

In order to enable the dealer and the prospective purchaser to readily pick out the machine or machines incorporating the specifications and equipment required, we publish herewith an analysis, in an entirely new form, of the leading makes of motorcycles on the 1912 market. It will be noted that this analysis has been prepared from the viewpoint of motor, transmission and frame construction details, and that the equipment is also shown. With the aid of the information below, the purchaser will find it possible, to a certain extent and within the limitations of the models listed, to *assemble* his own machine. The table shows, for example, what machines have certain valve arrangements, certain types of variable gears, etc. In the matter of equipment, including tires, saddles, carbureters, etc., liberal options are the general rule, and for that reason the names of the equipment manufacturers are mentioned only where these articles are announced as exclusively fitted. The data printed herewith will be found valuable for reference.

HORSEPOWER.

Eight—M. M. twin.

Seven—Indian twin; Emblem twin; Excelsior twin; Harley-Davidson twin; Merkel twin; Thor twin; Yale twin; Reading-Standard twin; Pierce four; Henderson four.

Six-and-one-half — Harley-Davidson twin.

Six—Excelsior twin; Merkel twin; N. S. U. twin; F. N. four.

Five—Eagle single; Emblem single; Minneapolis single; Pierce single; Schickel (two-stroke) single; Thor single; Yale twin; Peerless single; Militaire single.

Four-and-one-half—Greyhound single; M. M. single.

Four—Curtiss single; C. V. S. single; Detroit single; Emblem single; Excelsior single; Flanders single; Harley-Davidson single; Indian single; Haverford single; Iver-Johnson single; Marvel single; Merkel single; M. M. single; New Era single; N. S. U. single; Reading-Standard single; Thor single; Wagner single; Thiem single; Waverley single; Yale single.

Three-and-one-half—Curtiss single; Pope single; Wagner single; N. S. U. twin.

NUMBER OF CYLINDERS.

Four—Pierce; Detroit Bi-Car; Henderson; F. N.

Two—Emblem; Excelsior; Harley-Davidson; Indian; Merkel; M. M.; N. S. U.; Reading-Standard; Thor; Yale.

One—C. V. S.; Curtiss; Detroit; Eagle; Emblem; Excelsior; Flanders; Greyhound; Harley-Davidson; Haverford; Indian; Iver-Johnson; Marvel; Merkel; Militaire; Minneapolis; M. M.; New Era; N. S. U.; Pierce; Pope; Reading-Standard; Schickel (two-stroke); Thiem; Thor; Wagner; Waverley; Yale.

CYLINDER AXES ON TWINS.

Ninety Degrees—M. M.

Fifty—Thor.

Forty-five—Emblem; Excelsior; Harley-Davidson; Merkel; N. S. U.; Reading-Standard; Yale.

Forty-two—Indian.

CYLINDER POSITION.

Vertical Singles—Emblem; Curtiss; C. V. S.; Detroit; Eagle; Excelsior; Flanders; Greyhound; Haverford; Indian; Iver-Johnson; Marvel; Merkel; M. M.; N. S. U.; Pierce; Pope; Reading-Standard; Schickel; Thiem; Thor; Yale; Minneapolis; Waverley; Militaire; Peerless.

Inclined Singles — Harley-Davidson; M. M.; New Era; Wagner.

VALVE ARRANGEMENT.

Opposite Sides—Pierce four; F. N. four; Bi-Car four.

Inlet Over Exhaust—Detroit; C. V. S.; Eagle; Excelsior; Emblem; Flanders; Greyhound; Harley-Davidson; Haverford; Indian; Henderson; Merkel; M. M.; New Era; N. S. U.; Pope; Thiem; Thor; Yale; Wagner; Peerless.

Side by Side—Iver-Johnson; Minneapolis; Militaire; Pierce single; Reading-Standard.

In Head—Curtiss; Marvel; Waverley.

Valveless—Schickel two-stroke.

INLET VALVES.

Mechanical—Curtiss; Detroit; Excelsior; Harley-Davidson twins; Henderson; Indian; Iver-Johnson; Marvel; New Era; F. N.; N. S. U.; Pierce; Reading-Standard; Thor twin and 5 single; Waverley; Minneapolis.

Automatic—C. V. S.; Eagle; Emblem; Excelsior single; Flanders; Greyhound; Harley-Davidson single; Haverford; Merkel; Militaire; M. M.; Peerless; Pope; Thor single four; Wagner; Yale.

No Valve—Schickel two-stroke.

BORES AND STROKES.

Long Stroke—Greyhound, 3¼ x 4¼; Yale 5, 2¾ x 3 43/64; N. S. U. twin 6, 3 x 3¾; M. M. twin and 4½, 3¼ x 4; Haverford, 3¼ x 4; Peerless, 3¼ x 4; Eagle, 3 5/16 x 4; N. S. U. 3½ twin, 2 13/32 x 3; New Era, 3.215 x 3.75; Emblem 4, 3½ x 4; Excelsior twin 6, 3 x 3½; Harley-Davidson 6½ twin, 3 x 3½; Henderson, 2½ x 3; Iver-Johnson, 3¼ x 3¾; Pierce 5 single, 3½ x 4; Curtiss 4-5, 3¼ x 3 11/16; Marvel, 3¼ x 3 11/16; Indian, 3¼ x 3 43/64; M. M. special, 3¼ x 3 43/64; Yale single and 7 twin, 3¼ x 3 43/64; Flanders, 3¼ x 3.6; Thor 4, 3¼ x 3.6; Thor 7 twin, 3¼ x 3.6; Emblem 5, 3¾ x 4; Minneapolis, 3½ x 3¾; Pierce single, 3½ x 3¾; Wagner 4 single, 3¼ x 3½; Thor 5, 3.57 x 3.80; Detroit, 3 5/16 x 3½; Harley-Davidson single and 7 twin, 3 5/16 x 3½; Excelsior single, 3 21/64 x 3½; Excelsior 7 twin, 3 21/64 x 3½; Emblem twin, 3⅜ x 3½; Reading-Standard single and twin, 3 13/32 x 3 15/32; Waverley, 3⅜ x 3 13/32.

Square—Curtiss 3½ single, 3¼ x 3¼; Merkel 6 twin, 3¼ x 3¼; Schickel, 3⅜ x 3⅜; Wagner, 3¼ x 3¼.

Short Stroke—Merkel single and 7 twin, 3.453 x 3.25; Pierce four cylinder, 2 7/16 x 2¼.

CYLINDER AND HEAD CASTING.

One Piece—Yale; Pierce; Pope; Flanders; Excelsior; Thor; Henderson; Reading-Standard; Schickel; Emblem; New Era; Merkel; Harley-Davidson; F. N.

Two-Piece—Indian; Minneapolis; M. M.

MOTOR BEARINGS.

Ball—Minneapolis; Pierce, double on singles; Thor 5 and 7 twin; Reading-Standard; Schickel; New Era; Emblem; Merkel.

Roller—Thor single 5 and 7 twin; Thor 4 single; Harley-Davidson chain twin; M. M. 4½ single; Excelsior twin big-end.

Plain — Flanders; Harley-Davidson other than chain twin; M. M. twin and single 4's; Pope; Indian; Pierce four cylinder; Yale; Excelsior; Henderson; Wagner; Detroit; Eagle; Greyhound; Iver-Johnson; N. S. U.; Thiem; F. N.

LUBRICATION SYSTEMS.

Force Feed—Indian; Pierce four cylinder; Waverley; Yale.

Gravity Feed — Curtiss; Detroit; Eagle; Excelsior; Flanders; Greyhound; Harley-Davidson; Henderson; Merkel; New Era; Reading-Standard; Wagner.

Hand Pump—Emblem; Haverford; Iver-Johnson; Minneapolis; M. M.; N. S. U.; Pierce single; Yale; **Peerless.**

Injection—Schickel, **with gasoline.**

(Continued on next page.)

CARBURETER.

Schebler—Detroit; Eagle; Excelsior; Harley-Davidson; Haverford; Peerless; Iver-Johnson; Minneapolis; M. M. 4½ single and twin; Reading-Standard; Schickel; Wagner.

Heitger—Curtiss 4-5; Emblem; Greyhound; Marvel; Waverley; Yale.

Breeze—Pierce; Pope; Henderson.

Kingston—Flanders; M. M. special.

Hedstrom—Indian.

Curtiss—Curtiss.

Merkel—Merkel.

New Era—New Era.

N. S. U.—N. S. U.

Thor-Thor.

F. N.—F. N.

IGNITION.

Battery—Curtiss, C. V. S., Thiem, Harley-Davidson single, M. M. special, Thor, Yale and Wagner, one model each.

Bosch Magneto—Curtiss; Detroit; Eagle; Excelsior single and twin; Greyhound; Harley-Davidson; Haverford; Henderson; Indian; Iver-Johnson; Marvel; Minneapolis; M. M.; New Era; N. S. U.; Peerless; Reading-Standard; Thor; Waverley; Yale; F. N.

Herz Magneto—Emblem; Excelsior single; Pierce; Pope; Wagner.

Splitdorf Magneto—Flanders.

Eisemann Magneto—Schickel.

U. & H. Magneto—Schickel.

MAGNETO POSITION.

Front—Curtiss; Excelsior twins; Emblem; Harley-Davidson; Flanders; Indian; Merkel; New Era; M. M. singles; Pierce; Peerless; Yale twins; Pope; F. N.; N. S. U.

Rear—Minneapolis; Reading-Standard; Excelsior singles; Waverley.

Between Cylinders—M. M. twin.

Side—Schickel, in case on right; Henderson, on left.

WEIGHTS.

225 to 250—Minneapolis, 225; Henderson, 250; F. N., 250.

200 to 225—Greyhound, 200; New Era, 200; Reading-Standard twin, 200; Yale 7 twin, 200.

175 to 200—M. M. twin, 175; Wagner 4, 175; Merkel 6, 180; Merkel 7, 180; Waverley, 180; Eagle, 185; Peerless, 185; Pierce single, 185; N. S. U. 6 twin, 190; Yale single and 5 twin, 190; Pierce four cylinder, 195.

150 to 175—Marvel, 150; M. M. special, 155; Curtiss 4-5, 160; Flanders, 160; Haverford, 160; M. M. 4½, 160; Pope, 160; Thor 5, 165; Wagner 3½, 165; Merkel single, 170.

Less than 150—Curtiss 3½, 140; N. S. U. 3½ twin, 140.

TRANSMISSION.

Chain—Excelsior 7 twin; Harley-Davidson 7 twin; Henderson; Indian; Merkel; Minneapolis; New Era; Reading-Standard twin; Thor; Waverley.

V-Belt—C. V. S.; Curtiss; Emblem; Iver-Johnson; Marvel; M. M.; Merkel; N. S. U.; Pierce single; Pope; Wagner; Yale; Thiem.

Flat-Belt—Detroit; Eagle; Emblem; Excelsior, except 7 twin; Flanders; Greyhound; Harley-Davidson, except 7 twin; Haverford; Indian single; Minneapolis; M. M.; Pierce single; Reading-Standard single; Schickel; Wagner; Yale; Peerless.

Shaft—F. N.; Pierce; Detroit Bi-Car.

FREE ENGINE.

Idler—Detroit; Eagle; Emblem; Excelsior, except 7 twin; Flanders; Greyhound; Harley-Davidson, except 7 twin; Haverford; Indian single; Minneapolis; M. M.; Peerless; Pierce single; Reading-Standard single; Schickel; Wagner; Yale.

Multiple Disc Clutch (Eclipse)—Curtiss; Emblem; Excelsior; Greyhound; Haverford; Henderson; Marvel; Merkel; M. M.; Pierce single; Reading-Standard single; Wagner; Waverley; Yale.

Multiple Disc Clutch (Other Types)—Harley-Davidson (H.-D.), in rear hub; Indian (Indian twin); Minneapolis (Minneapolis); Reading-Standard (R.-S.).

Double Cone Clutch—Iver-Johnson.

TWO-SPEED GEAR.

Planetary—Minneapolis, in unit power plant; New Era, on motor shaft; N. S. U., on motor shaft.

Dog-Clutch—Indian, on counter shaft.

Sliding Gear—Pierce; F. N.

BRAKES.

Coaster (Eclipse)—Emblem; Henderson; Reading-Standard; Yale; Schickel.

New Departure — Yale; Reading-Standard; Emblem.

Corbin Band—Indian; Yale; Pierce; Excelsior; Reading-Standard; Schickel; Emblem.

Musselman—Yale; Excelsior; Emblem; Merkel.

Thor—Minneapolis; Thor.

Band—Pierce; New Era; Merkel; N. S. U.; Indian T. T.

Shoe—Reading-Standard.

Internal Expansion—F. N.

WHEELS.

26-inch—M. M. 4½; M. M. special; N. S. U.; M. M. twin; F. N.

28-inch—C. V. S.; Curtiss; Detroit; Eagle; Emblem; Excelsior; Flanders; Greyhound; Harley-Davidson; Haverford; Indian; Iver-Johnson; Marvel; Merkel; Minneapolis; Militaire; M. M. twin; New Era; Pierce; Pope; Reading-Standard; Schickel; Peerless; Thiem; Thor; Wagner; Waverley; Yale.

TIRES.

United States—Detroit; Excelsior; Henderson; Indian; Minneapolis; M. M.; N. S. U.; Pierce; Pope; Yale, 2¾; Thor.

Goodyear — Emblem; Excelsior; Flanders; Indian; Merkel; Minneapolis; Wagner; Waverley; Yale, 2¾.

Goodrich—Iver-Johnson; Emblem.

Diamond—Emblem; Excelsior; Merkel; Yale, 2¾.

Kokomo—Haverford; Peerless; M. M.

Empire—Emblem.

Continental—Erie; Excelsior; Yale, 2¾; Emblem; Harley-Davidson; Merkel.

Optional—Curtiss; Eagle; Greyhound; Harley-Davidson; Marvel; Reading-Standard.

WHEELBASES.

65—Henderson.

64—Militaire.

62½—New Era.

60—Detroit; Pierce four cylinder.

58—Curtiss 4-5; Marvel.

57½—Yale.

57—Excelsior single and twins; Harley-Davidson 7 twin; Schickel.

56½—Harley-Davidson 6½ twin;

56—Curtiss 3½; Emblem twin and 5 single; Greyhound; Iver-Johnson; M. M. twin.

55½—Thor; Waverley.

55—Excelsior single; Harley-Davidson single; Indian T. T.; Minneapolis; Reading-Standard.

54—Eagle; Haverford; M. M. 4½; N. S. U.; Pierce single.

53½—Flanders; Wagner.

53—Indian; Merkel; M. M. special.

SADDLES.

Mesinger—Eagle; Emblem; Greyhound; Harley-Davidson; Indian; Merkel; M. M.; Pierce; Waverley; Yale.

Troxel—Detroit; Emblem; Excelsior; Flanders; Harley-Davidson; Merkel; N. S. U.; Thor; Wagner; Yale.

Persons—Detroit; Harley-Davidson; Haverford; Peerless; Iver-Johnson; Pope.

New Era—New Era form seat.

Optional—Curtiss; Marvel; Minneapolis; Reading-Standard.

NUMBER OF MODELS

One—Haverford; Detroit; Peerless; Flanders; Greyhound; Iver-Johnson; Henderson; F. N.; Marvel; New Era; Pope; Schickel; Waverley.

Two—Curtiss; N. S. U.; Wagner.

Three—Emblem; Harley-Davidson; Pierce; Reading-Standard; Yale.

Four—Excelsior; Merkel; Minneapolis; M. M.; Thor.

Six—Indian.

GASOLINE CAPACITY.

3 gallons—Thor 5 and twin; Schickel.

2 gallons—Curtiss; Eagle; Peerless; Emblem; Excelsior single; Iver-Johnson; Marvel; Minneapolis; Reading-Standard twin; Thor single; Wagner; Waverley; Yale.

2¾ gallons—Excelsior, except single.

2½ gallons—Indian; Harley-Davidson 7 twin.

2¼ gallons—Henderson.

1¾ gallons—Excelsior single; Merkel; Reading-Standard single.

1½ gallons—Detroit; Flanders; Greyhound; Harley-Davidson, except 7 twin; Haverford; M. M. 4½; N. S. U.

1¼ gallons—Pope.

OIL CAPACITY.

4 quarts—Harley-Davidson 7 twin.

3½ quarts—Harley-Davidson single and 6½ twin; Minneapolis.

3 quarts—Greyhound.

2½ quarts—Wagner.

2 quarts—Curtiss; Emblem; Henderson; Indian; Iver-Johnson; Marvel; Merkel; Pope; Reading-Standard; Waverley; Yale.

1½ quarts—Detroit; Eagle; Peerless; Excelsior twins; Flanders; Haverford; M. M. 4½ and twin; New Era; Thor single.

1 quart—Excelsior singles; M. M. specials.

Less than 1 quart—Schickel, uses oil measure with mixing with gasoline.

SPRING FRAMES AND SEAT-POSTS.

Spring Frame—Merkel; Detroit Bi-Car; N. S. U.

Spring Seat Post—Reading-Standard; Harley-Davidson; Wagner; Excelsior.

Spring Rear Construction—Waverley.

FORKS.

Coach Spring—Indian; Pope; Haverford; Peerless; M. M.; Excelsior; Waverley.

Single Plunger—Reading-Standard; Pierce; Thor single; New Era; Minneapolis; Emblem; F. N.; Flanders; N. S. U.

Double Plunger—Schickel; Yale; Thor; Wagner; Harley-Davidson; Henderson; Pierce single.

Truss—Curtiss; Marvel.

FRAMES.

Loop Type—Thor; Emblem; Pope; Harley-Davidson; Wagner; Waverley; Merkel; Indian.

Keystone Type—Yale; Excelsior; M. M.; Reading-Standard; Schickel; Minneapolis; Peerless; Eagle.

Trapezoidal Type—Henderson; F. N.

Tank Keystone Type—Pierce; Detroit.

Drop-and-Loop Type—New Era.

PRICES.

$140—M. M. battery single.

$160—M. M. magneto single.

$175—Emblem 4 battery; Excelsior 4 battery; Flanders; Thor 4 battery; Pope 3½.

$200—Emblem 4 magneto and 5 single; Excelsior 4 magneto; Harley-Davidson 4 battery; Indian single; Merkel single; M. M. 4½.

$210—Yale 4 battery single.

$225—M. M. twin; Excelsior 6 twin; Indian 7 twin; Merkel single; Pierce single; Reading-Standard single; Schickel; Emblem magneto 5.

$235—Harley-Davidson 4 magneto; Yale 4 magneto.

$240—Minneapolis belt drive.

$250—Emblem 7 twin; Excelsior 7 twin; Indian 4 T. T.; Merkel 6 twin; Pierce 5 single magneto; Thor 5 single; Reading-Standard Tourist; F. N. Glider.

$260—Yale 5 twin.

$265—Pierce 5 single magneto.

$275—Harley-Davidson 6½ twin; Indian 4 T. T. 2-speed; Merkel 7 twin.

$285—Harley-Davidson 7 twin; Minneapolis belt or chain 2-speed; New Era; Yale 7 twin.

$290—Reading-Standard twin.

$300—Indian 7 twin T. T.; Thor 7 twin; F. N. Standard.

$325—Indian 7 twin T. T. 2-speed; Henderson four cylinder.

$400—Pierce four cylinder; F. N. 2-speed.

A GLIDDEN TOUR?

PLANS for a national tour for motorcyclists, along the general lines of the annual Glidden tour for motor car owners, were launched at the close of the New York Show by A. B. Coffman, of Toledo, Ohio, and A. J. Musselman, of Chicago. They suggested that a 2,000-mile route be mapped out with at least a ten-day schedule, the destination being the city in which the next F. A. M. convention is to be held. As the convention city will not be decided upon for some time, the present plans are merely tentative, but there is every indication that they will be taken up with enthusiasm and carried to success. Messrs. Coffman and Musselman were assured by President Hamilton, of the F. A. M., that they will have his hearty co-operation, and other Federation officials have expressed themselves as thoroughly in sympathy with the movement.

The originators of the plan will donate two handsome trophies, a cup valued at $150 for trade riders, and another cup for private owners, to be valued at $100. That competition for these prizes will be keen goes without saying. It is the intention to have the trade riders' cup competed for each year, but the private owner who captures the award in his division annually will hold it. Owing to the uncertainty with reference to the scene of the next Federation assembly, nothing can be said concerning the tour proper beyond the announcement that pathfinders will be used and the route posted as for the Glidden tours. Despite the fact that hundreds of riders were prevented from giving up the time necessary for the tours to the last convention in Buffalo they aroused considerable interest, and it is argued that one big tour, drawing riders from all parts of the country, and with handsome trophies awaiting the winners, should bring out hundreds of riders.

PROPOSALS TO CANADA

F. A. M. Board of Directors Gives Hearing and Submits Offers to Secretary Anderson, of the Toronto Club.

AT the recent meeting of the F. A. M. Board of Directors in New York City, Secretary Anderson, of the Toronto Motorcycle Club, of Toronto, Canada, was given a hearing in order to afford him an opportunity to acquaint the Federation directors with the attitude of Dominion motorcyclists towards the F. A. M. As a direct result of the conference, Mr. Anderson took back with him to Canada an outline of the conditions under which the American organization would welcome the affiliation of Canadian clubs, and give such clubs Federation support when affiliated.

The proposition made by the F. A. M. directors may be briefly summed up as follows:

The Federation agrees to grant racing sanctions in Canada only to affiliated clubs. The American riders who are members of the F. A. M. will have general permission to compete at race meets conducted by affiliated Canadian clubs, but by no other Canadian organizations. Canadian riders, in order to compete in F. A. M. meets in Canada, must be members of the F. A. M. Conversely, Canadian F. A. M. riders shall not compete, under penalty of suspension, at race meets conducted by unaffiliated Canadian clubs. The F. A. M. reserves the right to grant board track sanctions to Canadian promoters other than affiliated clubs, but insofar as dirt track racing is concerned, there will be no exceptions to the above proposals.

The above is considered more or less tentative, the idea being to give Canadian clubs a basis upon which to work. It is not improbable that the boys across the international border will have a counter-proposition to make, the directors having instructed Mr. Anderson and the secretaries of other Canadian clubs, to communicate with Director Sauer, Chairman of the National Committee on Legal Action, with a view to bringing about a final settlement of the present controversy.

The fact remains that satisfactory progress is being made, and that the riders of the two countries have been brought into closer touch with one another. The principal question involves that of protecting Canadian clubs who affiliate, and it was the sentiment of the Board of Directors that every reasonable effort should be made to protect affiliated Canadian clubs as far as is in the power of the Federation to do so. The solution of the Canadian problem is now considered as only a matter of time.

THERE are now 200 motorcyclists in Reading, Pa., and it is likely that the number will be doubled during the coming season.

BOARD TRACK FRANCHISES

F. A. M. Directors Favor a One-Year Term and the Prohibition of More Than One Track In Any City, Regardless of Its Size.

WITH five members present in person, and two represented by proxy, the F. A. M. Board of Directors, at a meeting held in New York, Friday, January 12, adopted a set of board track resolutions which in a way combine the good points in both the Hamilton and Thornley proposals. The resolutions are featured by a provision that no contract with a board track builder, promoter or manager, for the present at least, shall be made to cover a period of more than one year. The point next in importance about the resolutions is that they provide for exclusive franchises within a distance of twenty-five miles, in each city, from the track first constructed. There was a strong sentiment among the directors in favor of making the mileage limitation less than twenty-five miles, and the longer distance was approved largely upon the recommendations of Dr. J. P. Thornley, chairman of the Competition Committee. It was Dr. Thornley's opinion that any attempt to operate two tracks in one city, no matter how large, under different managements, would lead to endless trouble, particularly among the riders. On the other hand, the time limitation was set at one year for the reason that the directors, in view of the experimental character of the proposition, were unwilling to bind the Federation for a longer period until the experiment had been tried out and found satisfactory.

There were present at the meeting President George H. Hamilton, Chairman Dr. J. P. Thornley, of the Competition Committee; former President Fred I. Willis, Director Howard French and Chairman J. L. Sauer, of the National Committee on Legal Action. Represented by proxies were directors Earle L. Ovington and W. E. Collins, making a total representation of seven out of the board's membership of nine. The meeting was of an informal nature, each resolution of the series being discussed until so worded as to have the unanimous endorsement of those present.

Many radical changes were made in the original Thornley resolutions, particularly in the matter of contract periods, mileage limitations and the fees to be paid by promoters. In the latter particular, it was finally decided to base the charges for exclusive franchises upon the size of the city in which the track was to be constructed, as follows:

In cities of one million and more inhabitants, $750 a year; less than one million, and more than five hundred thousand, $500; less than five hundred thousand and more than two hundred thousand, $250; less than two hundred thousand, $125. A perusal of the resolutions, printed in full below, will disclose the fact that the provisions are very moderate, as are also the fees which promoters are required to pay. It will also be noted that all agreements made with a board track promoter are to provide that the enjoyment of an exclusive franchise shall depend upon a promoter's conducting each and every meet in conformity with the rules and regulations of the organization, in default of which the chairman of the Competition Committee, with the approval of the Board of Directors, is authorized to suspend a franchise. The resolutions in full are as follows:

"WHEREAS, It has been found by actual experience that properly built and properly banked board tracks are the safest and most satisfactory tracks for motorcycle racing,

"BE IT RESOLVED, That the Federation of American Motorcyclists is heartily in favor of the building of approved board tracks and that it will be our policy to protect, as far as reasonable, the builders and promoters who first put up board tracks in any community; and further be it

"RESOLVED, That the charge for regular sanction for races and exhibitions on all board tracks, for each calendar day, shall be twenty-five ($25) dollars; and furthermore be it

"RESOLVED, That the chairman of the Competition Committee is hereby authorized, after having in each case given thirty days' notice to the president of the F. A. M., and having received no majority objection from the Board of Directors, to make agreements with board track promoters, owners or managers, upon certain conditions as hereinafter set forth:

"Upon payment in advance of a certain sum, as hereinafter set forth, by a board track promoter, owner or manager, the chairman of the Competition Committee, after giving notice as above provided for, may enter into an agreement with one promoter, owner or manager in each city, not to grant sanctions for racing on any other board track within a distance of twenty-five miles, for a period of one year; provided, however, that such agreements may permit the operation of another track within the distance, but in another State; or in another city of more than 200,000 population; and furthermore be it

"RESOLVED, That such agreement may at any time be voided by the chairman of the Competition Committee, with the approval of the F. A. M. Board of Directors, if the rules for competition of the F. A. M. are not properly observed; and further be it

"RESOLVED, That such agreement may be renewed from year to year, preference in each case being given to the owners, promoters and managers of existing tracks, provided they have conducted their meets during the previous year satisfactorily and in conformity with the rules; and furthermore be it

"RESOLVED, That the basis of such agreements shall be the payment, in advance, of the following fees per annum:

"In cities of one million or more inhabitants, seven hundred and fifty ($750) dollars a year; in cities of less than one million and more than five hundred thousand inhabitants, five hundred ($500) dollars per year; in cities of less than five hundred thousand and more than two hundred thousand inhabitants, two hundred and fifty ($250) dollars a year; in cities of less than two hundred thousand inhabitants, one hundred and twenty-five ($125) dollars a year; and furthermore, be it

"RESOLVED, That the making of such agreement by the F. A. M. does not insure the promoter that regular sanctions will be granted to him at any time; it simply insures that no sanction will be granted to any other board track, within the distance agreed upon, for the period of the contract; and furthermore, be it

"RESOLVED, That promoters of board tracks, making agreements as above, shall be required to apply to the chairman of the Competition Committee for regular sanctions, and pay for them in each instance, just as though no agreement were in existence. The agreements shall provide that the promoters making them shall not hold outlaw meets on their tracks or permit others to hold such meets; and furthermore, be it

"RESOLVED, That it shall be the duty of the chairman of the Competition Committee to withhold, suspend or cancel sanctions for violations of the rules, just as though no agreement as above referred to had been made; and furthermore, be it

"RESOLVED, That any and all rulings of the chairman of the Competition Committee involving the suspension, canceling or withholding of sanction shall be subject to appeal to the Board of Directors direct. That in the making or renewal of agreements, a promoter who has carried on motorcycle racing under F. A. M. sanction satisfactorily and fairly for the longest period shall be given the preference, and that no agreement will be made for a second board track within the distance above stated until the promoters of the first track have had ample opportunity to refuse a renewal of their agreement; provided always that promoter of such a track has satisfactorily lived up to the rules and regulations of the F. A. M.; and furthermore, be it

"RESOLVED, That the payment of fees for agreements as above mentioned, shall be made to the chairman of the Competition Committee, when the agreement is executed. All agreements shall provided that the track shall be completed and in operation not more than 90 days from the date of the agreement, after which the chairman of the Competition Committee shall be at liberty to issue regular sanctions to another board track either in existence and proposed; and be it further

"RESOLVED, That all fees collected for such agreements shall be turned over immediately to the National treasurer to be devoted primarily to the expenses of the Legal Committee up to one thousand ($1,000) dollars per annum, and thereafter, all sums in excess of one thousand ($1,000) dollars so collected shall go into the National treasury to be used at the direction of the Board of Directors; furthermore, be it

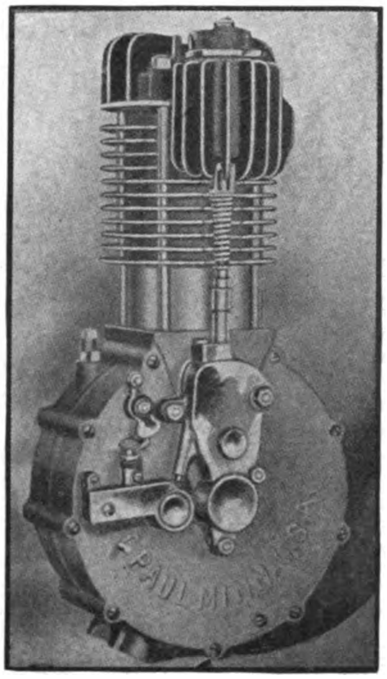
"RESOLVED, That the chairman of the Competition Committee shall co-operate with the chairman of the Legal Committee in drawing up a proper contract embodying the above provisions, and the chairman of the Legal Committee is hereby authorized to employ efficient counsel in order that such agreements may be so drawn as to protect the interests of all concerned."

1912 WAGNER SHOWS IMPROVED MOTOR

Exhausts Through Auxiliary Tube to Muffler Instead of Through Frame Loop as in Former Models—Wide Range of Options Provides Unusually Attractive Line for Coming Season.

AN interesting feature of the motorcycle display in the Chicago Show, which was not included in the New York exhibition, will be the Wagner line for 1912, embracing two standard models and five types. The improved "4-'12" model, with flat belt and idler or V-belt and free-engine clutch, is supplied with either magneto or battery ignition, and the popular "M" model may be had with the same transmission equipment and magneto or batteries. The fifth type is the "M" model with battery ignition and without free-engine clutch.

With the exception of a cylinder head of new design, which permits the exhaust gases to pass through an auxiliary tube to the muffler, instead of through the frame loop as in former models, and some minor mechanical refinements, the Wagner 4 h. motor is continued as in the past. It has a bore of 3¼ and stroke of 3⅓ in model "4-'12," and a stroke one-quarter of an inch shorter in model "M." Wagner motors are of the single-cylinder, vertical type with the head cast separately. The cylinder is secured to the crankcase by means of four vertical studs which pass through the cylinder head and are surmounted by nuts. The cooling flanges are deep and very thin so that the best radiation is insured. The piston carries three rings, two at the top and one at the bottom, with a wide oil groove between them. The "I" beam connecting-rod is drop-forged, and the fly-wheels are large and well balanced. High-grade aluminum is used in the crankcase which is guaranteed oil-tight. Compression relief valves are provided in both the cam case and crankcase. The valves are of large diameter, made from nickel steel, and the exhaust valve is heavily re-inforced at the neck. The inlet valve is automatic.



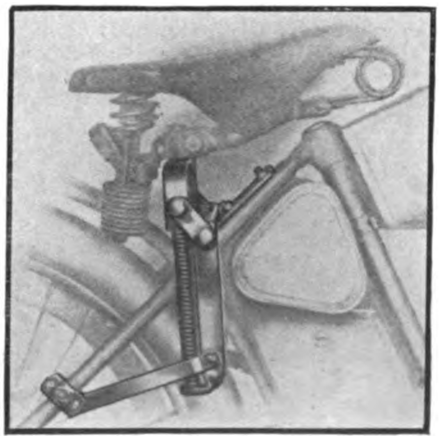
Wagner R. F. D. Equipment.

The machines show the well-known Wagner diamond loop frame, recognized as one of the sturdiest on the market, and either a shock-absorbing fork or the Wagner rigid twin type may be had. The special construction of the latter affords unusual strength and rigidity. The auxiliary fork is made of Shelby seamless steel tubing and the cushion springs are long and large; recoil springs are provided to absorb reaction and vibration. The rocker plates have wearing surfaces of full width and there is no tendency toward side-sway. Positive lubrication to all working joints is provided through oil cups. The shock-absorbing fork is regular equipment on all models with 2½-in. tires. The Wagner rigid twin fork and 2¾-in. tires will be furnished, when specified.

Lubrication is by vacuum hand force pump or automatic sight drip feed. For the former the pump handle is located on top of the tank within easy reach; there are no valves to open and at one stroke the pump fills automatically, the charge being then forced to the crankcase. The force pump will be regular equipment, but when specified the automatic drip feed will be furnished without extra charge.

The Schebler carbureter is a special model designed with particular regard for the requirements of the Wagner machines, and is credited with unusual economy and flexibility. The battery

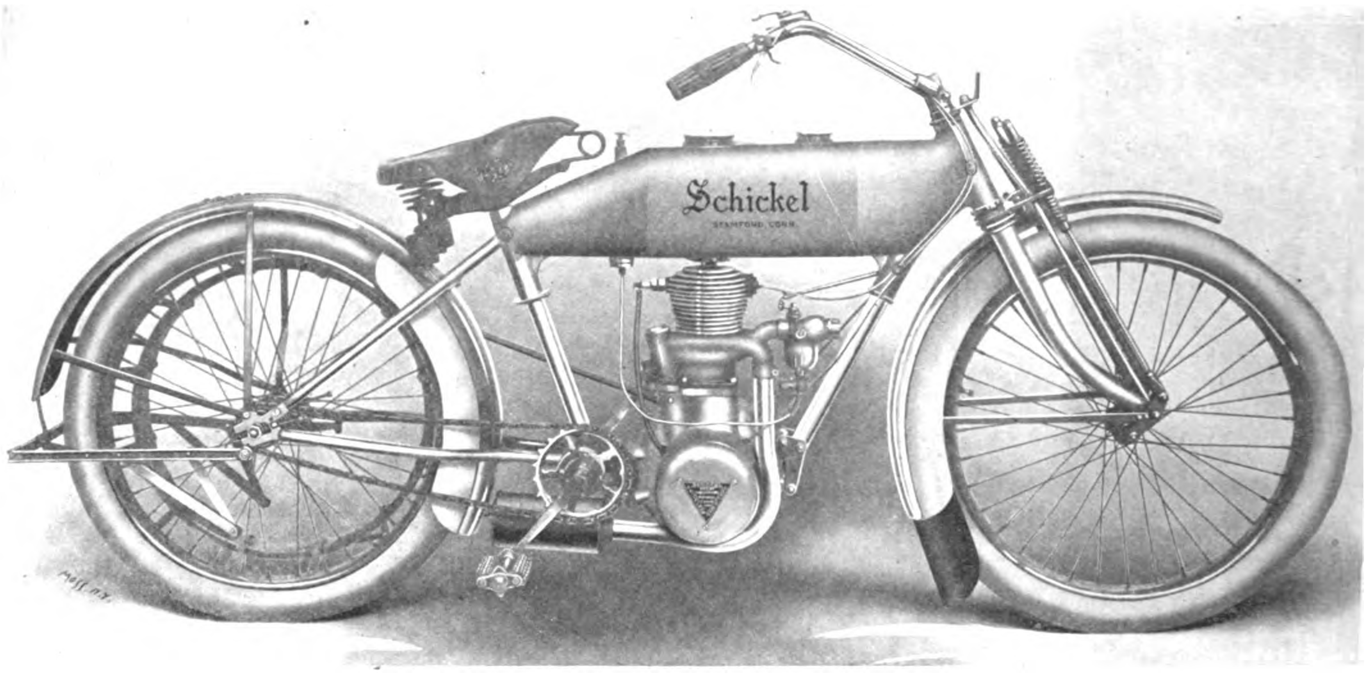
(Continued on page 36.)



Wagner Spring Seat.

SCHICKEL

VALVELE
TWO-STRO



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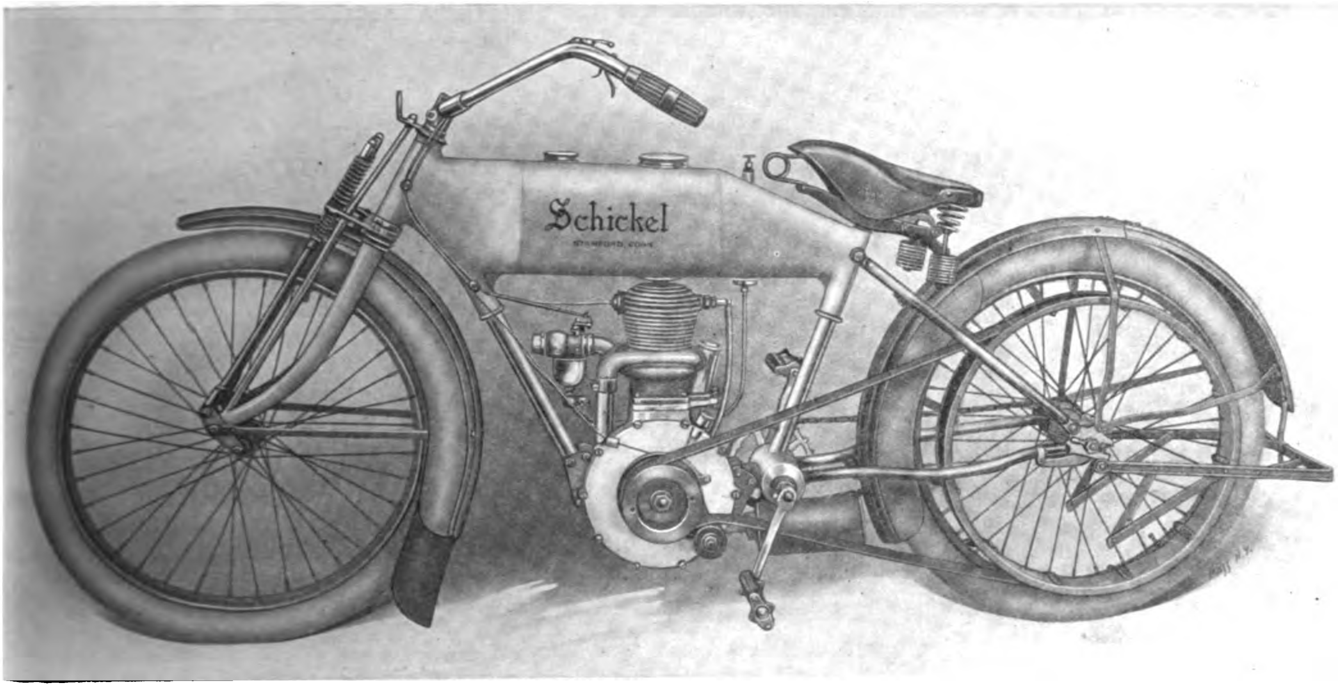

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models are equipped with three dry cells which are carried in a water-tight case between the seat-mast tube and the rear fork. The coil is carried in another compartment under the battery case. On the magneto models the Herz instrument is used.

Transmission on both models is by belt. Both pulleys on the flat belt types are heavily lagged with tough, waterproof leather. The rear pulley is rolled from one piece of high-grade steel and is of exclusive Wagner design. The rear lagging is endless and stitched, another Wagner feature worthy of note.

The Troxel-Eagle saddle is standard equipment, and a spring seat attachment is provided at an extra charge of $5. The machines are fitted with the Eclipse brake and New Departure front hub. In both models the wheels are 28-ins. With the Wagner twin fork 2¾-in. tires will be regular equipment; with the shock-absorbing fork a 2¾-in. tire will be fitted on the rear wheel for $1.25 extra. M. & W. Nobby tread tires will be supplied on both wheels for $2.40 extra. On the "4-'12" model 28 x 2½ United States or Goodyear heavy studded tread tires are standard, and on the "M" model Goodrich or United States 28 x 2½-in. tires are fitted regularly.

The "4-'12" model is offered with French gray finish only, and the "M" model may be had in either French gray or Wagner red. Following are the prices, f. o. b. factory: Battery model, "4-'12," flat-belt and idler or V-belt and free-engine clutch, $175; same model with magneto, $200; model "M," battery ignition, flat-belt and idler or V-belt and free-engine clutch, $165; same model with magneto, $185; model "M," battery ignition, without free engine, $160.

ALLENTOWN OFFICERS.

FOLLOWING are the officers of the Allentown (Pa.) M. C.: E. A. Hagenbuch, president; Harry I. Albright, vice-president; Charles Geisinger, secretary; Henry M. Shelly, treasurer; Lloyd Taylor, captain; Charles Siegfried, first lieutenant; Morris Fillman, second lieutenant; H. F. Schubert, bugler; William McClosky, color bearer; Robert Ruch and Edward Strauss, mechanicians.

NEW ZANESVILLE STAFF.

WILLIAM WILLIAMS heads the official staff of the Zanesville (Ohio) M. C. for 1912 and his associate officers are as follows: Earl Garrett, vice-president; Lee Malone, secretary; J. S. Whitworth, treasurer; Clarence Stouder, captain; William Heydenrich, lieutenant.

MOTORCYCLES IN DEMAND.

ALL motorcyclists in Germany are now subject to an order to report with their machines for military duty owing to elaborate plans which are being perfected as a result of the country's strained relations with several of the European powers.

NOT AFRAID OF BLIZZARD.

EVEN the blizzard that swept St. Louis, Mo., during the week of January 8 failed to dampen or cool the enthusiasm of the members of the South Side M. C. who turned out in large numbers to their annual banquet and installation of officers. The banquet was held on the evening of January 12. Mr. Cornwall, acting as toastmaster, called upon every member for a short speech and none failed to respond. Referring to the outlook for the coming season Mr. Cornwall suggested that the club should have permanent quarters and the boys took up the idea with enthusiasm. It is likely that a committee will be named at the next meeting to devise ways and means of obtaining suitable rooms.

SEATTLE OUTLOOK BRIGHT.

SEATTLE, WASH.—Seattle motorcycle dealers report having had much more satisfactory business in 1911 than during 1910. Several have outgrown their present quarters and in the near future a number of important changes will be made in motorcycle row.

Seattle's boulevard system has been greatly improved during the past few months, and this in a way has had a tendency to increase sales. Collections are reported good. Dealers report an abundance of good prospects and are making preparations for a busy spring. The coming season will be the busiest Seattle motorcyclists have known.

IN KANSAS CITY.

A special squad of rifle-armed police on Merkels and Indians, make matters interesting for law-breakers in Kansas City. The eight husky individuals shown in the picture to the left are putting a Merkel to one of the severest tests to which a motorcycle has ever been subjected. The Spartan belt is the transmission equipment.

MOTORCYCLE AND BIPLANE

Two Photographs, Taken at Widely Separated Points, are Combined to Produce Novel Effect.

TWO negatives went into the making of the accompanying photograph, which shows George W. Cooper, a Chicago motorcyclist, in the foreground, and Beatty, the well-known aviator, swooping about with his biplane in the background. The picture is forwarded by T. A. Cooper, of 532 Millard avenue, Chicago, whose interesting story of a tour by motorcycle from the Windy City to New York appeared in a recent issue of MOTORCYCLE ILLUSTRATED.

FOUR NEW NAMES ON MAKERS' ROSTER

Motorcycle Manufacturers' Association Now Has Twenty-One Members, All Primed for a Record-Breaking Season—Good Attendance at Busy Session in New York.

CONSIDERABLE business of importance was transacted at the winter meeting of the Motorcycle Manufacturers' Association, at the Hotel Astor, New York City, on January 11, not the least interesting feature being the admission of four new members, the Minneapolis Motorcycle Company, Minneapolis, Minn.; the Black Hawk Motor Company, of Rock Island, Ill.; the Henderson Motorcycle Company, of Detroit, Mich., and the Schickel Motor Company, of Stamford, Conn. The association now has twenty-one manufacturing firms on its roster.

When routine business had been disposed of there was a general discussion with reference to the results obtained during 1911 and the plans to be put into effect for the advancement of the motor two-wheeler in the current year. There was no end of enthusiasm and all the reports submitted tended to bear out the prediction that 1912 will mark the opening of a new epoch for the motorcycle, due to the distinctly favorable attitude now being assumed by the general public.

Referring to the trade outlook, on behalf of the association, President A. B. Coffman said:

"Having finally overcome the bulk of the prejudices which were entertained by the public at large the motorcycle enters upon the 1912 season with every prospect of establishing a new record for popularity, and consequently for sales. No longer can it be claimed consistently that the motorcycle is dirty, noisy and undependable; years ago there may have been some excuse for such a classification, but these terms do not apply to the up-to-the-minute single-tracker any more than they do to the modern touring car. In short, we have obviated and lived down the only serious faults laid at our door, and this fact is being recognized from coast to coast.

"With the fundamentals of construction well established manufacturers have been called upon to do little more than refine their products for the last year or two, and this refining process has developed a line of machines as attractive in exterior makeup as they are dependable in operation. The machines are right and the prices are right and as for sales—well, let the 1912 season tell its own story.

"The Motorcycle Manufacturers' Association is well satisfied with the progress made during the last year and we are convinced that the business of 1912 will prove as satisfactory to the makers as to dealers and riders. Our association has been, and will continue to be, active in furthering the interests of retail dealers throughout the country, and every movement calculated to advance the motorcycle and the interests of its followers will have our best attention. Now let us have co-operation."

President A. B. Coffman (Consolidated Manufacturing Company), Toledo, Ohio, occupied the chair at the meeting and the others present were as follows: George M. Hendee and F. J. Weschler (Hendee Manufacturing Company), Springfield, Mass.; J. A. Handin (Aurora Automatic Machinery Company), Chicago; W. G. Schack (Emblem Manufacturing Company), Angola, N. Y.; Arthur Davidson (Harley-Davidson Motor Company), Milwaukee, Wis.; J. F. Cox (Pope Manufacturing Company), Hartford, Conn.; W. F. Remppis (Reading Standard Company, Inc.) Reading, Pa.; W. A. Johnson (Pierce Cycle Company) Buffalo, N. Y.; H. N. Kirk (Excelsior Motor Manufacturing and Supply Company) Chicago; Jesse Campbell (New Era Auto-Cycle Company), Dayton, Ohio; C. B. Knudsen (Minneapolis Motorcycle Company), Minneapolis, Minn.; W. T. Marsh (American Motor Company), Brockton, Mass.

THREE PITTSBURGH SHOWS.

PITTSBURGH is to have three automobile shows during the next two months, opening on January 27, February 3 and February 17. They will be held in the spacious Duquesne Garden and Exposition Hall. It is stated that motorcycles will figure in each of the shows.

A ROAD race from Wichita, Kan., to Topeka and return, 240 miles, is being planned by the Wichita M. C. for July 4.

CYCLE JOBBERS DISSOLVE

Failure to Decide Upon Plan for Incorporation Leads to Formal Dissolution at New York Meeting.

FOLLOWING the decision that a satisfactory plan of incorporation could not be agreed upon, the National Association of Cycle Jobbers was formally dissolved at the meeting held in New York City on January 11.

A plan for incorporation was taken up and discussed and finally referred to the directors who went into executive session. They submitted a report to the effect that as the association could not decide upon arrangements for incorporating steps might properly be taken to dissolve the body. A resolution to this end was introduced and carried. Later it was stated that the cycle jobbers may form another organization along social lines in the near future.

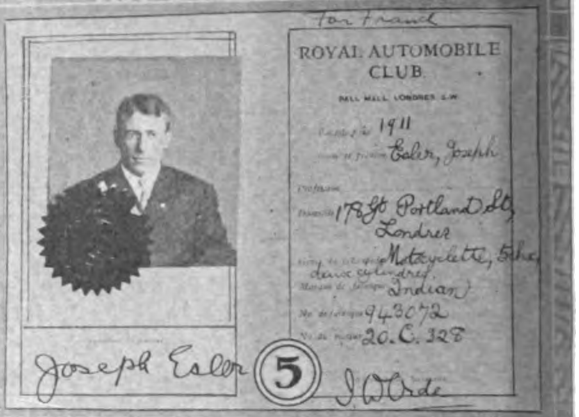
RACES for Washington's Birthday are being planned by the Charleston (S. C.) M. C. Entries are encouraging and a lively progam is expected.

MOTORCYCLE *in* EUROPE

①

②

1. HEART OF SWISS MOUNTAINS —NEAR GOSCHENEN.
2. SCENE AT LAKE COMO IN ITALY.
3. BIRTHPLACE OF STREIFF'S FATHER — THOME, SWITZERLAND.
4. SCENERY IN ITALIAN-SWISS MOUNTAINS.
5. IDENTIFICATION CARD.
6. TRAVELING PERMIT FOR HOLLAND.
7. TRAVELING PERMIT FOR BELGIUM.
8. FIFTEEN DAYS' TRAVELING PERMIT FOR BELGIUM.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for France

ROYAL AUTOMOBILE CLUB

PALL MALL LONDRES S.W.

1911

Esler, Joseph

178 Gt Portland St, Londres

Motocyclette, 5 h.p. deux cylindres

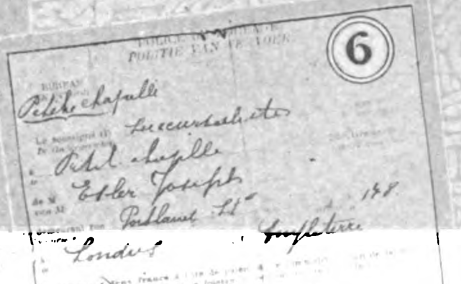
Indian

943072

20.C.328

Joseph Esler

J W Orde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POLITIE VAN VERVOER

Petite chapelle

Petite chapelle

Esler Joseph

178

Portland St

Angleterre

Londres

22 août

③

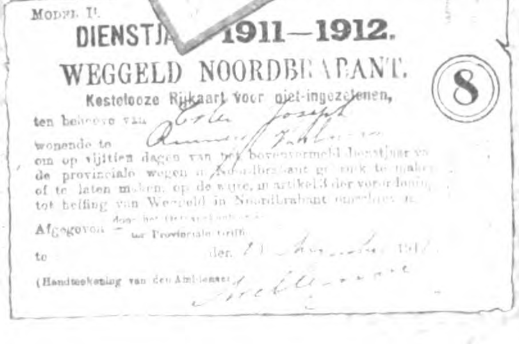
⑦

CERTIFICAT

Esler Joseph

Londres

④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MODEL I.

DIENSTJ 1911—1912.

WEGGELD NOORDBRABANT.

Kostelooze Rijkaart voor niet-ingezetenen,

ten behoeve van Esler Joseph

wonende te

om op vijftien dagen van het bovenvermeld dienstjaar van de provinciale wegen in Noordbrabant gebruik te maken of te laten maken, op de wijze, in artikel 3 der verordening tot heffing van Weggeld in Noordbrabant omschreven.

Afgegeven

te den

(Handteekening van den Ambtenaar)

Part VI—Zurich, Lucerne,

By JOSEPH

OVER fine roads and through a region of entrancing scenery, Esler and Streiff made their way out of the domain of the Kaiser and over the German border into Switzerland. They had remained beyond their allotted period of thirty days in Germany and were eager to test their machines on the Swiss trails. The present instalment of their story deals with experiences in the Alps and covers a trip by train through the famous St. Gothard tunnel. Without serious delays they chugged over the Italian foothills beyond the tunnel and then coasted down miles of well-kept roads and through quaint villages into the picturesque lake district of northern Italy, on the road to Milan.

On arriving in Strasburg, we lost no time in visiting the famous cathedral which, we were informed, was in course of construction for many years. Its cost can hardly be computed. When the Germans took Strasburg from the French in 1870, the cathedral was damaged to the extent of half a million dollars. A wonderful old clock in the structure still reckons time accurately. Whenever the clock strikes the hour, two huge bells ring in the strokes, so that they may be heard for miles in fair weather. We climbed to the top of the main tower, 331 steps, and enjoyed a fine view of the city.

Strasburg, with its little tile-roofed buildings, is most picturesque. We crossed the river Rhine over one of the many bridges, and our attention was called to numerous house-boats along the river banks. On investigating we

TOURING
PART SIX

St Gothard and Milan.

ESLER.

found them all occupied by women who were washing clothes. It was explained that the women paid a small sum for the privilege of doing their washing in this way, as it is much handier for them than doing the work at their homes. We also inspected many fine statues, one of them recently erected to Kaiser Wilhelm I., and another to the poet Goethe.

Moving Pictures Again.

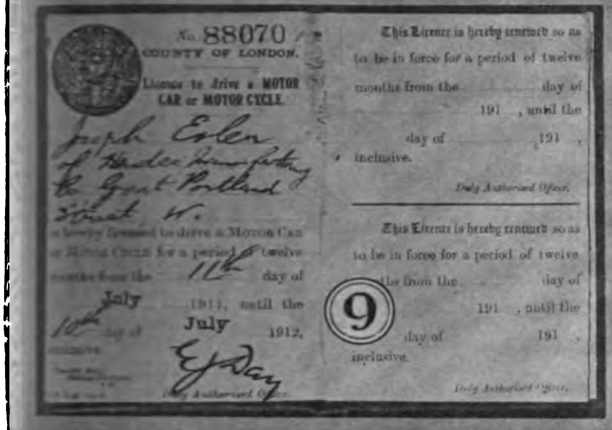
In the evening we visited a motion picture theater and again saw the film of Streiff riding into Berlin. The Pathe firm took these pictures and is sending them all over the world. When we retired that night, there was a heavy fog and we predicted rain for the next day. We left the city at 9 o'clock the following morning through the fog, Herman Doll, the N. S. U. agent, riding out with us. After traveling a short distance, Herr Doll struck a large dog and was thrown, but as he was riding a lightweight machine and going slowly, the only damage was a bent pedal.

Ten miles outside the city we bade our friend farewell and set out over a good road to Freiburg, 50 miles from Strasburg. Except for a few bad spots in the villages, the road was in excellent condition, and we made good time. We ate dinner in Freiburg, called on the N. S. U. agent, filled our tanks and headed for the Swiss border, 40 miles distant.

Farewell to Germany.

We were glad to leave Germany, not because we had failed to enjoy ourselves—our stay in the Kaiser's domain had been most pleasant—but because

9. LONDON COUNTY DRIVING LICENSE.
10. IDENTIFICATION CARD FOR HOLLAND.
11. MEMBERSHIP CARD IN ROYAL AUTOMOBILE CLUB.
12. INTERNATIONAL TRAVELING PASS.
13. ESLER IN THE ALPS.
14. ESLER WITH STREIFF'S UNCLE IN THOME, SWITZERLAND.
15. ESLER ON BANK OF BRUNNENSTATERSEE, SWITZERLAND.
16. STRIEFF AT ENTRANCE TO FAMOUS SWISS TUNNEL.


No. 88070

COUNTY OF LONDON.

Licence to drive a MOTOR CAR or MOTOR CYCLE.

Joseph Esler of Hendee Manufacturing Co Great Portland Street W. is hereby licensed to drive a Motor Car or Motor Cycle for a period of twelve months from the 11th day of July 1911, until the 10th day of July 1912, inclusive.

E J Day
Duly Authorised Officer.

This Licence is hereby renewed so as to be in force for a period of twelve months from the day of 191 , until the day of 191 , inclusive.

Duly Authorised Officer.

This Licence is hereby renewed so as to be in force for a period of twelve months from the day of 191 , until the day of 191 , inclusive.

Duly Authorised Officer.

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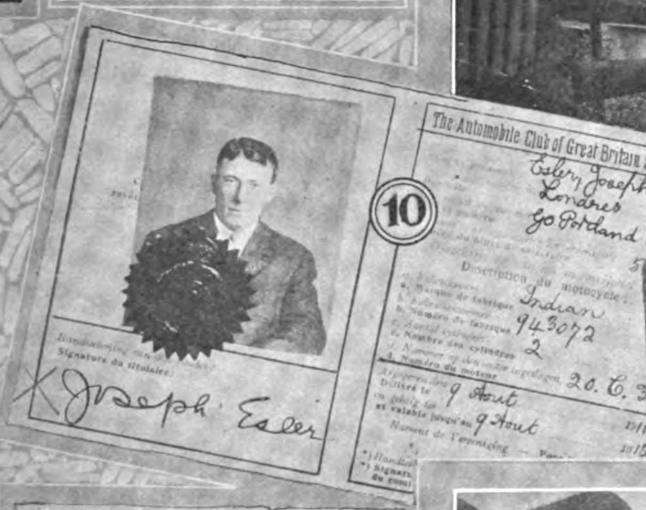
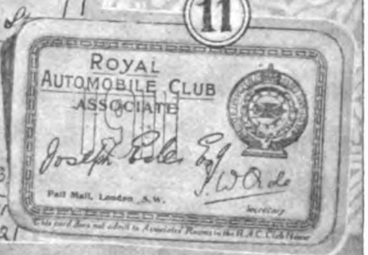

Signature du titulaire:
Joseph Esler

The Automobile Club of Great Britain and Ireland.

Esler, Joseph
Londres
90 Portland St

Description du motocycle:
a. Marque de fabrique Indian
b. Numéro de fabrique 943072
c. Nombre des cylindres 2
d. Numéro du moteur 20. C. 3
Délivré le 9 Aout 1911
et valable jusqu'au 9 Aout 1912

10


ROYAL AUTOMOBILE CLUB
ASSOCIATE
1911

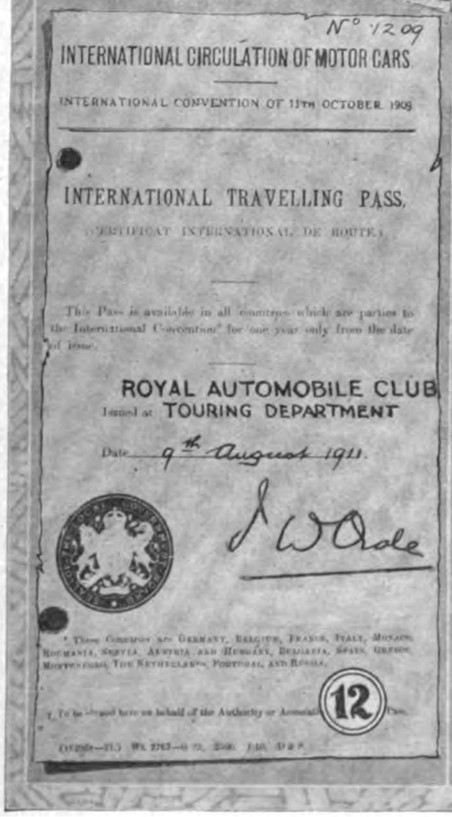
Joseph Esler Esq

Pall Mall, London, S.W.

J W Orde
Secretary

This card does not admit to Associates' Rooms in the R.A.C. Club House

11


No 1209

INTERNATIONAL CIRCULATION OF MOTOR CARS

INTERNATIONAL CONVENTION OF 11TH OCTOBER 1909

INTERNATIONAL TRAVELLING PASS.

(CERTIFICAT INTERNATIONAL DE ROUTE.)

This Pass is available in all countries which are parties to the International Convention* for one year only from the date of issue.

ROYAL AUTOMOBILE CLUB
Issued at TOURING DEPARTMENT

Date 9th August 1911.

J W Orde

* These Countries are Germany, Belgium, France, Italy, Monaco, Roumania, Servia, Austria and Hungary, Bulgaria, Spain, Greece, Montenegro, The Netherlands, Portugal, and Russia.

† To be signed here on behalf of the Authority or Association

12

15

16

we longed to get into the mountains of Switzerland. We rode over a fine highway to the German frontier, climbing into the foothills about 20 kilometers from the boundary line. We reached the German border at 4 p. m. and had our papers signed, showing a letter from the N. S. U. factory to explain why we had remained in the country over our period of thirty days. A short time later we were busily engaged in answering the questions of the Swiss officials. They stamped our triptyque, refused a tip from Streiff and started us on our way.

In five minutes we were in Basel, where we hunted up the N. S. U. agent, Friederich Banscher, and put up for the night. After eating we enjoyed an automobile trip with the agent, and attended a meeting of the Basel motorcycle club. One of the subjects discussed was the quality of Swiss gasoline. They refer to its gravity test in hundreds, 680 or 700, for instance, instead of 68 or 70, as we do in the States. Gasoline in Switzerland costs about twice as much as in the United States, and the quality is no better.

On the Road to Zurich.

We were ready to start at 9 o'clock the next morning, but a heavy rain held us up for several hours. When the weather improved, we set out for Zurich. Talk about mud! It reminded us of the far-famed gumbo of Illinois and Missouri. We covered only ten miles in an hour. We climbed one bad hill and finally rolled into the city at 5 p. m. We had been told that we must ride more slowly in Switzerland, as the regulations were quite rigid, but we found it possible to cut out even a better pace than in Germany, slowing up only in the villages.

On the road between Basel and Zurich we noticed many carts loaded with casks of wine, the production of which is one of the chief industries of the district. In Zurich we placed our machines in the N. S. U. agency and hunted up friends of Streiff, Mr. and Mrs. Weber, who had returned to their native city after 22 years' residence in California. They received us warmly. We spent the following day in sightseeing with Mr. Weber as our guide. We climbed to the heights surrounding the city, and were able to see the snow-capped mountains in the distance. We lingered for some time to enjoy the wonderful view. In our walk we passed a fine hotel on the crest of a hill, its management being in the hands of the Women's Temperance Union.

A Trip by Train.

On Monday we gave the machines a careful inspection, as we realized that some severe grades would have to be conquered in the next stages of the trip. Streiff decided to visit an uncle who lives near Schwanden, 100 kilometers from Zurich, and as the roads were in poor condition following heavy rains, we made the journey by train. We left Zurich at 1.30 p. m. and rolled into Schwanden at 5 o'clock. Then we were obliged to do a little climbing in the hills, as Streiff's uncle lived at Thome, a short distance from the larger city.

On our arrival we were given a hearty welcome. Streiff's uncle made his home in California for 30 years, and returned to Switzerland four years ago to live with his aged father. We noticed that steel ties are used for some of the Swiss railroads, which shows that they are not behind the times. The equipment of the trains is better than we found in Germany, but far behind that commonly encountered in the United States. We traveled fifty miles for about fifty cents.

The Start for Italy.

When we turned out on the following morning, it was raining and a mountain trip which we had looked forward to was postponed. For weeks we had been in the rain belt, and now we were getting both rain and snow. We returned to Zurich by a train which required three hours and twenty minutes to cover the fifty miles. We spent the night at the Weber home, and in the morning went to the N. S. U. agency for our machines. At 11 a. m. we left Zurich for Lucerne, where we arrived in an hour and a half. There we saw the famous "Lowen Denkmal," the massive figure of a lion carved out of solid rock as a memorial to the Swiss soldiers who fell in the French revolution of 1792. Lucerne is one of the most popular resorts of Switzerland, and almost every second building is a hotel.

We rode along Lake Lowerzer to Schwiz, where we had to climb a very muddy hill. We reached Brunnen at 4 o'clock and filled our tanks with Swiss gasoline at 45 centimes a litre, about 40 cents a gallon. From Brunnen we traveled along the lake over a road cut out of solid rock, and passed through several tunnels. One of these rock tunnels is called Axenstrasse.

Impressive Mountain Scenery.

We passed many goats on the way, all with bells dangling from their necks, and were told that these animals gave a very fair quality of milk. As we proceeded the scenery became more impressive and many of the views held us spellbound. We were surprised to find that many of the Swiss recognized us at once as Americans. In Germany we had been mistaken for Danes and even for Italians, but the crafty Swiss seems to be better able to place his visitors. We rode for some time at from 20 to 30 miles an hour, but finally had to cut our pace down to about 10 miles, as the villages were very close together.

We left Amsteg, 74 kilometers from Zurich, at 5 p. m., and in the next two kilometers we climbed from an altitude of 1,697 feet to 3,019 feet, this height being reached at Gurtnellen. This was going up pretty rapidly, but there was more to come. We stopped for the night at Goschenen, 3,605 feet above sea level. The scenery in this district baffles description.

At St. Gothard Tunnel.

Goschenen is at the beginning of the famous St. Gothard Tunnel, through which the railroad runs to Italy. The tunnel is double-tracked and is about seven miles long. We were told that there was two feet of snow in the St. Gothard pass, and that we could not ride through on our machines. Accordingly we decided to go over by train.

Early on Thursday morning we left the hotel, bound for the Goschenen Alps, which could be seen plainly from the town. We walked for three hours, always climbing, and finally reached an altitude of 10,000 feet. Here we found a little colony of mountaineers who told us it was another hour's climb to the big glacier we had started out to see, so we decided to forego the pleasure of viewing it.

A Small World After All.

When we arrived back in Goschenen we pulled up at a hotel in time to encounter a young man who was carrying a huge pail of milk. We questioned him as to the rates in the hotel and during the conversation learned that he had lived in San Francisco, having left there when eleven years old to accompany his parents to Switzerland. Further inquiries elicited the information that his name was Joe Furger, and Streiff finally discovered that he and Joe had played together in Frisco as boys, thereby proving that the world is not such a big place after all.

We found that the charge for transporting our machines by train through the tunnel to Airolo, 15 kilometers, would be 30 cents, and our own fares 40 cents each. We emptied the gasoline from our tanks and were ready to start. In 30 minutes we were at our destination, where we quickly replenished our fuel supply from bottles which we had carried in our hip pockets. This is a plan which all foreign tourists may follow to advantage, as considerable trouble is caused through having to empty the tanks before placing the machines on trains and boats.

Quick Shift of Scenery.

On entering the tunnel at Goschenen the last words we heard were in German, and the first words to reach our ears on detraining at the end of our short ride were in Italian. With such rapidity are the scenes shifted in this wonderful country. The district south of the St. Gothard pass is peopled almost entirely by Italians, and the traveler might well imagine that he was already out of Switzerland. We began the descent at Airolo, 3,500 feet above sea level, and by the time we reached Biasca, where we stopped for the night, we had dropped over 2,000 feet. Our road followed the rushing and roaring Tessine river, and the downward ride was glorious.

It was our intention to ride beyond Biasca that day, but Streiff had a little trouble with his machine, and it was quite dark when we reached the town. We stopped at an Italian hotel, but experienced difficulty in obtaining sleeping quarters. Fortunately, however, we found some German-Italians, who helped us to make our wants known.

Over the Italian Border.

We left Biasca at eight the next morning bound for Milan, 154 kilometers distant, over a good road. After passing through Lugano, a noted resort, we encountered stiff grades in the foothills of the Italian Alps. Streiff made the ascent by dismounting several times and using his two-speed continuously, but my free engine clutch was out of order and my spark control disarranged and I could not make headway. As I sat by the roadside, the driver of an automobile offered me a tow and I jumped at the offer. I hitched onto the car with two straps, and so made the remainder of the climb.

To our surprise the descent was much less precipitous than we had expected, and we rode through many villages with narrow cobbled streets without incident. The highways were always crowded with men, women, children, carts and donkeys, and even cows, but we managed to avoid hitting any of them. We reached the Swiss border at 2 p. m. and passed the customs officials. Then we pushed our machines over to the Italian customs office. We expected all kinds of trouble here but did not experience any. An Italian who had worked in the United States assisted us, and we were soon allowed to pass. The only fee charged was 50 centimes (10 cents).

In the Lake Region.

We jumped onto our machines and headed for Como, one of the principal cities in the north Italian mountain country. It is on the shore of Lake Como, ranked as one of the most beautiful of the Italian lakes. One of the highest hills in this district is ascended by a cog-wheel railroad called "Funicolare." As we were riding out of the town I heard a racket on my machine and discovered that the engine sprocket had lost all of its teeth. As I did not have another I was obliged to put up in Como overnight.

Streiff continued on his machine to Milan, where I found him the next day at noon. While we were on our way to the agency where Streiff had his machine on display, we saw what appeared to be a fire engine, but it proved to be a huge milk can swung between two wheels and drawn by a horse. It was the queerest looking outfit we had yet seen. We had some trouble in finding a lodging place, but finally obtained a room, and the next day being Sunday, we enjoyed a rest.

CORTLAND TO HAVE MEET.

THE Cortland (N. Y.) M. C. has applied for a sanction to cover a race meet at the Cortland County Fair Grounds on July 4. Seven events are slated and plans are under way to make the meet the most successful one ever held in Central New York. By way of offering inducements to the fastest riders in the East the club is going down into its treasury for prizes to the value of $495.

PLAN RACING LEAGUE.

CLUBS in Richmond, Muncie, Indianapolis, Anderson, Marion and Rushville, Ind., are considering the organization of a league to promote motorcycle meets at several points in the Hoosier State.

INSPECTOR ON MOTORCYCLE.

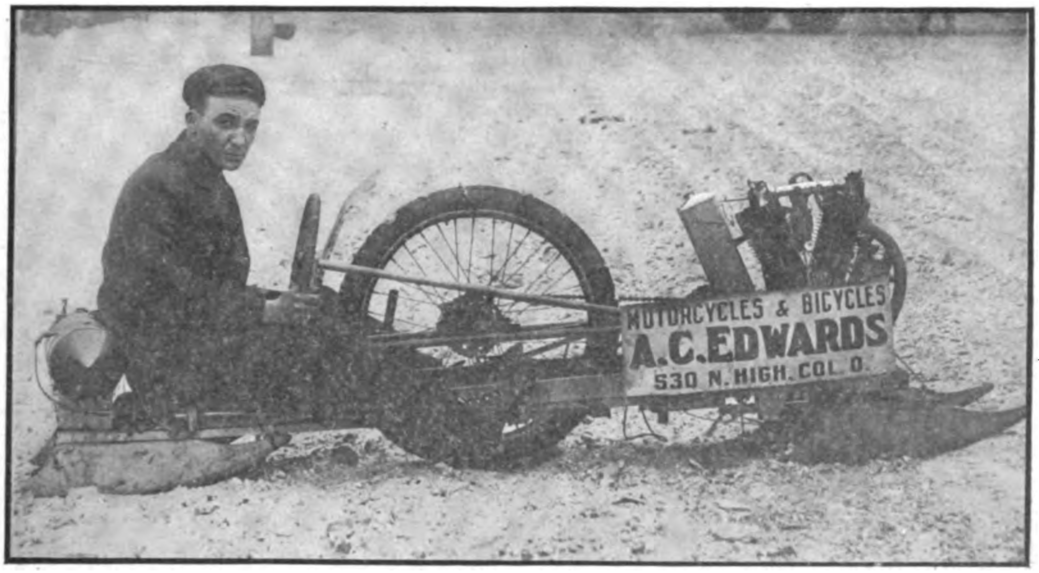
JACKSONVILLE, FLA., has purchased a motorcycle for the use of its inspector of building materials and sidewalks.

Peter Cefalin, Atlanta, Ga., and "lady" on a Flying Merkel.

MANY TACOMA PROSPECTS.

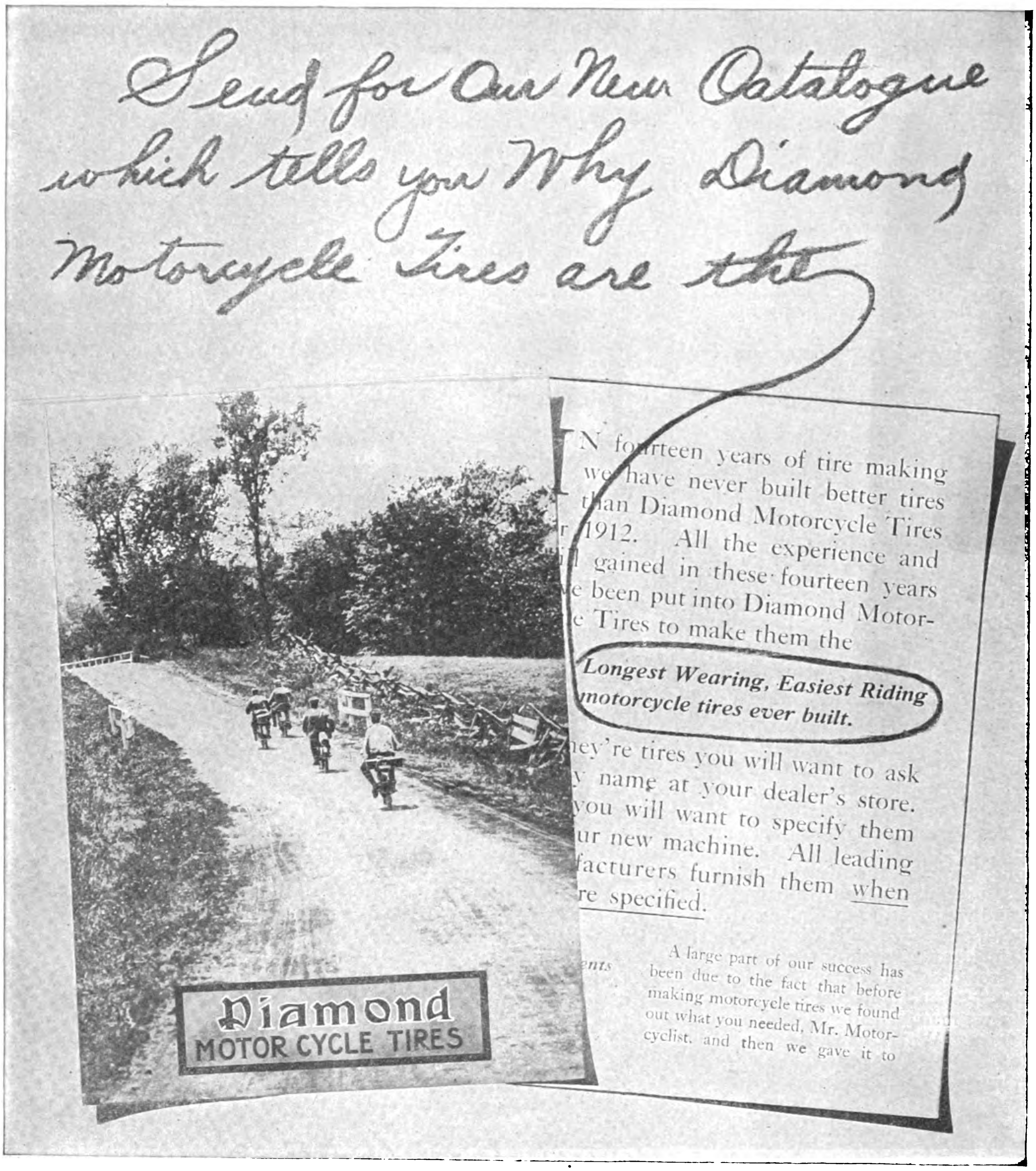
TACOMA, WASH.—During the past few months Tacoma's motorcycle dealers have made enviable sales records and they report conditions considerably better than during the same period in 1910. While a good many machines of the various makes have been purchased in this city a greater number have been purchased for use in the small towns in this vicinity. The dealers report more good prospective purchasers this year than ever before. A great deal of work has been done in Tacoma during the past year in improving and paving the streets and this has had a tendency to increase the sale of machines.

IT is likely that the two assistant chiefs of the fire department in Reading, Pa., will soon be equipped with motorcycles.



A MOTOR-DRIVEN SLEIGH.

ONE of the most unique contrivances ever propelled by a motorcycle engine is the sleigh shown in the accompanying photograph and operated by A. C. Edwards, an inventive dealer, of Columbus, Ohio. Edwards writes that he has attracted much attention as he chugged through the streets, and it is easy to credit this statement. He reports that he has been unable to learn the speed possibilities of the outfit owing to heavy traffic in the city but states that he has covered about 35 miles an hour with the throttle almost closed, and he has found the sport fascinating.



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IN fourteen years of tire making we have never built better tires than Diamond Motorcycle Tires r 1912. All the experience and l gained in these fourteen years e been put into Diamond Motor-e Tires to make them the

Longest Wearing, Easiest Riding notorcycle tires ever built.

ey're tires you will want to ask y name at your dealer's store. you will want to specify them ur new machine. All leading facturers furnish them when re specified.

ents

A large part of our success has been due to the fact that before making motorcycle tires we found out what you needed, Mr. Motorcyclist, and then we gave it to

DIAMOND RUBBER COMPANY, Akron, Ohio

I want to get the most mileage from tires—I prefer easy riding. Send me your 1912 catalogue, which gives full information on these points.

M.I.

I RIDE..

I SELL..

NAME..

STREET..

CITY AND STATE..

MOTORCYCLE ILLUSTRATED

THURSDAY
JANUARY 25, 1912
VOL. 7 NO. 2

¶ Published every other Thursday at 51 Chambers Street, New York. ¶ Home Subscriptions $1.00; Foreign Subscriptions $2.00; Single Copies, 10 Cts.

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J. LEO SAUER . . . . . . President
H. N. CONDICT . . . . Secretary

CIRCULATION, 10,925; NET, 9,250

BOARD TRACK FRANCHISES.

THE keynote of the recent board track franchise session of the F. A. M. directors was: "We are experimenting; let us take no long chances." The result was that the directorate authorized the making of exclusive franchise agreements for a period of one year at a time, said agreements to be renewable under certain conditions entirely within the control of the chairman of the Competition Committee.

There may be some objection to fixing the distance at twenty-five miles. On the other hand, the directors expect to be criticized by promoters for their insistence upon confining the term of absolute exclusiveness to one year. In the mind of the writer, these two criticisms balance one another, and make the resolutions the best that could be adopted in view of the uncertainty which attaches to the entire proposition.

It may develop that no promoter will accept the provisions of these resolutions and that builders of board tracks will decide instead to take their chances with the ordinary sanctions and leave their enterprises open to possible competition. It were just as well perhaps to have this occur and, in the interval, give the directors an opportunity to place the entire matter before the National Assembly next summer. Conservatism characterized the attitude of the Board towards the two resolutions before it, and every proposition that smelt of radicalism was quite summarily rejected. If board track promoters do not like the resolutions, they can easily afford to wait until the time when, if ever, the F. A. M. will have something better to offer.

AN F. A. M. UNIFORM.

A. B. COFFMAN'S suggestion, offered to the Federation's Board of Directors, that the F. A. M. adopt an official uniform, finds instant favor in the eyes of all who are trying to elevate the plane of the sport. Clothes may not always make the man, and still half of the value of the impression made by the motorcyclist upon the bystander and prospect rests with the former's appearance. The other fifty per cent. has to do with the diminution of the volume of noise produced by the motor's exhaust. It isn't surprising, therefore, that the president of the Motorcycle Manufacturers' Association should propose that the F. A. M. take action to the end of inducing its many thousand members, by standardizing their riding habits, to supply the sport with the appearance of greater cleanliness and a higher degree of personal self-respect.

Given noiseless machines, operated by attractively-clothed riders, and the last word will have been spoken for the universal popularization of the motorcycle. The directors of the F. A. M., as may well have been anticipated, are heartily in accord with the sentiments expressed by the gentleman from Toledo, and the adoption of an F. A. M. uniform, fully adapted to the requirements of the sport and of such specifications as to afford the clothing manufacturers an opportunity to produce moderately-priced official suits, is now practically assured. In other words, the Federation, by establishing a standard, will promote the sale of neat and durable uniforms by those whose business it is to make motorcycle clothing. The F. A. M. will simply set its seal of official approval upon a suit or suits of a certain description, and it is more than likely that such action by the Federation will greatly benefit the manufacturers and, to a much greater degree, the sport throughout the country.

SERVICE.

SALES MANAGER KNUDSEN, of the Minneapolis Motorcycle Company, called on us recently and, in the course of a most interesting conversation, relieved his mind of two or three very clever sales ideas. After no little urging—for Knudsen is modesty personified—he promised to put his views in writing one of these days, for publication in the columns of this paper. We can assure our readers of something out of the ordinary.

Without attempting to anticipate one of the strongest points emphasized by the Minneapolis manager of sales, we cannot help expressing our cordial agreement with him in his opinion that perhaps the greatest general need of the trade at the present time is *better service after* the sale has been made. The best possible service is the *sine qua non* of the motor trades and, for reasons one need not go far to find, it is not what it ought to be in the motorcycle business. There are a few strikingly creditable exceptions to prove the rule, but, generally speaking, there is no department of this industry in which there is more room for improvement.

A reliable machine, effective publicity and an energetic, harmonious sales organization are, of course, indispensable. But the responsibility, or rather the opportunity, of the manufacturer does not stop there. Marketing facilities have already been brought to a high state of efficiency, but the service subsequently rendered to owners is not what it should be. Dispatch in the filling of orders for parts is a crying need (a few cases always excepted), while woefully lacking is that close co-operation between rider, dealer and manufacturer to the end of giving the former the service to which he is entitled, and of making him an enthusiast, not merely for a month or a season, but for years.

The motorcycle is subject to terrific wear and, if not given proper attention, rapid deterioration in value. The guarantee which it carries should therefore mean something. It is true that small manufacturers find it difficult to have representation wherever necessary, and also that the average dealer is not so situated as to meet anything above the most ordinary part replacement and repair requirements of riders. But the fact remains that the attractiveness of this sport, and the value of the motorcycle as a commercial vehicle, will be measured largely by the character of the service rendered to the owner. To be eminently successful the manufacturer must first solve the service problem.

INDIANAPOLIS BOOSTERS TAKE NEW GRIP

Indiana Club is to Be Reorganized and Plans Are Being Considered for Board Saucer and a 200-Mile Speedway Race—Spirited Conference of Manufacturers, Dealers and Riders.

WITH a view to developing new interest in motorcycle affairs in Indianapolis, Ind., manufacturers, dealers and riders of the Hoosier capital held a conference on January 14, from which a number of important movements will probably result. There was talk of a reorganized club to be conducted on a broad basis, and to include, if possible, all the riders of the city, and plans for a board saucer and a 200-mile race on the Indianapolis Speedway were among the other topics discussed. The reorganization of the Indiana M. C. is assured, and the outlook for the other projects is quite promising. The meeting was brought about by W. A. Gibson, of the Empire Tire Company, and was held at the Hotel Denison.

Of late interest in the affairs of the Indiana club has lagged, and a disagreement over the advisability of serving intoxicants in the club headquarters caused a further falling off in attendance at the meetings. At the recent conference it was decided that dealers should be placed on the board of directors—which is contrary to the club's policy in the past—and that intoxicants should be barred from the clubrooms. The dues will be reduced about one-half, and it is believed that the membership can be boosted to 200. The present dues are $12 a year, with a $2 initiation fee. There are now 750 licensed motorcyclists in the city.

While the board track proposition is as yet rather nebulous, the dealers believe it can be brought to a head, and there is talk of organizing a stock company to finance the scheme. Committees have been named to communicate with track officials in other cities in order that full information may be at hand when the Indianapolis boosters meet again. The matter will receive further consideration at a session of the reorganized Indiana club to be held following the Chicago show. This meeting will be preceded by a banquet in the Hotel Denison, in Indianapolis. Harry Graf, Erwin Baker, John Merz and J. Kinney have been named as a committee to attend the Chicago show and talk with men of board track experience.

While in Chicago the same committee is to confer with the manufacturers concerning the proposed 200-mile speedway race. If the plan is looked upon with favor by the manufacturers it is likely that the Indiana club will take steps at once to stage the big event. It is stated that plenty of backing is at hand for such an underaking.

Two sites have been mentioned as suitable for the proposed board track. One is the old Wonderland Amusement Park and the other is a tract just west of the ball park.

SNYDER SUBMITS REPORT

After Attending New York Show, Columbus Booster Thinks His City Can Land F. A. M. Meeting for 1912.

UPON the return of W. H. Snyder, manager of the American Machine Company, from the New York Show, the Columbus (Ohio) Motorcycle Club and business organizations of the capital city, started an active campaign to secure the 1912 meeting of the F. A. M. The claims of Columbus will be based, to a great extent, on the fact that the city possesses an unusually good dirt track.

Another point advanced by those campaigning for the assembly is the excellent hotel facilities of the Buckeye capital. Columbus is easily accessible from all parts of the East and Middle West, and riders from the Atlantic seaboard and as far west as St. Louis can reach Columbus in from one to four days' riding. All the riders in Ohio, including those of Cincinnati, Toledo, Cleveland, Dayton and Springfield, would like to see the convention brought to Columbus.

The roads of the Buckeye State are becoming known as some of the best in the Middle West. This is true especially in the central part of the State. The people of Columbus, and, in fact, Ohioans in general, are known for hospitality, and a special effort will be made to show the members and visitors an excellent time should the city be chosen by the F. A. M. for the next convention.

HEIL NEEDS ASSISTANT.

NORMAN E. HEIL, agent for Flying Merkel, Reading-Standard, Marvel and M.-M. motorcycles in Bergen and Passaic counties, New Jersey, has engaged Harvey Snyder to assist him in keeping up with the sales of these popular makes throughout his territory during the coming season. Snyder, who entered upon his new duties on January 22, has had wide experience in the motorcycle trade and is a valuable addition to Heil's staff. The latter opened his present headquarters about a year ago at Van Houten and Washington streets and was soon carrying on a large business. Of late he has made improvements in his salesroom and shop, and riders in his district will find him prepared to meet their every requirement for the 1912 season.

AKRON CLUB'S MOTTO

"Something Doing All the Time" is Slogan of Hustling Squad Which is Booming Motorcycle in Ohio City.

THE motto for the Akron (Ohio) M. C. this year is: "Something doing all the time." The competition and tours committees are already striving to find new stunts to keep the boys busy during the summer, while the social committee is not permitting interest to lag throughout the winter months. The clubrooms are now in shape. The pool table has been re-covered and given a general overhauling; additional furniture has been purchased and a new porter is on the job.

A bowling series is now in progress between the singles and the twins—or single and married members. No one has bowled many scores over 300, and at present each side has won and lost three games. On Saturday, January 20, about twenty members enjoyed a sleigh ride to Henry's Hotel, six miles from the city. After eating a chicken dinner the boys told stories, and shortly after midnight we were again gliding over the road to the music of the sleigh bells. About a score of the members, in a body, are going to attend the Cleveland Auto Show in February.

At the annual election officers were named as follows: Clyde B. Mitchella, president (reelected); Floyd A. Fleming, vice-president; Bert Waltz, secretary; Julius J. Blank, treasurer; Al. Bertele, trustee; Herbert Griffin, road captain; Charles Starner, road lieutenant.

Meeting nights have been changed to the first and third Tuesdays of every month. The dues have been lowered and the initiation fee raised.

READY FOR BANQUET

Maryland Club Will Have Its Attorney as Guest of Honor at Annual Feast, to be Held on January 31.

BALTIMORE, MD., Jan. 20.—The members of the Maryland M. C., unable to do any riding owing to the extremely bad weather of the past few weeks, have gotten together and formulated plans for the annual banquet of the club, which will be held on Wednesday, January 31, at the New Howard Hotel. The committee in charge, consisting of H. E. Snyder, John N. Carroll, Jr., Alvin Nusbaum, Samuel Congdon and Howard A. French, is working hard to make the affair a big success. There will be speaking, of course, and a vaudeville entertainment will be provided to enliven things just a little. The guest of honor will be Osborn I. Yellott, the club's attorney.

PATTERSON'S SHOW DISPLAY.

THAT motorcycles will not be overlooked in the Brooklyn Automobile Show, to be held in the Twenty-third Regiment Armory, on Bedford avenue, February 24 to March 2, is due to the enterprise of A. H. Patterson, the progressive Brooklynite, who holds the Indian, Pierce and New Era agencies for his territory. Mr. Patterson has contracted for a space 34 by 17 feet, in which he will display the new models of the machines mentioned, as well as tri-cars and samples from the full accessory line to be found in his busy headquarters. For years past Patterson has been preaching the advertising and general activity doctrine in connection with the motorcycle trade—and practising what he preaches. As a result it is difficult to find him when he is not on the jump trying to meet orders and keep up with repair work. He extends a cordial invitation to riders throughout the metropolitan district to drop in on him during the Brooklyn show.

P. J. CARLTON will continue to handle the Emblem machine in Cleveland, Ohio, for 1912.

THE RECORD OF A WEEK.

ANOTHER week's additions to the list of registered F. A. M. repairshops: F. P. Fentress, 947 Commerce street, Tacoma, Wash.; Greenough & Greenough, 24 King street, Charleston, South Carolina; A. J. Gladwell, 207 South Main street, Lima, Ohio; Motorcycle & Supply Co., 42 Walton street, Atlanta, Ga.; Charles S. Cobb, South street, Plainville, Mass.; Kenton Motorcycle Co., 122 South Detroit street, Kenton, Ohio; The Petmecky Co., 505 Congress street, Austin, Tex.; P. J. Arbuckle, 813 Ninth street, Greeley, Col.; American Motor Company, 2724 Michigan avenue, Chicago, Ill.; Consolidated Manufacturing Company, 145 Michigan street, Toledo, Ohio; D. & M. Hardware Company, Hortonville, Wis.; A. L. Johnson, 311 North Fourth street, Rockford, Ill.; R. L. Davis, 911 West Broadway, Louisville, Ky.; B. L. Howell, 27 North street, Danville, Ill.

ACTIVE CLUB IN ERIE.

DESPITE inclement weather twenty-five members of the Erie (Pa.) M. C. attended the last meeting of the organization when the new officers were elected. The staff is made up as follows: George Beheringer, president (re-elected); William Edwards, vice-president; A. D. Beckman, corresponding secretary; Charles Imhoff, financial secretary; E. J. Gallagher, treasurer; Clyde Weigel, road captain, and F. Heidt, lieutenant. F. Farrell and C. Brown were named on the executive committee, and George Frye was made press agent.

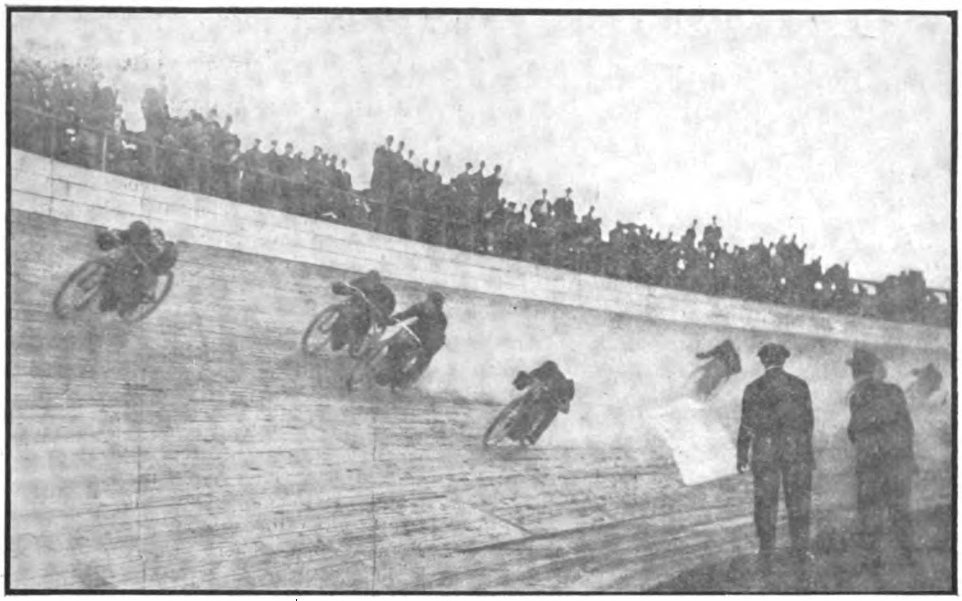
Following the meeting addresses were delivered by President Beheringer and several of the other officers. The past season proved a highly successful one for the club, and there are indications that it will be even more active during 1912.

MARIETTA OFFICERS.

THE annual election of officers of the Marietta M. C. took place on January 5, 1912, the staff being made up as follows: Edward Baumgartner, president; Earl Oesterle, vice-president; Blaine Johnson, secretary-treasurer; Arthur Bender, road captain; G. R. Yeomans, first lieutenant; Raymond Miller, second lieutenant; Henry Baker and Frank Noland, members at large.

The house committee was instructed to obtain new quarters for the club.

THIS is not Carl Morris, the white hope, but one Anderson, of Salt Lake City, and his Flying Merkel.



START of a professional event on the Oakland Motordrome. Albright crossing the line; E. G. Bernthal, starter; Frank Carroll, referee.

DAY AS A POET

Tacoma Agent Breaks into Verse to Express His Opinion of the Flying Merkel Machines.

RAY E. DAY, agent for Flying Merkel machines in Pierce County, Wash., with headquarters in Tacoma, forwards the following poem by way of expressing the satisfaction he has been afforded by the Merkel products:

Oh, You Flying Merkel.

I am never half as happy,
  As when I am astride
My Flying Merkel motor—
  When going out to ride.

Its strong ball-bearing motor
  Is sure to win the day;
You'd think it almost human,
  It's so ready to obey.

It's like a living creature,
  But a thousand times as fast—
And makes the sport a pleasure
  Such as never in the past.

The Automatic oiler
  Never causes me vexation;
Its feed is with the throttle,
  Giving perfect lubrication.

Let the roads be rough and stony,
  My back is never lame;
For there's surely solid comfort
  In the Merkel's cushion-frame.

And with the friction shock absorber
  It takes up the slightest jar,
So my Merkel rides as easy
  As a first-class touring car.

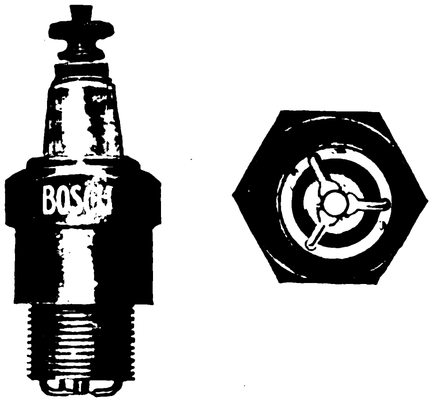
When I'm out with other riders
  And they show a thirst for speed,
'Tis then that I am happy,
  For the "Merkels" always lead.

THREE more motorcycle policemen have been added to the San Diego, Cal., police force, making five members who now ride the single-tracker in that city.

IMPROVED BOSCH PLUGS.

BOSCH high tension spark plugs for 1912 are of the same general construction as the highly satisfactory Bosch plugs of former years, but have been made even more efficient and reliable. The accompanying cuts show the complete plug and an end view.

As before, the Bosch plug consists of but three principal parts, the heavy central electrodes, a one-piece insulator and a steel shell.



As shown in the end view, however, the form of the three electrodes is now crescent shape, which gives them a lower electrical resistance and produces a spark in the form of a sheet rather than a ball.

The steatite insulator, which is retained in the 1912 construction, has long been a feature of the Bosch plug. Steatite (which is manufactured under a most costly process), has exceptional insulating properties and is absolutely free from the disadvantages of porcelain, glass or mica insulators, being neither brittle nor subject to deterioration by intense heat, extreme pressure or excessive oil. The unique character and strength of these insulators make it possible to eliminate from the Bosch plug all joints which are commonly found in others, insuring perfect insulation and gas-tight construction, the plugs being guaranteed to withstand a pressure of 750 pounds—far in excess of the ordinary pressure to which plugs are subjected. These plugs may be used either for magneto or battery ignition, and can be supplied in standard ½ in., ⅞ in. and metric threads.

ROAD COURTESY AND HOW TO FOSTER IT

Pointed Suggestions From a Veteran Rider Who Has Not Always Found His Brethern of the Single Tracker Considerate of the Rights of Others—The Secret of True Boosting.

By GEORGE M. JOHNSON.

WE might divide motorcycle courtesy into two general classes—courtesy to the public at large, and courtesy to other riders. There can be no reasonable doubt that the first is the more important, since it is an unfortunate fact that many misinformed people cherish decided prejudices against motorcycles and those of us who ride them. It is happily true that this prejudice seems to be on the wane, but there is still plenty of missionary work to be done.

Motorcycle riders have sinned in many respects in the past, and some of their sins have been made the objects of vigorous crusades on the part of legislators and the trade journals. Such offences as the abuse of the cut-out will cure themselves in time—legislation is already beginning to take very good care of that—but there are certain other details that apparently have not yet received proper consideration.

A fair proportion of motorcyclists must perforce do most of their riding on Sunday, since the week days are mainly occupied with collecting a sufficient supply of lucre to keep the domestic power plant running. There is no objection that I can see to riding on Sunday, provided the rider is willing to deport himself like a gentleman. On Sunday of all days the cut-out should be conspicuous by its absence, and there is no excuse for wild bursts of speed past churches, just as the congregations are entering or leaving. Such conduct will certainly not create a favorable impression on the beholders. Nor is it necessary that one should scoot up a quiet village street at almost a mile a minute, flattened down on the gas tank and making a noise like the combined efforts of all the speed kings of the past racing season.

Another vital question concerns the proper conduct of motorcyclists in public places, such as hotels and restaurants. If a tourist is making a stop for dinner, it will not add to the other diners' enjoyment of the meal to see him appear with a half-inch or so of road material adhering to his garments. Even though a clean collar may be an impossibility, one can at least show clean hands and a clean face, and the rider's finger nails need not be in deep mourning as a result of too intimate an acquaintance with his engine.

It does not seem reasonable to suppose that all, or nearly all, motorcyclists are careless or profane in their talk, but I have heard of cases where certain individuals have formed very unflattering opinions of the brotherhood as a whole through being compelled to listen to a loud-mouthed, vulgar conversation carried on by several motorcycle riders. We must not forget that others have privileges as well as ourselves, and that no one has a right to disturb more than his own share of the atmosphere when talking.

Never risk causing a runaway by riding past a horse that seems excited or "skittish." In these days of easy-starting engines it is a small matter to stop until the frightened animal has been led past, and it would even be better to re-start your machine in a patch of soft sand than to cause damage or perhaps loss of life by being to blame for a serious runaway. Most of us who burn gasoline have little or no use for horses, but the driver of one of these four-footed delusions has just as much right to the road as we have, whatever may be our opinion of his mode of conveyance. By treating him fairly we will probably gain a friend for the motorcycle; otherwise an enemy will most certainly be acquired.

"Dirty and noisy" is the commonest expression applied to the motorcycle by the unenlightened scoffer; therefore preach the gospel of cleanliness and quiet. There can be no excuse for keeping the beauties of a machine concealed beneath a thick paste of road dirt and grease. Dirt is a mighty poor thing for your engine, anyway, inside or out.

There seems to be a certain feeling of good-fellowship prevailing among most all riders of the two-wheeler. A rider who meets another on the road usually lifts his right hand in friendly greeting, and it is rare that a motorcyclist passes someone else in trouble without stopping to offer assistance. Contrast this spirit with that which automobilists exhibit. How often do you hear of an automobile driver stopping, without being signaled from the wayside, to help out the occupants of a stalled machine? Occasionally, but not often.

The custom of offering help to a fellow rider in difficulties is a fine one, but even this can be done in a discourteous way. I remember an instance in my own experience. It happened several years ago, shortly after I had purchased my first motorcycle, and the trouble came in the form of a bad cut in the casing that ripped a frightful hole in the tube. I had never fixed a puncture before, and doubtless went about the job with an awkwardness that would have been provocative of much mirth had an expert been there to enjoy the operation. Presently another rider hove in sight and, seeing me at work, stopped to inquire as to my trouble. I informed him.

"Oh, that's nothing!" he exclaimed with a grunt of disdain, and his whole attitude of superiority implied that after I had ridden as many miles as he had, I too would consider it as a mere trifle; whereupon he was off down the road without further loss of time.

Even though the rider you help is as green as the greenest, there is no need to let him see that you know it. He may begin an energetic attack on the helpless and unresisting magneto when his only trouble is a sooted spark-plug, but he won't thank you for laughing at his ignorance, no matter how grateful he may be for your putting him on the right track. Try to avoid the know-it-all attitude; it is not generous nor sportsmanlike.

Whatever else you do on the road, do not form the habit of telling strangers what poor makes of machines they are riding. Most riders swear by their own mounts and are quick to resent criticisms. One day in my early experience I was stalled by a magneto that in some mysterious manner had succeeded in getting out of time. A fore-car man came along and stopped, with the cheerful information that he could have me going again in a jiffy. I am ignorant as to just how long a jiffy is, but it must be a mighty long time, for he in his vast knowledge failed as ignominiously as I had in my ignorance.

At length he covered up his failure by consigning my poor machine to the lowest part of the bottomless pit as a worthless bunch of junk that never could be made to run decently. My make of machine, so he said, was positively the very worst that had even been "shoved off on a poor dub of a buyer." The best thing for me to do with it was to push the thing up the road to a nearby bridge, heave it over into the river below and then hie me to the nearest agency to procure one like his. He concluded his interesting remarks by exhorting me to help push his heavy fore-car outfit into a chug-chug.

On one occasion I came near being moderately stung through my desire to help out, and it happened in an interesting manner. I had started from home shortly after supper for an evening spin, and soon came upon a stalled machine. Since it was the same make as mine I was all the more willing to offer help if any were needed. The stranger's difficulty was a broken connecting-link on his V-belt, and as neither of us chanced to have a spare one, I volunteered to ride back to the agency where we had both purchased our machines and get him a new one. I did this and secured the belt-hook, paying for it out of my own pocket. On my return I helped the rider get his mount ready for use, naturally expecting that he would offer to pay me the money I had spent for his repair part. When we finally parted he not only said nothing about paying me, but never uttered one single solitary word of thanks for the trouble I had taken!

On I went, pretty well disgusted at the way the fellow had acted. At first it occurred to me that he might have expected me to have the belt-hook charged to him at the agency, but as I did not know his name at the time, such an excuse could hardly go. I was so thoroughly put out that I told the agent all about it, and he was just as sore as I was. He had easily recognized the fellow from the description I gave of his machine.

"I'll fix it up this way," he finally said; "the next time I send him a bill for repairs or parts I'll put that belt-hook in, and then give you the money."

In due season I received back the small sum I had expended, but never quite forgave that unique specimen of a rider for his discourteous action, to use a very mild word.

Another thing to remember when on the road is that not every rider you meet is looking for a race. If you pass a machine whose owner is satisfied to jog along at a prosaic pace, don't try to lure him into a speed bout by settling down to ride just far enough ahead of him so that he gets all your dust. This is a favorite trick with a certain class of automobilists, but a motorcycle rider should be above it. Remember also that a wild race along the average give-and-take road may be highly exciting, but it may also give your sorrowing family an opportunity to collect the amount of your life insurance policy. Don't take the risk.

After all, the keynote of the whole thing is: think of the other fellow. Whether he's on foot or on horseback, driving a motorcycle or a mule, he's just as human as you are, just as quick to appreciate fair treatment, and probably just as quick to resent what he considers as unfair. Don't let people get the idea that motorcycling is a "mucker's" sport. That word is hardly elegant, but it is at least expressive. There are doubtless some "muckers" traveling about in 60 horsepower touring cars, but that does not excuse you or me or any other motorcyclist. Keep your machine clean, keep your language clean, keep yourself clean, and then you will be doing a lot towards keeping the sport itself clean.

THREE EAGLE TYPES

New Product of Chicago Company Embraces Desirable Features, and Has Pleasing Appearance.

AN attractive addition to the family of motored two-wheelers for 1912 is the Eagle machine, produced in three powers by the Eagle Motor Company, of 2724 Michigan avenue, Chicago. The types are a 4 h. single, listed at $200; a 5 h. single, listed at $225, and a 9 h. twin, priced at $275.

The Eagle frame is of the double-truss style, so cut away at the rear as to allow a low saddle position. This feature, with the large Standard No. 4 shock-absorbing saddle, large tires, wide handlebars with flexible grips and a leaf spring fork combine to make the machine an easy rider. The motor is of the long stroke type, with roller bearings, drop-forged flywheels, nickel-steel valves, and cylinder made of gray iron and vanadium composition. The piston carries three rings. A Bosch magneto, gear driven, is the ignition device.

The inlet valve is automatic. For the compression release the valve is lifted not by a direct thrust from the cam, but by action of a pawl, which relieves the push valve or valve tappet from side hammering and undue friction. The crankcase, of aluminum alloy, is in two parts. A platform cast integral with the motor base carries the magneto, forward of the engine. A flat belt is the transmission agent on each model, and a spring idler is fitted. The belt is applied loosely enough, so that with the idler entirely released the engine may be allowed to run free, thus affording what the company refers to as a "simple and effective type of free engine."

The idler is supported at its lower end by a yoke connection having a long bearing. The segment, instead of being on the side of the tank, is attached to the lower horizontal bar directly under the tank. The two-gallon gasoline tank fitted on the Eagle machines has a shut-off in the form of a large needle valve, built into the tank and operated by a knurled head on the outside. The oil tank has a capacity of one and one-half quarts, and is contained in the lower half of the tool box. It is provided with a hand pump.

The machines have a wheelbase of 54 ins., 28-in. wheels and knockout front axle. The tires are 28 by 2½ ins., single clinch type, and either corrugated or studded. Grip control is provided by means of rods and bell cranks. The Schebler carbureter is fitted, the Mesinger Standard No. 4 saddle is standard equipment, and the Eclipse internal expanding brake is supplied. The finish is French gray with blue panels and nickel trimmings.

COMMISSIONERS APPOINTED.

ALVIN KNAACK, an enthusiastic follower of the motorcycling game in Berrien county, Michigan, has been appointed county commissioner by State F. A. M. Commissioner A. F. Gregor, of Detroit. He appointed Robert Allen to act in the same capacity in Wayne county. State Commissioner Gregor would like to hear from any other motorcycle riders throughout the State who would like to represent their district. Address A. F. Gregor, 294 West Forest avenue, Detroit, Mich.

THE PIERCE IN THE PHILIPPINES.

ELEVEN four-cylinder Pierce machines were sold during 1911 to the Government in the Philippine Islands. As a result of the satisfactory service given by these machines the Pierce Cycle Company placed a general agency for its bicycles and motorcycles with Wisner & Co., Manila. The company has just received an order for twenty-seven machines, which will be shipped at once for immediate use.

RACES DISCONTINUED.

SAN FRANCISCO, CAL.—Because of the inclement weather the races at the Oakland Motordrome, at Elmhurst, have been discontinued, much to the disappointment of the fans who have witnessed some unusually fine racing exhibitions on the bowl of late.

WEST SIDE CLUB ACTIVE

Detroit Organization Plans to Have Country Clubhouse Ready for Occupancy When the Riding Season Opens.

DETROIT, MICH.—Picture, if you can, an ardent follower of the motorcycle game mounting his steed and speeding away from his city home in the early hours of the morning, over a six-mile route to a pleasantly situated clubhouse along the shores of Lake St. Claire, and whiling away the rest of the day lounging about the clubhouse veranda, enjoying the lake breezes, taking a sail or a fishing expedition, and you have a fairly accurate idea of what the members of the West Side Motorcycle Club, of Detroit, are planning for the future.

Although this is the youngest of the trio of motorcycle organizations of Detroit, its membership includes many live ones who do not do things by halves and who are planning an innovation, as motorcycle clubhouses go. When the club's plans are realized, which will be some time early in the coming summer, a clubhouse will have been erected that will make other organizations sit up and take notice, and one which they well may pattern after.

Already a committee has been appointed to secure a suitable site, and plans soon will be drawn up for the home. The committee has an option on a suitable plot of land out in Grosse Pointe, a summer resort six miles out of the city, at a point near where Lake St. Claire joins the Detroit river, and not far away from the Detroit Motor Boat club and numerous summer hotels, which, however, do not too closely surround the property under consideration. To raise funds for the enterprise the club is giving a series of dances at a West Side hall which are proving most popular and which already have netted the club a handsome little bank account. It is figured that in a short time the sum derived from these affairs will be almost sufficient to cover the expense of erecting the proposed new clubhouse.

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MOTORCYCLE
MOTORCYCLE

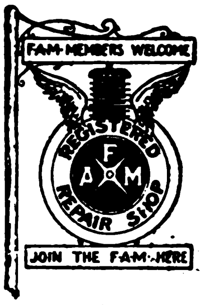
COVERING BIG TERRITORY.

IN order to handle its rapidly increasing sales of Reading-Standard machines in its large territory, the Omaha Motorcycle Company, of Omaha, Neb., is obliged to use the big motor truck shown in the accompanying photograph for deliveries. The necessity for such a delivery system will be better appreciated when it is known that the firm is distributor for the Reading-Standard in Nebraska, Kansas and North and South Dakota.

NEW PUBLICITY PLAN

Chairman Estabrook Is Furnishing Neat Electrotypes Showing F. A. M. Symbol for Use of Repairmen.

MR. REPAIRER, have you a neat little F. A. M. symbol on your letterhead? If not, you are a full lap behind Chairman Estabrook, of the membership committee, who is setting a hot pace these days for the registered repair shop squad. With a view to obtaining additional publicity and encouraging the shop owners, the chairman has designed an attractive illustration in the form of a sign, and F. A. M. shop proprietors who desire to use it on their stationery may obtain electrotypes on application. The accompanying illustration tells its own story and shows the size of the electrotype which will be furnished by Chairman Estabrook.



To announce his new proposition the chairman is sending out the following circular letter:

"Don't you think this little endorsement of your shop is worth spreading around among your regular and possible customers? You might get a few more if you go after them right. You might reclaim a few of the old ones who have a 'grouch,' if you live up to your New Year's resolutions, and you may hold all of these against your competitor if you apply tact to a good policy and well-known business principles.

"There is nothing in sight at present which can beat advertising as a business getter, while it is each man's problem to get and hold his business prospects. Make your policy an aggressive one so that at the end of the year you may retain all of your original customers and may have acquired much of the new business. Why not get up some business-getting cards or circulars, embellishing same with this ornamental cut, and make a business of placing these in a wide radius.

"Attract attention to your advertisements in the local papers by using this little sign: Do the same thing for your business through using it on your stationery, bill-heads and business cards, and see to it that the latter are delivered to every customer. Make your customers feel easy and at home, and plan for their comfort and entertainment while waiting; furnish them with copies of the latest motorcycle journals, etc. This is educational and good business. We want to make your place a popular recruiting station for the F. A. M., and are doing all we can to attain this end.

"The chairman solicits your co-operation and active participation in local advertising and actual hard work along the lines of popularizing the sport and pastime of motorcycling and in building up the membership of the F. A. M. He will be glad to receive requests for the 'Repairman's Special Electro' from all who will use it. Not furnished to other than F. A. M. shops."

PROGRESS IN CANADA.

ACCORDING to present prospects, the F. A. M. will soon have a strong chain of clubs stretching across the Dominion of Canada. Vancouver, on the Pacific coast, is already in the fold, and continuing eastward, Winnipeg, London, Hamilton and Toronto are all dickering with the States' governing body. At its annual meeting, held last week, the Winnipeg Motorcycle Club decided unanimously to take up membership with the F. A. M., thus following the general inclination. The report of J. M. Moorhouse, the Winnipeg secretary, showed that the membership had reached a total of eighty, and advanced the opinion that the club will be almost twice as strong, in point of numbers, by June 1.

MORE REGISTERED SHOPS.

ADDITIONS to the rapidly growing list of registered F. A. M. repair shops of late have been made as follows: Walter Goerke, 321 Washington street, Newark, N. J.; Fred Personett, 123 North Main street, Elkhart, Ind.; Billy Burman's Motorcycle Garage, 116 East Cortland street, Jackson, Mich.; The Motorcycle Inn, 112 Mill street, Marion, Ohio; Doc's Motorcycle Agency, 329 Broad street, Elyria, Ohio; Doc's Motorcycle Agency, 214 Fourth street, Lorain, Ohio; H. A. Dickason, 345 Broad street, Elyria, Ohio; Kittle Manufacturing Company, 109 East Seventh street, Los Angeles, Cal.; John Rawlings, 120 Penn avenue, Scranton, Pa.; J. W. Sanders, 1704 Broadway, Lorain, Ohio; C. A. Fenn, 114 Front street, Bloomington, Ill.; Lon Claflin, 75 West South street, Salt Lake City, Utah; Raymond E. Lee, New London, Ohio; Nuss Brothers, 1320 Louise street, Munhall, Pa.; J. C. Ellman & Son, 121 East First street, Rushville, Ind.; J. J. Metz, 398 Water street, Meadville, Pa.; E. E. Stillabower, 311 Fourth street, Columbus, Ind.; Mansfield Motorcycle Garage, 50 Park avenue, Mansfield, Ohio; H. H. Esbenshade, 131 North Grant street, Waynesboro, Pa.; Ashtabula Motorcycle Company, 163 Center street, Ashtabula, Ohio; W. C. Hering, 37 West Fourth street, Mansfield, Ohio; E. J. Zeman Cycle Works, 1626 Twenty-second street, Two Rivers, Wis.; Gordon Bent Company, 111 Main street, Green Bay, Wis.

FINE RECORD FOR 1912

Annual Statistics Show That F. A. M. Gained 141 Clubs During the Year Ending December 31.

CHAIRMAN ESTABROOK'S latest bulletin contains the following jottings of interest to club workers and riders in general:

During the calender year ending December 31 there were 141 clubs affiliated with the F. A. M., or an average of nearly twelve per month.

So many of the newly registered shops are interested in the organization of local clubs that the chairman will hereafter consider them all as good "club prospects," and accordingly supply them with affiliation papers, other club hints and by-laws. These, together with literature sent from the office of the national secretary, will assist them materially in the work of organization.

That the F. A. M. is but sparsely represented in the vicinity of Waseca, Minn., is vouched for by Otto F. Schacht, a local motorcyclist, who has been making a canvass of the riders in his vicinity. However, our friend feels confident that the right spirit prevails and all that is lacking is initiative. This is very true of thousands of places in which we are not so fortunate as to discover a good worker to supply this. Mr. Schacht believes that a live local club is needed and will do his best to put one through.

The work of the chairman's office just now is so heavy that although he puts in fully forty-two hours weekly, there is a stack of friendly F. A. M. correspondence accumulating which he is unable to reduce. However, this augurs well for the future membership of the F. A. M.

MOTORCYCLE CLUBS.

W. S. VON DERMUTH.—There is no organization in motorcycle circles that corresponds to the Automobile Club of America, each city and town having its own local club or clubs, and there being a few State clubs only. In Newark, N. J., for example, there are two clubs—the New Jersey M. C. and the Newark M. C. In New York City there are, among others, the Concourse M. C., the Motorcycle Touring Club of New York, the New York M. C., the Harlem M. C. and several others which are very small. Most of these have no club rooms, meeting at the various motorcycle garages. The addresses are: Concourse M. C., 162nd street and Jerome avenue; Motorcycle Touring Club of New York, 203 West 100th street; Harlem M. C., 1491 Fifth avenue; Metropolitan M. C., care of H. L. Struss, 401 East 36th street; Colonial Touring Club, 204 West 116th street.

CLUBS AND THEIR FOUNDERS

Despite Snow and Icy Winds Enthusiasts Throughout the Country Continue to Lay 1912 Organization Plans.

LITTLE JACK HORNER, of nursery fame, who sat in a corner eating that much-talked of piece of pie, would no doubt have occupied himself more profitably had he been related to an up-to-date Jack Horner, who is very busy just now organizing a motorcycle club in Plainfield, N. J. While his staff is taking turns at a pick and shovel, endeavoring to sink a hole below the frost line in which to plant a post for his new registered repair shop sign, Horner is scouting through Plainfield and vicinity to round up riders. He is meeting with encouragement on all sides and promises to have a 100 per cent. F. A. M. squad in the field when the riding season opens.

Attleboro, Mass., now has about fifty motorcyclists, not counting the spring crop of fifteen or twenty that is already sprouting. Ernest Broadbent and George W. Stevens are canvassing the present and prospective riders with a view to forming an F. A. M. club.

H. H. Esbenshade, who conducts an F. A. M. repair shop in Waynesboro, Pa., has sent in a request for club by-laws and organization papers with affiliation blanks. This looks mighty suspicious, says Chairman Estabrook.

One of the latest bulletins from Bangor is to the effect that the F. A. M. is going after a "farthest north" record. R. M. Charlton, of St. Eleuthere, Province of Quebec, Canada, has just taken out membership card 12,205, which entitles him to the distinction of being the "farthest north" Federation worker on the continent.

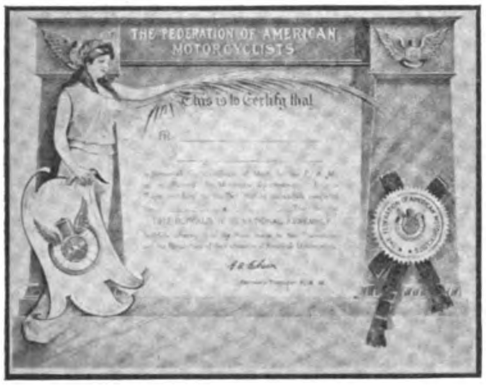
Pompton Plains, N. J., will soon affiliate a local club and get into the running with other New Jersey cities. D. W. Voorhis, of 140 West 91st street, New York, sowed the seed for this organization in April, 1911, and then took a long vacation. Now he announces that the club will enter the field under F. A. M. colors in February.

F. A. M. TOUR WINNERS

Riders Who Finished Eastern Run to Buffalo in Keeping With Regulations Will Receive Certificates.

NATIONAL SECRETARY G. B. GIBSON recently received from B. A. Swenson, tourmaster for the eastern division on the 1911 run to the Buffalo convention, a complete list of the participants who are entitled to F. A. M. certificates for having finished the tour in keeping with the regulations. A suitable certificate has been prepared under Secretary Gibson's direction, and copies will be forwarded to the following riders who make up Tourmaster Swenson's list:

Merle B. Mann, Hartford, Conn.; B. A. Swenson, Providence, R. I.; A. P. Howe, Boston, Mass.; Eugene Miller, New York City; J. P. Seery, Camden, N. J.; F. L. Kidder, Worcester, Mass.; John Kay, Providence, R. I.; H. N. Davis, Newark, N. J.; C. H. Hinman, New Haven, Conn.; William Woods, New York City; Robert Buttlar, Jr., New York City; Peter A. Cox, New Haven, Conn.; Philip Hennard, Tampa, Fla.; N. P. Leahy, Hartford, Conn.; P. W. Stevens, Newark, N. J.; F. H. Sheridan, Cleveland, Ohio; George Reichey, Newark, N. J.; Clifford Frazier, Pawtucket, R. I.; H. M. Howard, Westminster, Mass.; Adolf Tornquist, Pawtucket, R. I.; Albert Burrill, Utica, N. Y.; Charles Dahlenburg, Miami, Fla.; John W. Brewer, New York City; Herman Krackowizor, New York City; Russell Coes, Worcester, Mass.; N. A. Truffner, Newark, N. J.; Fred Voelker, New York City; John W. Howell, Camden, N. J.; H. F. McPayne, Pittsburgh, Pa.; M. E. Gale, Argola, N. Y.; J. D. Simmons, Wilmington, Del.; B. L. Buffington, Providence, R. I.; H. F. Smith, Medford, Mass.



THE FEDERATION OF AMERICAN MOTORCYCLISTS

This is to Certify that

TIRES BY SPECIAL DELIVERY.

SHOWN in the photograph to the left is one of the motorcycle "special delivery" carriers of the Seattle branch of the United States Tire Company. Manager A. H. Jones says that he is getting good results, an Excelsior machine being used.

PLANNING SUMMER TOURS.

NOW is the time to plan for summer trips and tours, according to E. M. Estabrook, chairman of the F. A. M. membership committee. Meet once a week, and the most pleasant outings for next summer can be arranged, he advises. Many clubs throughout the country are following this advice and finding it surprisingly easy to hold the interest of their members during the winter.

UNDER F. A. M. BANNER

Interest is Revived in Tacoma Club When State Commissioner Gorman Brings Score of Riders into Federation.

THE Tacoma (Wash.) M. C. held its first meeting of the new year on January 17, when State F. A. M. Commissioner J. F. Gorman attended and launched a movement to bring the organization under the Federation banner. Twenty-one members were on hand, and the State official succeeded in getting their applications for admission to the national body. Of late interest in the club has been lagging, but it is believed that the present action will pave the way for a prosperous future.

At the next meeting a staff of energetic officers will be named, the following candidates being before the club: Clinton Hall and Dr. Button, for president; L. Freeman, L. Huggins and A. A. Richardson, for vice-president; A. F. Hoska, Jr., for secretary-treasurer. As soon as Mr. Hoska was named nominations for the offices of secretary and treasurer were closed, the club members agreeing that no more competent or active worker could be found for the offices in question. Ray Packard, R. Hallaway and A. R. Wisner are in the field for captain, and Fred Folkes, B. Oxley, L. Freeman, A. A. Richardson and R. Sands are the nominees for lieutenant. M. Martin was named as a trustee.

HERE AND THERE.

CHARLESTON, S. C., motorcyclists recently organized a club, elected M. S. Sullivan president and launched a campaign to make every rider in the city a member.

Dancing forms a part of the winter's pleasure for the Giroy, Cal., Motorcycle Club.

When President Taft recently laid the corner stone for the first settlement house for the blind in the world, which is being erected in New York City, two motorcycle policemen were the most active of his guard.

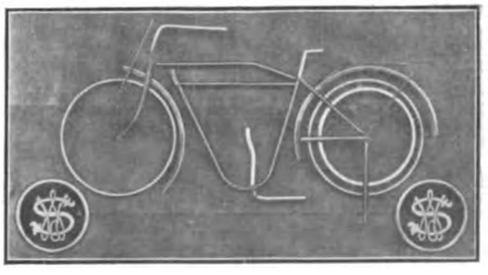
Chicago has 3,000 motorcycle riders, according to the license collector's report for 1911.

Despite the cold weather the Lorain, O., Motorcycle Club recently conducted its first reliability run to Cleveland, O., and return.

President Edward Friedman, of the Newark (N. J.) M. C., states that it is the intention of his squad to affiliate with the F. A. M. at an early date.

TO BUILD MOTORCYCLES.

THE Webb-Veitch Company, Jersey City, N. J., has been organized to manufacture automobiles, motorcycles, aeroplanes, etc., with a capital of $25,000. Incorporators: Charles N. King, Jr., Geo. H. Russell, Elmer H. Geran, all of 243 Washington street, Jersey City.



Part of Exhibit of Standard Welding Company at the New York Show.

With the Clubs

NEW CLUB IN AUGUSTA

Plenty of Enthusiasm at First Meeting of Georgia Riders—Plans for Banquet and Meets.

AN enthusiastic meeting of the motorcyclists of Augusta was held January 15 at the Chamber of Commerce, and a permanent organization with 51 charter members was effected. By-laws were adopted and officers for the year elected.

A report of the New Year's day race meet was received; the promoters of this event, which was a decided success, donated the proceeds to the club fund. This, with the dues collected at the meeting, starts the new club on a good financial footing. Arrangement has been made to occupy a centrally located club room and to furnish it in good style.

Arthur Mitchell, who is now traveling in this territory for a leading supply house, was present at the meeting and was listened to with attention while he gave a short talk to the club, explaining to the boys the many advantages of affiliating with the F. A. M. and relating a number of experiences in his varied racing career. He said that he is now out of the racing game, and then qualified the statement by saying, "for the present, at least."

The question of affiliation with the F. A. M. was discussed and it was decided to postpone action in the matter until the next monthly meeting. Plans are being laid for a banquet or smoker to be held on the opening of the new club rooms. An endurance contest is scheduled for the early spring and a big club meet is to be held on the Georgia-Carolina fair grounds track in April.

The officers of the club are: President, Chester Story; vice-president, E. W. Watson; secretary-treasurer, Hugh Saxon; captain, L. H. Fourcher; first lieutenant, M. B. Buford; second lieutenant, C. H. Story.

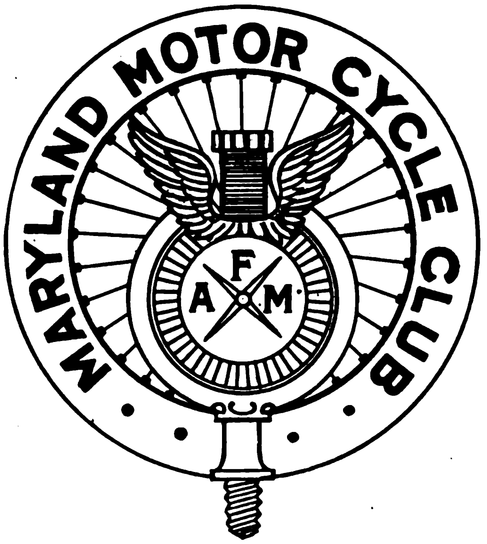
FIRST ANNUAL BALL.

FOLLOWING are the new officers of the Richmond (Ind.) M. C.: Charles A. Tangeman, president; Roy Harvey, vice-president; Alva Alexander, secretary; Elmer Smith, treasurer; Charles Meyers, road captain; Paul McBride, first lieutenant; Earl Wright, second lieutenant; Walter Shute and Frank Oelklaus, directors.

The Richmond Club will hold its first annual ball on Wednesday evening, February 7.

WANT ALL THE RIDERS.

MOTORCYCLISTS in Charleston, South Carolina, recently launched a club, elected M. S. Sullivan president and entered upon a campaign to make every rider of the city a member.



Maryland Club's Emblem.

WITH THE NEWARKERS.

SECRETARY NORMAN H. DAVIS, of the New Jersey M. C., Newark, N. J., and one of the most consistent riders of his city, has designed a new pennant for the club. It carries the letters N. J. M. C., and the word "Newark." The pennants will be ready for distribution in a week or two.

In keeping with his name, George Frost, one of the most enthusiastic members of the New Jersey club, is just as willing to take to the road when the mercury is on its way down in the tube as he is on a summer day. Despite the severe weather for some time past, Frost has been seen on his machine nearly every Sunday, making short runs into the country.

Peter W. Cunningham, chairman of the house committee of the New Jersey club, was as busy as the proverbial bee during the recent successful smoker held in the club's headquarters. Pete mapped out the program, superintended the decorating of the rooms and even helped to dispose of some of the refreshments. Cunningham is not the only social "live wire" on the club list by a long shot, but he usually sets a pace that makes the other boys plug to keep up with his plans.

OFFICERS OF NEWARK M. C.

OFFICERS of the Newark (N. J.) M. C. for 1912 were lined up as follows at the annual meeting: J. V. Haster, president; H. F. Schnell, vice-president; E. Friedman, secretary; H. L. Clark, treasurer; W. Sincox, captain; D. Suydam, first lieutenant; C. Peterson, second lieutenant. Two new members, Herbert A. Weakliem and Bert M. Scholes, were taken in at the last meeting of the club.

MARYLAND CLUB BOOMING

Will Co-operate with Automobilists of Baltimore to Further Good Roads Movement—New Emblem Adopted.

FOLLOWING the example of the Automobile Club of Maryland, whose members carry specially designed brass emblems on the radiators of their cars, the Maryland Motorcycle Club has adopted a design for a metal plate which embodies the F. A. M. symbol and which will be carried on the front mudguard. This design was perfected by John N. Carroll, Jr., manager of the Chase Motor Company, of Baltimore, and one of the busiest workers in the ranks of the Maryland club. The idea of carrying these plates has met with the approval of the boys and several are already to be seen in use. In addition to being decorative they augment the prestige of the organization and tend to make the riders take pride in their clan.

The Maryland club is growing rapidly and it is believed that one hundred members will be on the list before the first balmy days of spring bring the riders out on the roads. The club is preparing to join hands with the Automobile Club of Maryland in boosting the good roads movement and working for the general good of motorists throughout the State.

CLUB ELECTIONS.

MOTORCYCLISTS of York, Pa., recently met and organized a motorcycle club and elected F. H. Reiff, president; Geo. Rudy, Jr., vice-president; Curvin L. Rhinehart, secretary and treasurer.

A. G. Aldrich, president; J. Sumner, vice-president; F. W. Huels, secretary and Charles Gratoit, treasurer, are the new officers of the Four Lakes Motorcycle Club, of Madison, Wis.

The newly elected officers of the Bakersfield (Cal.), M. C. are Charles P. Clark, president; J. F. Dunlap, vice-president; P. C. Taylor, recording secretary, and Frank Lightner, secretary-treasurer.

FOSTORIA CLUB OFFICERS.

THE Fostoria (O.) club met in their room on East Center street recently and elected the following officers: President, F. A. Copley, vice-president, Charles Foster; secretary, George Kessler; treasurer, Val. Whitta; road captain, Arthur Duffield; first lieutenant, Dale Garner. Seven new members were accepted, making the total membership twenty-seven.

BOWL FOR TORONTO?

Rumor That Motorcyclists Would Be Barred from Speedway Revives Plans for a Board Track.

THERE was consternation among the motorcyclists of Toronto recently, when a report spread that the City Fathers had taken the use of the half-mile exhibition speedway, upon which they have held all their race meets, away from the single-trackers. Without warning or apparent cause, the exhibition management committee turned down the application for a permit to hold a mixed auto and motorcycle meet on the track on September 21 next, intimating that it was their intention "to keep all motors off the oval in future." As there was no other available course on which to race, an officer of the Toronto M. C. immediately took up the matter with the chairman of the committee, who soon gave out the information that motorcycle races would not be banned.

Although it was found that no objection was being taken to the riders, the scare has had the effect of reviving board saucer talk, and the club may now take up the building of a bowl, and at the same time apply for an exclusive franchise from the F. A. M. The matter will be fully discussed at the next meeting of the club, to be held on February 7.

BUSY IN COLUMBUS.

THE Columbus Club is arranging to amend its constitution and by-laws, and to that end a committee consisting of W. H. Snyder and W. H. Ferguson, the latter corresponding secretary, was named by President P. M. Sarver. It is proposed to give the membership committee, which will probably consist of the board of trustees, power to elect an applicant to membership in the club. Under the new rule the applicant's name is to be posted, and a locked box is to be provided for all members who desire to make objections.

BOWLING LEAGUE.

MUCH interest is being shown in the motorcycle bowling league of Columbus, Ohio, consisting of four teams, representing the Flying Merkel, Harley-Davidson, Excelsior and Indian agencies in the Buckeye capital. With twenty-one games bowled by each team, the standing of the clubs is: Flying Merkels, first; Indians, second; Excelsiors, third, and Harley-Davidsons, fourth.

SECOND ANNUAL DANCE.

ARRANGEMENTS have been completed for the second formal dance to be given under the auspices of the Columbus club at the A. C. R. Hall, on East Gay street, February 1. The committee on arrangements consists of G. H. Bangham, H. M. Seibold, Fred Hare and William Matthews.

A RATHER LONG RUN.

THE Indian motorcycle which had been running for several weeks in the window of the John Winchester store at London, Ohio, when stopped recently showed a distance of 6,471 miles. The person to guess the closest to the number of miles was Thomas Lee, Jr., who guessed 6,470.

Columbus Riders Who Took Part in New Year's Run.

GILLEY HAD CLEAN SCORE

Came Through With Record of Straignt Victories in Toronto Club's Euchre—New Constitution is Framed.

ALL the members of the Toronto Motorcycle Club have suddenly become proofreaders. At the regular monthly social meeting of the club, held on Wednesday evening, January 17, proof copies of the club's constitution were distributed for the perusal and approval of the members, before it is bound in booklet form. Any suggestions will be heard at the next business meeting.

A game of progressive euchre was played with fifty members participating, the winner turning up in Jack Gilley, who came through with a record of straight victories. The club's annual boxing entertainment will be put on at a special gathering to be held on Friday evening, January 26.

NEW SACRAMENTO STAFF.

AT its last regular meeting the Sacramento (Cal.) M. C. installed its new officers as follows: C. S. Emery, president; H. A. Ten Bosh, vice-president; Roy Emery, secretary; N. F. Barber, treasurer; D. Galloway, road captain. The president appointed the following committees: Competition, W. A. Langley, H. A. Ten Bosh and Frank Murray; publicity, E. Shoemaker, L. Abraham and H. Cameron. H. A. Ten Bosh, C. C. White and George McCormick were appointed to the board of trustees. After the business session refreshments were served by the feminine enthusiasts of the club.

THE PRESIDENT'S JEWELS.

NOT a motorcycle picture, and still the relation is interesting. The happy youngsters pictured above are Mary and G. H. Junior, the children of F. A. M. President G. H. Hamilton.

IPMROVED SPARTAN LINE

V-Belt With Distinctive White Strip is Added to Graton & Knight Products for the 1912 Season.

REALIZING that quality in the transmission agent of a motorcycle is as important as efficiency in the motor itself, experienced riders in the "belt-drive division" have of late kept a close watch upon the announcements of the Graton & Knight Manufacturing Company, of Worcester, Mass., producer of Spartan belts. That this display of interest has brought its reward is now known to every motorcyclist who attended the New York Show and inspected the improved offerings of the Worcester firm for 1912. In short, those who looked for still further improved Spartan belts were not disappointed.

In addition to its popular White Strip flat belt, the company is now marketing a high-grade V belt which also embodies the White Strip. It is the latter product to which the firm calls special attention, and in which visitors to the G. & K. booth in the Chicago Show will find much to interest them. This does not mean that the company's flat belt is to be overshadowed, even temporarily, but that the white strip in the V belt, being a distinctly new feature, is bound to receive extraordinary consideration.

It is claimed for these belts that they will be found on the 1912 models of at least 80 per cent. of the motorcycle manufacturers, and this in itself is a testimonial which can hardly be strengthened. The unusual success of Spartan belts has been properly attributed to careful selection of the leather, a special tanning system, and long experience on the part of the workmen to whom their production is entrusted. These conditions make possible the manufacture of a belt of uniform quality and efficiency at a reasonable price. The Spartan belts are not affected by heat, oil, dampness or other unfavorable conditions, and have been used with unfailing satisfaction in most severe tests.

Through the untiring and well-directed efforts of W. W. Shoemaker, the firm's expert on motorcycle belts, the great possibilities of the motorcycle field were brought to the attention of the Graton & Knight company, and almost from the start Mr. Shoemaker's predictions regarding the demand that would be found for the Spartan product among motorcyclists were verified. He has visited nearly every State in the Union in connection with his broad sales campaign, and his route to and fro across the country has been marked by results.

Although the Graton & Knight plant in Worcester is humming with business activity, the company never fails to find time for a courteous reply to all questions concerning its products, and motorcyclists are invited to communicate with the firm when desirous of obtaining the complete Spartan belt story.

F. A. M. PRESIDENT IN COLUMBUS.

GEORGE HAMILTON, president of the F. A. M., stopped off in Columbus, Ohio, last week on his way to his home in Milwaukee from the New York show. He visited a number of the dealers while in the Buckeye capital.

GREAT PLANS FOR NEW LOS ANGELES BOWL

Big Squad of Speedsters Ready for Opening Meet Under Management of Jack Prince on February 4—Referee Charles Fuller Gates Busy With Racing Reforms on Coast.

LOS ANGELES, CAL.—Rapid progress has been made on the new three-lap board track here by Jack Prince, the pioneer track builder. Work was begun on January 5, the track surface was going down on January 13, and the bowl was ready for the racing men to practice upon on January 20. February 4 is the date Prince and his local manager, Paul Derkum, have set for the first meet on the new track. The location, on Hooper avenue, at Thirty-fifth street, is easy to reach by three car lines, while riders will find that smooth, paved streets run directly to the entrance. As Los Angeles has more than 5,000 motorcycles and twice that number of automobiles, much of the patronage will be from users of motor-driven vehicles, so the wide, smooth pavement of Hooper avenue will be a great help. It will be used to stable the cars, while motorcycles will have a checking station large enough to hold thousands of machines; they will be checked free by the management.

Paul Derkum, probably better known in California as "Dare-Devil" Derkum, has had considerable experience in promoting motorcycle meets, as well as in racing, and is said to be one of the best motorcycle promoters on the coast. He is extremely popular in and about Los Angeles. In the early days of the 3½-lap Coliseum track in this city, every small boy was a booster for Derkum, while their attempts to get acquainted with Jake DeRosier and some of the others met with a chilly reception. DeRosier is here; in fact, has adopted Los Angeles as his home. At present he is suffering from water on his right knee, and may have a stiff leg as a result of a fall in the South.

Joe Wolters, "Fearless" Balke and Armstrong, the Excelsior team, came south from Oakland at the close of the racing there on December 31, while Graves, who lives here, was already at home. Ward and Seymour also are Los Angeles boys. The Samuelson boys, of Salt Lake, are here, with Johnnie Albright, of Chicago, and Hasha, of Texas.

Charles Fuller Gates, who was placed in charge of California racing matters by the Competition Committee of the F. A. M. last fall, as the only man who had been able to make a success of the job of referee on the coast, will personally referee the races on the new Los Angeles Stadium, and strictly and impartially enforce the racing rules.

About three years ago, when the first motorcycle track was built in Los Angeles by Jack Prince and George I. Kreamer, Mr. Gates was made official referee, and at once started to enforce the rules of the Competition Committee of the F. A. M. This was something unusual for some of the riders, but no exception was made in favor of any rider, and in a short time Referee Gates was just about as unpopular with certain riders as he could be. When motorcycle dealers attempted to take a hand, he ruled them off the track and out of the pits. This was indeed the limit, but the rulings stood, although Chairman Thornley was bombarded with petitions. Even the club of which Mr. Gates was an active member joined in the knocking. Then Mr. Gates resigned, and in time the club requested his reappointment. Finally an assistant referee was appointed, and for a time he officiated at the Coliseum. When the alternate referee began carrying out Mr. Gates' rulings Promoter Kreamer begged Gates to come back and take charge, but instead he backed up his representative and refused to officiate again until the track was repaired and washed regularly, and until other changes were made. As the promoter would not make these changes, both Mr. Gates and his alternate refused to officiate on the old track.

Since Charles Fuller Gates again took charge of racing, this time carte blanche, sanctions have been issued in California with great care, and only the most experienced men have been used as officials. In the San Francisco district, which is 500 miles north of Los Angeles, Mr. Gates appoined Frank E. Carroll, one of the pioneer motorcyclists of San Francisco, and at one time quite a racer. Mr. Carroll was the originator of the present Los Angeles Motorcycle Club, and as chief official of the recent motorcycle meets at the half-mile Oakland Motordrome, made a great success of the work. In California the plan of having as few official referees as possible will be carried out, and each will have as large territory as he can cover, so as to keep in touch with the situation and strictly enforce the rules.

Mr. Gates has already persuaded the "trade riders" in southern California to come out as Class B professionals, a new class he has evolved, the members of which will be able to ride for cash and yet not have to go up against the world beaters. Manager Derkum, of the new Los Angeles three-lap track, was the first trade rider in California to turn professional, doing so about five years ago. He brought out Graves, said to be the best dirt track rider on earth, "Fearless" Balke, Al. Ward, Hubert Kittle, Ben Bresee, of Fresno, and several other riders of note. As soon as Mr. Gates explained to Manager Derkum about the new class, the latter at once began arranging his programs for the Los Angeles Stadium to build up the Class B races. Derkum has a warm place in his heart for the beginners, and the new track will inaugurate the Class B, which will probably help to solve the disagreeable amateur puzzle. The Class B riders will, of course, be professionals, but, removed somewhat from the record makers.

When the new Los Angeles track opens many new ideas will be sprung by Referee Gates and Manager Derkum, who will both work to elevate the motorcycle game in the eyes of the public, and as far as is possible eliminate former abuses. This can now be done, as there will be plenty of machines and riders, with closer competition and a better spirit. It is expected that the new track will open to more than 10,000 spectators, as the old track had 7,000 people at the opening meet.

The official starter at the Los Angeles Stadium is John S. Wiese, an old-time bicycle track official. The announcer is another old bicycle track official, Howard Tuttle, familiar on the old National Circuit in bicycle days. Many of the other officials have been connected with bicycle tracks of a decade ago, and all are experts in their particular capacities.

It is expected that Oscar Hedstrom will bring on from the Indian factory a bunch of the new Indian racing machines, and both Seymour and Hasha are already supplied with the new eight-valve models. The Merkel and Thor factories are preparing some new racing machines for the Los Angeles Stadium races, and it is hinted that the Harley-Davidson factory has a surprise ready for the new track. A new lot of fast Excelsiors will also be seen.

A new board track is being planned for San Diego, a city of about 50,000 population, lying 150 miles south of Los Angeles, and within seventeen miles of the Mexican border. San Diego has a large motorcycle club, and is now getting ready a big exposition for 1915, and wants a motordrome as an attraction for Panama Exposition visitors. San Francisco is also talking about a quarter-mile saucer track as a feature for its still large exposition to commemorate the opening of the Panama Canal.

In the orange belt of southern California are three prosperous cities—Pomona, San Bernardino and Riverside, the two former being county seats, and the latter a great tourist town. Nearby are many villages, and it is probable that a motorcycle saucer track will be built in San Bernardino to cover this district, and be run in connection with the Los Angeles and proposed San Diego tracks. Jack Prince expects as soon as he can get the Los Angeles Stadium running under the care and management of Paul Derkum, to go to Baltimore, Md., and build a half-mile motordrome there for Howard French and his associates.

MOTORCYCLE COWPUNCHERS.

EVEN the Texas broncho, so long supreme in his bailiwick, is now being hard pressed by the relentless motorcycle. Recently a "long horn" was terrorizing a certain neighborhood near Houston when two motorcycle policemen appeared on the scene. Without dismounting from their machines they chased the bellowing animal through the streets and into a pen. The officers whooped like full-fledged cowpunchers as they chugged along behind their quarry, and the performance scored a distinct hit with the Texans.

AIMING AT CENTURY MARK.

THE Dayton (Ohio) M. C. is hitting the high spots with its enthusiasm throttle wide open in an effort to boost its membership to 100 before February 1. There is every indication that the century mark will be reached.

TO COMBINE AMPHITHEATRE AND "SAUCER"

Baltimore Promoters Plan to Accommodate Athletic Events of All Kinds, and Even Mass Meetings, Within Proposed Three-Lap Circuit—Count on Seating at Least 4,000 Spectators.

BALTIMORE, MD., Jan. 20.—It is now stated that the motordrome to be built in this city will be used for a number of purposes. Howard A. French has greatly elaborated his original plans, and as a result when the big saucer is not being utilized for motorcycle races it will become an amphitheatre. The announcement of the new plans has created quite a stir.

Mr. French has shown his usual brand of progressiveness in tackling this proposition single-handed. He realizes that there is sufficient interest in the sport here to maintain a good board track, and he has been spending his money freely trying to make his plans as perfect as possible. The financial end is now secure, and the only things to be decided upon are the site and the cost of the track. French has written to Jack Prince asking him to send at once an expense table covering the construction of a three-lap bowl, including the stands.

Prince, who is in Los Angeles, and, as previously reported, wants to build a half-mile track, will probably defer to the wishes of the local men, who cannot see the advantage of a half-mile track for this city. Besides, the new plans could not be carried out if a saucer larger than three laps to the mile was built.

As planned by Mr. French, the seating capacity of the motordrome will be not less than 4,000, and may go well above that figure. He intends to run a meet at least one night in the week during the season. This will leave five other nights and Saturday afternoons open to the local bicycle contingent, who will be allowed to use the track for their own races and, if they desire, they can promote a twelve-hour, twenty-four-hour, or a six-day race on the saucer. There has been considerable discussion with reference to promoting such races, but the fact that there will be a covering only over the stands would interfere with such an event in case of inclement weather.

Inside of the board track French will have laid out a four-lap cinder path for athletic events. There is practically only one athletic field in this city, and it is not of the best. French will provide every facility for the promotion of all kinds of athletic events on the track, and the Marathoners will find there a permanent home in which to display their prowess. In addition to all this, the inclosure will be converted into an aerodrome at short notice, and above the large field inside the board track the bird-men will be able to perform their stunts, while the spectators, in comfortable seats, will view them with ease. A number of gentlemen interested in flying machines here have approved of the plans.

Going still further, French says the place can be utilized for conventions, conferences or big open-air meetings. A rostrum could easily be placed in the center, and from this speakers could be heard in all parts of the inclosure. The announcement of this feature has also made a big hit. When French returned from New York, where he attended the motorcycle show, he said that he had taken up with the F. A. M. the question of sanctions for board tracks other than those absolutely circular in shape. He stated that the matter had been settled and that sanctions will be granted to any kind of track, so it is made perfectly safe. This problem was perplexing Jack Prince, and it was at the latter's request that French took it up with the F. A. M.

ROGERS JOINS FLYERS.

BALTIMORE, MD.—George W. Rogers, who made a reputation as a daring rider, has abandoned motorcycling and will take up flying. He was in town a few days ago to bid farewell to his many friends. He sails soon for South America, where, with other birdmen, he intends to court fame and riches.

SLEIGHING BY MOTORCYCLE.

C. L. NEWLEY, Kansas City, Mo., forwards the accompanying unique photograph and writes as follows: "After returning from one of our recent trips with three aboard we loaded five passengers on the sleigh and made another run at about 25 miles per hour. This sport has created quite a hit here.

A COMBINATION MEET.

PLANS have been perfected for a race meet to be held in Montgomery, Ala., on March 4, in connection with an aeronautic program which is being promoted by the Berger Aviation Co.

HASHA IS POPULAR.

SAN FRANCISCO, Cal.—Mr. and Mrs. Ed. Hasha have been delightfully entertained since their arrival in this city. Frank Carroll and G. J. Lehman, of the Goodyear forces, tendered the young couple a lunch at the Cliff House and took them for an automobile ride recently, and the little speedster and his wife could accept an invitation for almost every evening were they so inclined.

ANOTHER INDIAN PREACHER.

J. OTTO TRESEMER, who is well-known as a rider in Ohio, has joined the forces of the Barr Motorcycle Company, Indian agents at Columbus and is already preaching the Indian gospel. He says, "The 1912 Indian certainly looks good to me, and I believe it will sell 'like a flash,' as the prospects I have talked with so far are very enthusiastic about it."

THE D. C. Walker Auto Company, 1919-1931 North Charles street, Baltimore, Md., has become local distributor for the Flanders "4."

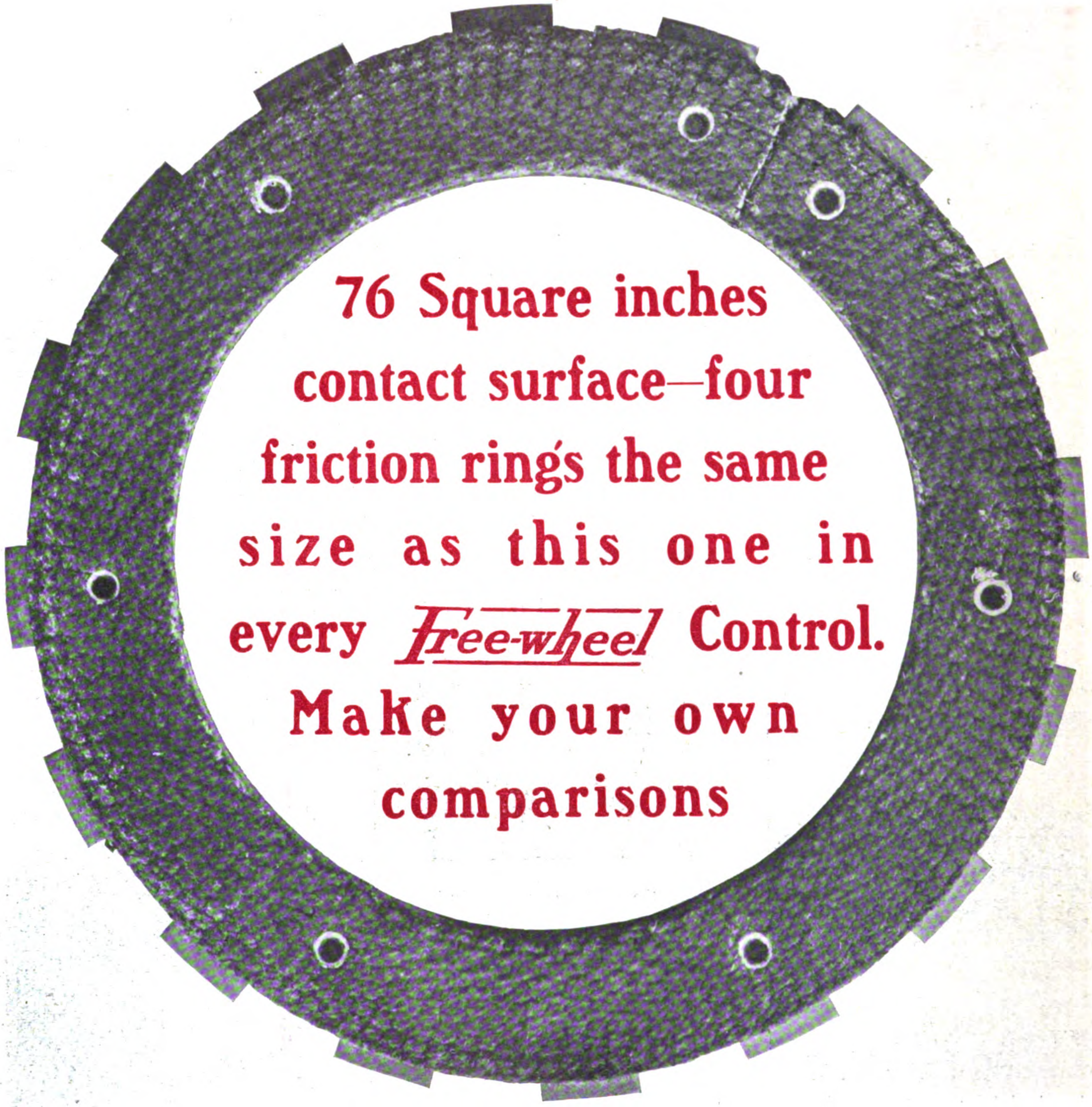
HARLEY AGENTS.

THOS. BUSHART and John Flosom have entered into partnership for the purpose of handling the Harley Davidson machines in Portsmouth, Ohio.

CARROLL BAGGED THE GAME.

MANAGER JOHN N. CARROLL, JR., of the Chase Motor Company, Charles and Reade streets, Baltimore, Md., made a "gunning trip" for up-State prospects some time ago on which he found time to let the camera man obtain the accompanying photograph. The picture shows Manager Carroll on his Harley-Davidson, for which the Chase company has the agency. He explains that the only gun used to bring down the game was his Harley, which allowed him to return with more orders than he had counted upon. The Chase company has been taking orders and making prompt deliveries on 1912 model Harleys since the first week in November.

The Free-Wheel Control—the Smoot



76 Square inches contact surface—four friction rings the same size as this one in every *Free-wheel* Control. Make your own comparisons

HARLEY-DAVIDSON MOTOR COM

est Operating Clutch in the World

COMMON SENSE is enough to convince anyone open to conviction that the rear wheel is the only logical place for a clutch on a motorcycle. It's *the only place where there is room* to make the various parts *large* enough to do the work required.

It requires no mechanic to see that the dry plate clutch of the Harley-Davidson cannot throw oil or grease onto the machine or rider *because no oil or grease is used.*

The Free-Wheel Control on the new Harley-Davidson is in such great demand by riders who want "something better" than the ordinary "free engine clutch" that we have been obliged to secure a separate building for the use of the clutch department exclusively. We are now operating the largest stamping presses in the motorcycle business—two of them—with 400,000 pounds capacity, and we have to work them *to the limit* to make enough Free-Wheel Controls to take care of our orders.

You know yourself that nothing is so convincing as a *trial.* All our dealers have their demonstrators now. Take a ride on a 1912 Harley-Davidson *yourself.*

THE Harley-Davidson Free Wheel Control is not a makeshift attachment or an after-thought added on "to meet competition." It is built *for service* and should last as long as the machine itself, with the possible exception of the replacement of the friction disk facing once in two or three years. This facing is an asbestos composition that cannot possibly burn, char or go to pieces from heavy overloading or abuse, and is subject only to natural wear.

The two ball-bearings have 3-inch races. The ball thrust bearing has 2¾-inch races. The very size of these parts guarantees a lifetime of wear if given as much care as any ordinary hub receives.

The friction faces and the ball-bearings are the only parts in the Free-Wheel Control *which could possibly wear out* or cause trouble, and they have been made so unusually large that their life will be nothing short of phenomenal when compared with other prevailing types of under-sized attachments which have been offered to the public for the past year or so.

Even such little details as the rivets used to fasten the facing material to the clutch plates have received proper attention. Even these rivets are made in our own plant. They are not common clinch rivets. They are *swaged bronze,* large, hollow and indestructable, and *will not tear out* or cause trouble like the kind used in the ordinary clutches.

ANY, MILWAUKEE, WISCONSIN

Questions & Answers

HORSEPOWER RATING.

A CONSTANT READER.—The Federation of American Motorcyclists does not officially recognize horsepower ratings. Its competition committee chairman is guided entirely by measurements, showing piston displacement of each machine. Entry blanks are made out on this basis, although under the present rules promoters may program events for machines of different horsepower ratings. However, no official recognition is taken of records based upon horsepower.

As a matter of fact, there is no absolute relation between horsepower and piston displacement. This very problem has been before the Motorcycle Manufacturers' Association for some time, and is still unsettled. It was suggested that the association adopt a standard on the basis of 7½ cubic inches for 1 h. This is a fairly good average and would give a rating of 4 h. to a motor of 30 cubic inches piston displacement. Such a standard, however, would be an arbitrary one and not entirely scientific, as different lengths of stroke would result in the production of different horse powers in motors of exactly the same piston displacement.

LOUISVILLE TO MAMMOTH CAVE.

A READER.—We can give you only the outline of a good route to Mammoth Cave from Louisville, according to latest information received. The route for the most part is only fair, and in the season you propose to ride it is possible that you may find some poor spots. Leave Louisville at Hotel Seelbach, going east on Fourth street, then turn into Broadway; cross railroad and at cemetery entrance turn right with trolley. At next fork go left with trolley (2.3 miles from hotel, and at 4.8 miles cross trolley track and keep right at next fork. Cross railroad (7.7 miles), stone bridge (10 miles), then covered bridge (17.6 miles), and on "S" turn (18.2 miles), pass small road and go on to Mount Washington. Go next to Bardstown, then to New Haven, and Buffalo. Go on to Bear Wallow and Cave City. Mammoth Cave is 10.5 miles from Cave City and 116.2 miles from Louisville.

PISTON DISPLACEMENT.

THEODORE JOENS.—In a motor cylinder the piston displacement is the volume of that portion of the cylinder swept by the piston in any one stroke. The displacement is calculated in cubic inches in this country and in cubic centimetres abroad, and measurements for determining it are as follows: Stroke, from point where head of piston is at its uppermost position to that point where the piston head is at its lowest position; bore, the internal diameter of the cylinder just below the uppermost position of the piston head. The displacement is calculated from the formula for the volume of a cylinder: Bore × bore × stroke × 0.7854 = volume or piston displacement. When the bore and stroke are taken in inches the result will be in cubic inches, thus: 3¼ × 3¼ × 3⅝ × 0.7854 = 28.04 cubic inches. For the relation between cubic inches and cubic centimetres, see the article on "Measuring Cylinder Capacity," page 47, issue of December 14 last. The combustion chamber is not measured in reckoning piston displacement.

GRINDING IN VALVES.

E. H. BROZKA.—Grinding in a valve implies, for perfect tightness against leakage of gas, that the surfaces of the valve face and valve seat are such a fine fit that they touch at all points. If you can be assured that the valve fastened in the chuck runs absolutely true when you grind it in on the lathe, and that the cylinder can be placed so as to insure this valve being true, then the method you mention, if not continued too long for each valve, should be satisfactory. But even tool makers find difficulty in setting up jobs such as you suggest, with accuracy, and they have at hand very superior machine tools to work with. We suggest, therefore, that you grind them in by hand, or with brace or grinding tool, and test for tightness during the operation. The use of Prussian blue on the surfaces will show the "high spots" by the removal of the blue. When there are no such spots, a good, accurate fit is indicated. Grind slowly and without too great a pressure.

F. A. M. REPAIR SHOPS.

WALTER D. LANDON.—Full information concerning F. A. M. repair shops and the benefits to be derived from them may be obtained by addressing Secretary G. B. Gibson, Westboro, Mass., or E. M. Estabrook, Bangor, Me., chairman of the F. A. M. membership committee. They will welcome an opportunity to inform you fully.

FOREIGN PACING MACHINE.

C. W. COLEHOM.—The machines are used in the Buffalo velodrome, Paris, France, for pacing cyclists in match events, etc. They are built especially for such purposes and very probably could not be used on the road for any length of time. For further information write to Geo. C. Greener, Columbus, Ohio, who contributed the photograph during his trip through Europe last summer.

MACHINE TYPES.

J. J. SOUCIE.—The "Motosacoche," made in Zurich, Switzerland, in 2¾ h. twin, with a cylinder capacity of about 27.5 cubic inches, is probably the most powerful machine made in Switzerland. The S. I. A. M. T. is another machine of the same power, made only with single motors. The Peerless is either an American or British make, as there are machines bearing that name in both the United States and Great Britain. Special machines of higher power than 2¾ h. have been built in Switzerland, but as far as we know only on order and never regularly listed.

BELT TREATMENT.

W. H. MARTIN.—Belts should be treated at intervals to prevent them becoming hard, with neatsfoot oil or a good belt dressing. When neatsfoot oil is used, it should be of the best quality procurable. Clean the belt thoroughly before dressing it with oil or the preparation. Castor oil should, in general, not be used on belts, as it has deleterious effects in many cases, but seems to be fairly satisfactory on some makes.

HUNTER, N. D., TO LOS ANGELES.

HARRY F. GALE.—Your starting point will be at Fargo, Cass county, which you should be able to reach by following the line of the Great Northern to Casselton and then going east to Fargo. From Fargo go to Wahpeton and Sisseton, S. D., then to Watertown, Arlington, Madison, Salem and Yankton. The next town of importance to be reached is Columbus, Neb. The states of North and South Dakota and Nebraska are not routed, except as here given, and we consequently can only give the above outline. From Columbus go on to Grand Island, Kearney, Lexington and Ogallala. The next city is Cheyenne, then Laramie, Rawlins (Wyoming), Thayer, Rock Springs, Green River, Evanston and Ogden, Utah. The better route will go north of the Great Salt Lake and to Palisade, Nevada, then to Winnemucca and Reno. From Reno go next to Truckee and Sacramento, California; thence to Stockton, San Jose, Sante Cruz, Salinas, Paso Robles, San Luis Obispo, El Piz Mo, Santa Maria, Lampoo, Santa Barbara, Ventura, Oxnard and Los Angeles.

FULL INFORMATION COMING.

A. CHAPMAN.—Our forthcoming *Motorcycle Manual* will give a thorough and detailed description of the motorcycle motor, the troubles encountered and their remedies, horsepower calculations, State motorcycle laws, a directory of the industry and other valuable information for those interested in the motorcycle. The price will be 25 cents and the *Manual* will be issued about February 15.

ELECTRIC MOTORCYCLE.

RAY E. STEWART.—An electric motorcycle, using storage batteries for source of current is made by the Electra Motorcycle Company, Detroit, Mich.

SEEK TO MODIFY BAN ON THE TANDEM

Washington Motorcyclists Approve Edict Against Tank and Handlebar Riding, but Argue that Use of Standard Passenger Attachment Should Be Permitted.

FEW clubs in the East have given more encouraging evidence of activity and enthusiasm during the last few months than the National Capital M. C., of Washington, D. C., which recently elected new officers and mapped out plans for the 1912 season. One of the issues of vital import to motorcyclists in the capital city involves the problem of passenger carrying, a recent ordinance having prohibited the use of a motorcycle by two riders regardless of how they may be seated. This drastic action by the municipal authorities followed several accidents which resulted from motorcyclists carrying a passenger on the tank or handlebars of a machine.

The club takes the stand that such a sweeping restriction is not justified, and that motorcyclists should be allowed to carry passengers provided a standard tandem attachment is used. With a view to calling this phase of the situation to the attention of the City Fathers the club adopted the following set of resolutions:

"Whereas: The primary object of the National Capital Motorcycle Club is the advancement and protection of the rights and interests of motorcyclists; and, whereas, this organization realizes the danger to life and property following the practice of carrying an extra person on any motorcycle in front of the operator of such motorcycle,

"Be is resolved: That the National Capital Motorcycle Club, in regular session assembled, does hereby approve the ordinance recently put into operation by the commissioners of the District of Columbia, making it unlawful for more than one person to ride on any one motorcycle at one time; provided the said ordinance be enforced only in the cases of motorcycles carrying an extra person in front of the operators of such motorcycles, and

"Be it further resolved: That the National Capital Motorcycle Club does hereby condemn as being unjust and not in accordance with the spirit of law, the enforcement of this ordinance in the cases of motorcycles carrying an extra person in the rear of the operator of such motorcycles. Therefore, be it

"Resolved: That a copy of these resolutions be spread on the minutes and that a copy of same be forwarded to the commissioners and the Chief of Police, of the District of Columbia, and that a committee be appointed to wait upon the commissioners and the Chief of Police with a view to having the aforesaid ordinance modified in accordance with these resolutions."

The club's new official staff is made up as follows: F. Yowell, president; E. Dodson, vice-president; S. Eaton, recording secretary; T. Wansleben, corresponding secretary; C. Cross, treasurer; G. Beall, captain; S. McPherson, first lieutenant; W. H. Throop, guard. The first six officers named with J. S. Berryman and H. B. Cohen, make up the board of directors. The club is assured of rapid growth during 1912.

PLAN THREE RACE MEETS

Elmira Club Has Obtained Options on Track for Decoration Day, Fourth of July and Labor Day Programs.

ELMIRA, N. Y.—Three race meets will be held by the Elmira Motorcycle Club during the coming year if present plans of the members do not miscarry. Options have been secured on the local race track for the afternoons of Decoration Day, Fourth of July and Labor Day. It is hoped that the interest manifested at the meet last year will again become evident for the events this year, so that some of the best-known riders may be brought to this city to give Elmirans top-notch racing.

The annual meeting of the local club was held recently, and the following hustling staff of officers was elected for the coming year: President, B. A. Forsythe; vice-president, Robert Weaver; corresponding secretary, T. C. Sayles; financial secretary, Henry Rohver; treasurer, Arthur Holly; captain, Waldo Allen; first lieutenant, Robert Butts; second lieutenant, Victor Campbell; members of the board of directors, Dr. Walter C. Byrne and Phay B. Rutan.

TO BUILD ROADS.

THE Quebec Provincial Legislature decided, during its present session, to set apart the sum of $10,000,000 for the establishment of a network of good roads throughout the province, totaling in length 3,300 miles. The new highways will be macadamized, and the feature of the project is the laying of "double-tracks" down each bank of the picturesque St. Lawrence river, between the cities of Montreal and Quebec. Another main highway contemplated will run from Quebec city to the United States boundary line through Sherbrooke. The nature of the roads of Quebec has never been a matter for pride, and the government's proposal will prove a great boon for auto and motorcycle touring.

Chas. H. Sayles, of Waterloo, Ontario, and Two Promising Prospects.

PHOENIX ROAD RACE

Seven Out of Ten Starters Finish Severe Test Over Sandy Course, and Fair Time Is Made.

TEN riders started in the road race from Phoenix, Ariz., to Mesa and return on December 28, and seven of them finished. The course was a trying one, much sand and some rocky stretches being encountered, but on the whole the machines stood up well.

The contestants finished in the following order: Stanton Dorris, Harley-Davidson, time, 1:00:37; Joe O'Connell, Thor, time, 1:05:08; Jim Davis, Harley-Davidson, time, 1:06:20; Walter George, Harley-Davidson, time, 1:06:47; J. Barker, Harley-Davidson, time, 1:07:05; M. Valentine, Thor, time, 1:09:59; H. Steele, Yale, time, 1:10:45; Elmer Brunner, Thor, out; Ed. Hurley, Twin Indian, broken chain, out; Robert Anderson, Wagner, broken belt, out.

RODE THROUGH FLAMES

English Motorcyclists Have Thrilling Experience When Enveloped by Blaze from Wayside Brush.

AN unusual story is told of the experience of two English motorcyclists who recently made a side-car trip from London to Harrogate. While they were passing a field where some brush was burning a high wind suddenly swept the flames out upon them and they were obliged to drive through the fire at top speed. The machine operator placed his hand over the vent hole in the gasoline tank and opened the throttle, trusting to his speed to carry him through before the fuel could be ignited. The tank had been freshly filled and some of the gasoline had spurted out around the filler cap but this was not ignited; the riders made the perilous trip in safety.

As they dashed out of the fire zone the riders encountered a railroad crossing with the gates down, but they again escaped, succeeding in bringing the machine to a stop in time to avert a catastrophe. The front tire on the machine burst, probably owing to the intense heat to which it was subjected while passing through the flames.

MERKEL IN TACOMA.

TACOMA, Wash.—There are now a round dozen Flying Merkel motorcycles chugging about the streets and boulevards of Tacoma, in spite of the rainy weather. Only one rider has been forced to discard his machine; he has been sick in bed, but will soon be again astride his single-tracker.

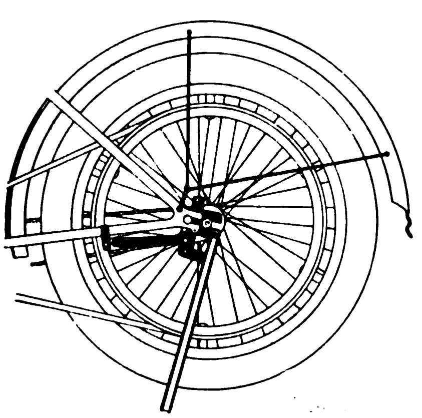
OLD DOMINION BANQUET.

MEMBERS of the Old Dominion M. C., of Richmond, Va., recently held their first annual banquet in the club rooms. The evening was spent in merrymaking, with G. H. Tompson as toastmaster.

Manufacturers

KOEHN SHOCK-ABSORBER.

NEW in design and sturdy in construction, the Koehn shock-absorber for motorcycles has proved its value in severe tests and is likely to be widely used as riders become acquainted with its advantages. The shock-absorbing device is shown in black in the accompanying illustration. It will be noted that the axle proper fits into the slots in the shock-absorber, and that in turn the special fitting rests in the regular fork-end slots. When the wheel strikes a road inequality the shock transmitted to the axle moves it upward proportionately without passing the jar on to the frame, the fork-ends proper acting as a pivoting base. The spring which extends from the shock-absorber to the lower fork member supplies the necessary tension as the wheel moves upward under pressure. The device, which is sold complete for $6, is now being turned out in quantities by Koehn Bros. at their factory in Tampa, Kan.



The Koehn shock absorber is very simple and can be attached to any make of motorcycle, either chain or belt drive, the Koehn Brothers furnishing all the fittings with the attachment.

RIM FOR LARGER TIRES.

EARLE S. ECKEL, of Washington, N. J., a live-wire motorcycle dealer, has offered a solution for the problem of larger tires for motorcycles. He has made for himself a rear wheel to take a 28 in. x 3 in. automobile tire. The diameter of the rim is a trifle smaller than the usual rim, so that the large tire will clear the forks and the rim will properly fit an ordinary 28 in. x 3 in. automobile tire. The reading of the speedometer, if it be attached to the rear wheel, is not affected. The rim measures 2¼ inches across the clinchers, as against 1½ inches of the ordinary rim. Extra heavy spokes and nipples are used in the wheel. The liberal width of the rim will insure against rim-cutting of the tire, even when the tire is only partially inflated. With a softer rear tire go easier riding qualities and increased life of the motorcycle. A 3-inch automobile tire is designed to carry a load several times as heavy as that which it will receive on a motorcycle, even with the weight of a tandem rider on it. On a motorcycle a 3-inch automobile tire will outwear two ordinary 2½-inch motorcycle tires.

Mr. Eckel has tested his wheel in a most severe manner. He has it equipped with a non-skid tire and has ridden it several thousand miles through mud, slush and snow, and the tire shows no signs of wear. He pronounces it a complete success and with it, he says, skidding is impossible. He is manufacturing these rear wheels in quantities for the trade, and in so doing is offering to motorcycle riders a long-felt need.

TIRE MACHINE PREVENTS DISSATISFACTION.

"OUR claims for Goodyear motorcycle tires," says S. A. Falor, are proven by a replacement report recently received at our office from a large Eastern territory." The report showed that only two replacements had been asked for by riders during the past year. The reason for this, Mr. Falor stated, was the fact that "Goodyear motorcycle tires, as well as Goodyear No-Rim-Cut tires are built on a special machine. This avoids the uncertainty in carcass building that accompanies hand-made tires. This is one instance where a machine-made article is superior to a hand-made article. Were motorcycle tires made from one piece of fabric, hand-making would be superior, but inasmuch as the carcass of the tire is made up of many plies of fabric, each being stretched at high tension over an iron core, one layer at a time, the fine mechanism of the Goodyear machine eliminates all possibility of one layer being pulled tighter than another, and proves superior.

"Each layer must be laid on at exactly the same tension in order that the carcass when vulcanized becomes a perfect whole of uniform strength."

ALLEN IS BRANCH MANAGER.

ANNOUNCEMENT is made by the Federal Rubber Manufacturing Company, of Milwaukee, of the appointment of Marcus Allen as manager of its New York branch, with headquarters in New York City. Mr. Allen, who was formerly connected with the Empire Tire Company, left that company to take the management of the New York branch of the G. & J. Tire Company, of Indianapolis. Inasmuch as the former officials of the G. & J. Tire Company are now at the head of the Federal Company, Mr. Allen's connection with the latter company is in the nature of a "welcome home" by his former business associates.

Having a wide acquaintance in the pneumatic tire trade, and an enviable record for results achieved in sales promotion work. Mr. Allen will no doubt prove a strong link in the chain of representative selling connections which the Federal Company has established in all parts of the country.

LOYAL TO THE TWO-WHEELER

A VISITOR at the Indian stand at the Madison Square Garden Show told of another use for the motorcycle. He said that although he owns six automobiles he always keeps two Indian motorcycles at his country place, near New York City. One of these machines he reserves for his own use, to run about to his neighbors on informal calls, to go to the golf grounds and frequently for a little pleasure spin. The other machine is kept in constant use in messenger service on his large country place.

ANOTHER COMMERCIAL LINE.

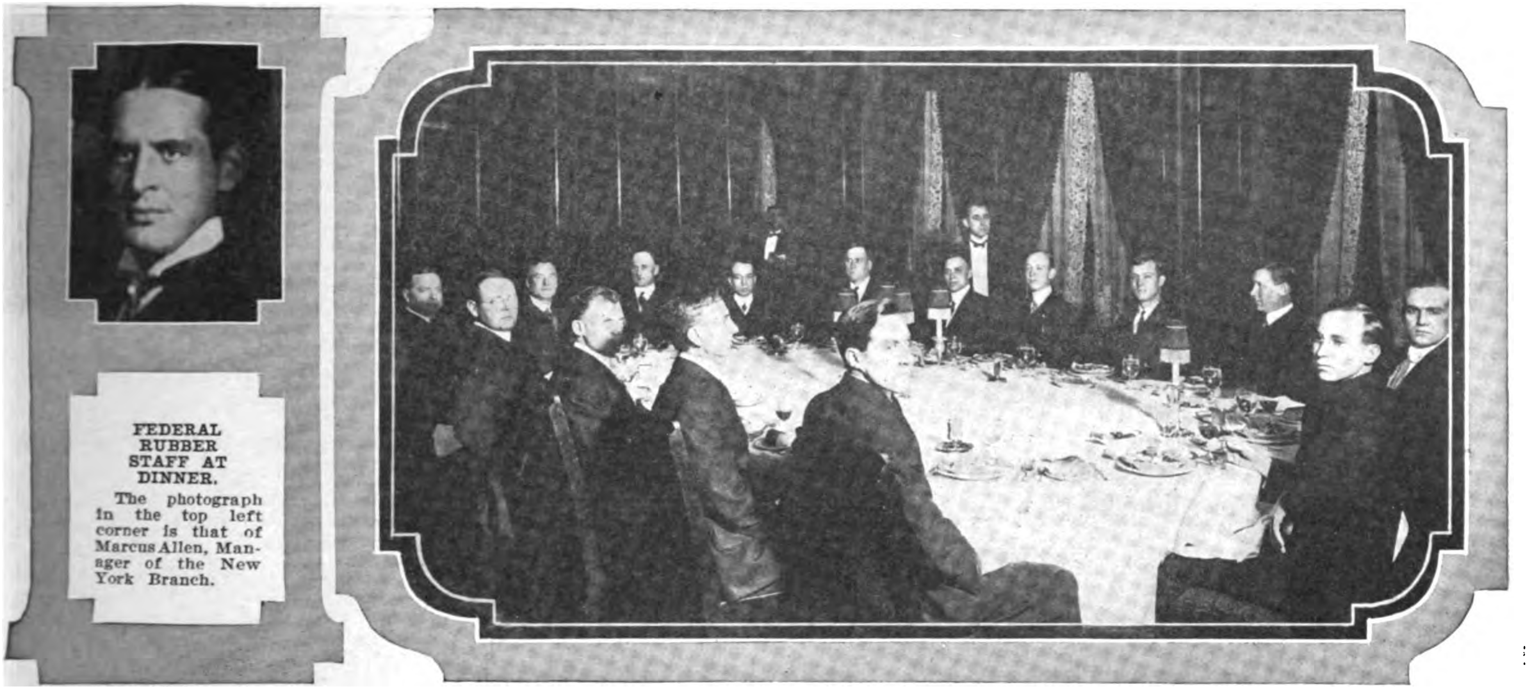
ONE of the motorcycles used for commercial purposes in Milwaukee, Wis., is in the service of the Wisconsin Dye Works, and is doing thoroughly satisfactory work over all kinds of roads. It is a Harley-Davidson, equipped with a rear carrier, as shown in the accompanying photograph, and has enabled the company to cover a much larger district than was available with a horse and wagon. It has also proved far more economical.

WISCONSIN
DYE WORKS

CLUB IN NEW QUARTERS.

THE members of the Bakersfield (Cal.) M. C. took possession of and held their first regular weekly meeting in the four-room cottage at 2717 I street, which they recently rented as a clubhouse. The club plans to hold a housewarming about February 1, by which time the cottage will be completely fitted up.

THE Troy Rubber Tire Company, of Troy, Ohio, has been incorporated, with a capital stock of $10,000, to manufacture automobile and motorcycle tires and wheel attachments. The incorporators are Jacob Sweigert, Cyrus S. Perry, Sherman LeBlond, Charles M. Drake and Alvie V. Kiser.



FEDERAL RUBBER STAFF AT DINNER.
The photograph in the top left corner is that of Marcus Allen, Manager of the New York Branch.

FEDERAL STAFF BANQUETS

Department Heads of Milwaukee Firm Dine Once a Month at Company's Expense and Then Talk Business.

WITH a view to fostering a spirit of good fellowship and co-operation, and incidentally to bring about a thorough understanding of its general business requirements, the Federal Rubber Manufacturing Company, of Milwaukee, Wis., tenders a banquet once a month to the managers of its different departments. The programs are so arranged that semi-social features blend with business, and by this pleasant method highly desirable results are being obtained. After the repast there is always a general discussion of the operations in each of the company's departments.

For the last banquet the Federal "family" gathered in the Red Room of the Pfister Hotel, in Milwaukee, and it was on that occasion that the accompanying photograph was obtained. Those at the table are Byron C. Dowse, president; Herbert A. Githens, vice-president; Richard Ward, secretary-treasurer; F. Haskell Smith, superintendent of works; J. E. Kepperly, general counsel; Arthur A. Frank, assistant superintendent; Edward Hutchins, superintendent of construction; Arthur J. Zealley, publicity manager; P. H. Ober, superintendent of tire department; G. H. Money, purchasing agent, and A. H. Wilson, assistant to the secretary.

"I believe these monthly gatherings to be most beneficial to the company's interests and progress, as well as to our department managers individually," said President Dowse, "for they bring us together under conditions of mutual good-fellowship, free from the ordinary restraints of business hours, and have a tendency to promote freedom of discussion, suggestion of new plans, improvements, etc., and a general co-operation that we might not otherwise obtain."

STATE ADOPTS F. A. M. COLORS.

THE official colors of the F. A. M., blue and yellow, have been adopted for the motorcycle license plates in Maine.

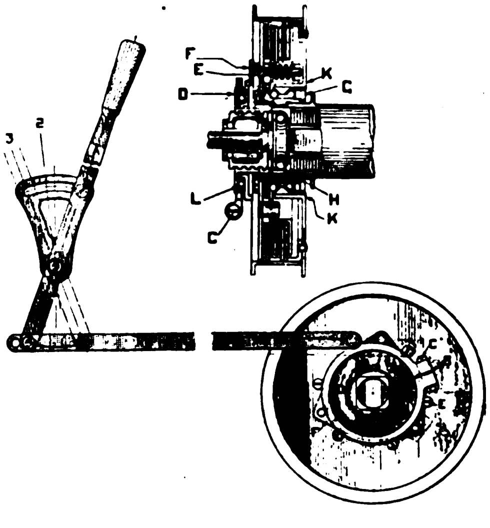
HARLEY REAR WHEEL DISC CLUTCH

Large Surface and Simplicity of Adjustment Are Prominent Characteristics—Extra Flywheel Effect When Motor Runs Free.

UNUSUAL attention has been attracted of late to the Harley-Davidson free wheel, or rear wheel type of clutch, which is a distinctive feature in the Milwaukee company's popular line for 1912, and many riders of wide and varied experience are thoroughly in accord with the firm's claim that its device will eliminate clutch troubles. The Harley-Davidson designers maintain that the rear wheel is the only logical location for the clutch, inasmuch as by having it located in that position the motor pulley, belt and rear wheel pulley act as an additional flywheel, causing very steady running when the motor is not driving the machine. Furthermore, the clutch is out of the way in case of falls or other accidents, and it is also possible to construct a clutch of more than sufficient surface, if necessary.

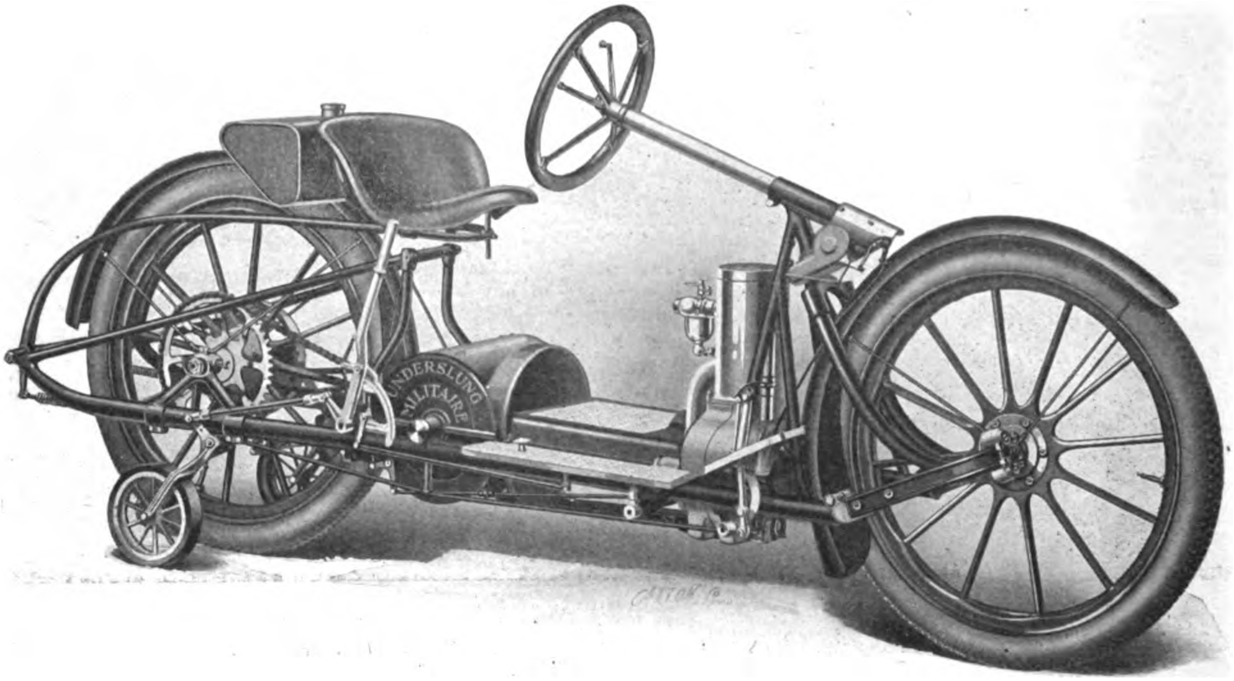
There are 76 square inches of contact surface in the Harley-Davidson Free Wheel Control. The ball races are used only when the clutch is in the free position, and are 3 inches in diameter, assuring long service. The race itself is of a special grade of high duty, high carbon steel, very carefully hardened. Special hollow bronze rivets are used to hold the asbestos composition facing to the clutch discs. These rivets are made in the company's factory and assure against any possibility of the facing coming loose. The six springs which hold the discs in engagement are large and of long life, and are designed to eliminate breakage under normal or abnormal use. The clutch may be adjusted when necessary by a half-turn of the six screws marked E in the sectional illustration of the clutch.

The clutch consists of a number of steel and asbestos composition disc facings, two being fitted to the shell K, while the third steel disc is fastened to the cup, which is riveted to the part carrying the male or operating member of the clutch. The asbestos composition discs are arranged, each between a pair of steel discs, and the pack thus formed is held in engagement by the springs on the screws E. A twin ball race is fitted so that the shell K and the steel discs can ride on the axle and operating member when the discs are forced out of engagement. This is effected by pushing the cup inwards, the web of the latter sliding along hollow rivets and separating the discs. A nut working on a square threaded collar on the extension of the rear axle effects this; the collar is split at B in the operating gear illustration and is operated by the lever A and the flat link. C is the screw for adjusting the nut and ball-bearings of the thrust type H (clutch illustration) are fitted. The lever A has a button which limits its movement by working in a slot cut in the quadrant mounted on the seat pillar, and is capable of being placed so as to give free-engine, full engagement and an intermediate position where a slip of the clutch is allowed.



There are no lock washers nor lock nuts fitted to the screws E, so that the adjustment is as simple as stated above.

The Underslung Militaire—Radically New



TO anyone making an analysis of the rapid growth and remarkable development in the two-wheeled auto vehicle industry, several important tendencies are plainly evident. Aside from the great improvement and execution of the merely mechanical details, another tendency is very pronounced, namely: the incorporation of the many conveniences of the four-wheelers. The machine illustrated above discloses sufficient of these conveniences and improvements to place it in a class by itself. The "Underslung Militaire" incorporates many radical innovations. One of the many features is the artillery wood wheels, which are always true and straight, without kinks or wobble. This detail gives the machine its sturdy appearance. The rims and clearances are wide and liberal, and will accommodate up to 3-in. tires and non-skid chains.

The underslung frame affords the lowest possible center of gravity and seat position, practically eliminating side-skidding.

The idler wheels attached to each side of frame are lowered by a convenient shifting lever at the right of seat, and are raised by pressing the button shown on footboard. These small rubber-tired idler wheels and the very low center of gravity are said to materially increase the factor of safety.

The combination of the large tires, non-skid chains and the idler wheels provides a most efficient drive for sandy roads and steep hills, keeping the machine erect while the engine is employing its greatest power with low speed.

The engine is a vertical cylinder, air-cooled, with vertical fins, enclosed by a polished casing, open at the top. The air is drawn down by a highly developed sirocco blower in the flywheel, and discharged downward and away from the rider. This cooling system is equally efficient with the machine traveling or standing.

The 3½ ins. x 3 43/64 ins. engine is a striking example of the best engine practice, embracing perfect combustion, highest type of magneto ignition, ball bearings and remarkably efficient eccentric counter-balanced flywheel, with a perfectly developed oiling scheme.

A very unique feature of the machine is the friction drive, which gives any variation of speed desired, from 30 to 1 on low and 3 to 1 on high, with 10 to 1 on reverse. The lever on the right operates forward to throw out the clutch, when the speed may be changed by the lever on the left footboard. Or, the right lever may be moved still further forward and operate the band brake. This band brake and the reverse drive as an emergency brake give absolute safety and control.

The reverse appeals strongly to the city riders, and will prove invaluable where the rider finds himself in an awkward position in congested traffic. The steering wheel is identical with standard automobile practice, with spark and gas controls on the inside of the post. A radical evolution is seen in the front hub and axle. This construction provides for the entire load of the forward half of the machine coming directly on the axle, removing this burden entirely from the forks. The forks operate to guide the front wheel only, and *have no other load whatever.*

The long wheel base, the cantilever spring device, together with the bucket seat, provide comfort for the rider and do away with vibration. The low frame, bucket seat and controls make it remarkably easy of access, and the simple control and idler wheels make it possible for the merest novice to learn the management before lifting the idlers.

The builders of this machine are the Militaire Auto Company, of Cleveland, Ohio, who have been working on the above illustrated model for two years, and are now satisfied that as designed and constructed in will meet every reasonable requirement.

ON KELLY-RACINE STAFF.

IT will be of interest to the trade to know that James I. Bush, former manager of the motorcycle department of the B. F. Goodrich Company, Akron, Ohio, is now located in Racine, Wis. Mr. Bush has entire charge of the motorcycle tire department of the Kelly-Racine Rubber Company, of Racine, and will devote all his time to that business. The Kelly-Racine Company has one of the most modern, up-to-date rubber factories in the country and will be an important factor in the motorcycle tire industry.

COUNTY AGENCY FOR EXCELSIOR.

THE Ford Motorcycle and Auto Supply Company, of White Plains, N. Y., has just closed a contract with the Excelsior Motor Manufacturing and Supply Company to handle the Excelsior line for Westchester county. The firm is affiliated with the Motorcycle Dealers' Association of Greater New York, and is also county distributor for the Flanders, Curtiss and Marvel machines. The company has a most up-to-date machine shop and is equipped to do all sorts of repairs and special work.

WOLTERS' OAKLAND RECORDS.

SAN FRANCISCO, CAL.—Now that most of the racers have left Oakland it is interesting to look back over the exhibitions and note the records established by "Farmer" Joe Wolters in his sensational whirls. Following is the official dope on Wolters' Oakland performances: One mile, 41⅖; two miles, 1:22; three miles, 2:02⅘; four miles, 2:24⅕; five miles, 3:25⅗; six miles, 4:07; seven miles, 4:48⅖; eight miles, 5:30⅗; nine miles, 6:12⅗; ten miles, 6:54. By setting the ten-mile time at 6:54 Wolters pulled down another record.

SOLVING LUBRICATING PROBLEMS

Use of a Suitable Grade of Oil Quite as Important as Its Proper Distribution—Tests of High Grade Vacuum Products for Motorcycles.

EXPERIENCED motorcyclists realize and beginners too often have the fact forced upon their notice that most of the troubles that send the machine to the repair shop have their beginnings in defective lubrication. This not only implies that the means of feeding the lubricant to the various bearings and other surfaces are inadequate but, what is more important, that the quality of the lubricant itself is very often inferior. Few machines are more sensitive to inadequate lubrication than gasoline motors, especially when air-cooled, and few are more carelessly treated. Any old oil is frequently considered good enough and the slightest recommendation on the part of a dealer or repair man is usually sufficient to effect a sale. Again false motives of economy promote the use of inferior lubricants, but the lesson of "a penny saved" in oil means "a dollar spent" in repairs should show the futility of this. To perform its functions properly, an oil must form a film between the moving surfaces to prevent their coming into contact with each other and causing wear. The ability of an oil to adhere to the surfaces and to maintain the vital oil-film is known as its "body." There are many good oils on the market, but those of inferior grade are unfortunately in the majority.

When an oil is heated, it loses its body, the very quality that is most desirable, and it must have, therefore, more than sufficient body to make up for the loss by heat, and keep up the film as long as possible. The oil must in addition maintain a "seal" around the piston rings in the cylinder during compression and power strokes, in order that there may be no escape of pressure, and further as the pressure of the rings tends to squeeze out the oil from between them and the cylinder walls the oil must also be able to resist this pressure. Where the rings are a tight fit, an oil of lighter body may be used than when the rings are worn and loose. These being the circumstances, it is evident that unless an oil is capable of doing the work called for, it is too expensive for use on any gasoline motor whatsoever. To secure an oil which fulfills the necessary conditions required, it is necessary to experiment in a good chemical laboratory where proper researches for the best ingredients may be tested and where the motors themselves may be tried out to find the oil which will give the greatest satisfaction and economy for each type of motor. The production of first class oils thus costs more than of those of inferior qualities, but the insurance of a good name and proper manufacture is worth infinitely more than the difference in price.

The various makes of motorcycles used in this country, have been investigated by the chemists and mechanical experts of the Vacuum Oil Company, 29 Broadway, New York, the oils recommended being either "Mobiloils," "B," "A," or "Arctic," the latter two being chiefly used for winter service. It is almost unnecessary to give a description of these products, but a recapitulation will serve to remind users of the same of their characteristics, and some may discover that they could better employ a lighter or heavier bodied oil as the case may be, and it will guide the non-user to the proper choice for his machine. Mobiloil B is of heavy body and is the "stock" oil for air-cooled motors, having the ability to hold compression under a great amount of heat. Mobiloil A, while primarily designed for water-cooled motors, will hold its body under extreme heat and will feed through all forms of mechanical and gravity oilers. It is of medium body, while Mobiloil Arctic, having a light medium body, is invaluable in extreme cold weather, flowing freely and is noticeable for its light color. The following table has been compiled by the laboratory after sufficiently exhaustive tests and when followed will give the highest satisfaction:

MOBILOILS RECOMMENDED FOR MOTORCYCLES.

	Use.	
Machine.	Summer.	Winter.
American	"B"	"A"
C. V. S.	"B"	"B"
Detroit	"B"	"A"
De Luxe	"B"	"A"
Eagle	"B"	"B"
Emblem (1))	"B"	"B"
Emblem (2)	"B"	"A"
Excelsior	"B"	"A"
Flying Merkel	"B"	"A"
Greyhound	"A"	"A"
Harley-Davidson	"B"	"A"
Haverford	"B"	"B"
Indian (1)	"B"	"B"
Indian (2)	"B"	"A"
M. M.	"B"	"A"
Marvel	"B"	"B"
Minneapolis	"B"	"A"
N. S. U. (1)	"B"	"B"
N. S. U. (2)	"A"	"Arctic"
New Era	"B"	"A"
Peerless	"B"	"B"
Pierce	"A"	"Arctic"
Pope	"B"	"B"
Racycle	"B"	"A"
Reliance	"B"	"B"
R. S.	"B"	"A"
Schickel	"A"	"A"
Theim	"B"	"A"
Thor	"A"	"A"
Wagner	"B"	"B"
Yale (1)	"B"	"B"
Yale (2)	"B"	"A"

[Note.—The figures in brackets refer to the number of cylinders where different oils are recommended on singles (1) or twins (2)].

The user of a variable gear device is equally well provided for in the Vacuum line of lubricants; Mobiloil C, for example, for gear-boxes being a dark, heavy oil, and this is especially adapted to types having ball or roller bearings. A variety of transmission greases, all of which can be handled by a grease-gun, for gear-boxes are included in the Vacuum line, and like the Mobiloils are the result of years of experiment and gruellingly practical service. The nature and characteristics of these lubricants can be seen at the various branches of this company, the oils being shown in glass tubes so that their color and viscosity will become familiar and the greases equally effectively displayed and ready to be demonstrated. The exhibits at the New York and Boston shows give an idea of the full line of lubricants manufactured by this company, and a photograph of the Madison Square Garden Show exhibit given herewith, illustrates this, but the value and accessibility of the various products to those interested must be seen to be appreciated.

VACUUM OIL CO.
Mobiloil

EXHIBIT OF VACUUM OIL CO. AT THE NEW YORK SHOW.

CYCLE PARTS CONVENTION FOR DETROIT

Plans for Big 1912 Meeting Were Launched at Enthusiastic Session in New York—L. M. Wainwright, the New President, Welcomed Guests at Highly Enjoyable Luncheon.

ANNUAL LUNCHEON OF
CYCLE PARTS & ACCESSORIES MFG. ASS'N.
TENDERED TO
MOTOR CYCLE MANUFACTURERS ASS'N.
AND
NATIONAL CYCLE JOBBERS
AND
ACCESSORIES ASSOCIATION
HOTEL ASTOR
JAN. 11, 1912

BUSINESS and social features were merged to such good effect at the annual meeting of the Cycle Parts and Accessories Association, at the Hotel Astor, New York City, on the morning of January 11, that the program was declared to be the most successful ever arranged by the body. In the absence of President Ralph D. Webster, of the Eclipse Machine Company, the chair was occupied by William H. Crosby, of the Crosby Company, pending the election of the new president, who proved to be L. M. Wainwright, of the Diamond Chain Company, of Indianapolis. The remainder of the staff was made up as follows: David S. Smith, of the Standard Company, Torrington, Conn., vice-president, to succeed D. S. Troxel; Louis Schwab, of Stevens & Co., New York, secretary, re-elected; W. J. Surre, of the Continental Rubber Works, Erie, Pa., treasurer, re-elected.

Detroit was decided upon as the scene of the annual summer meeting of the association which will be held August 6-9. An appropriation was made for the entertainment of guests, and a committee of arrangements, consisting of W. J. Surre, chairman, David S. Smith and L. M. Wainwright, was named to take up plans for the convention. For the coming meeting all the members of the trade will be invited individually instead of by invitations sent collectively to organizations as in the past.

After the business session the Cycle Parts and Accessories Association tendered a luncheon to the Motorcycle Manufacturers' Association and the National Association of Cycle Jobbers, the guests and their hosts filling the large dining room on the eighth floor of the hotel. W. H. Crosby, first president of the Cycle Parts body, occupied the toastmaster's chair and admirably handled a difficult task. He introduced the new president, L. M. Wainwright, who extended a hearty welcome to the association's guests. A half-dozen short addresses were made.

KNIGHT WITH THOR COMPANY.

E. J. KNIGHT, formerly sales manager of the Fowler-Carnes Company, of Aurora, Ill., is now in charge of the sales department of the Aurora Automatic Machinery Company, of Chicago, in place of J. A. Handin. Mr. Knight is well and favorably known in the trade, combining to a nicety the desirable qualities of affability, intelligence and an inexhaustible energy. With Knight promoting the "Thor" sales, his friends predict an out-of-the-ordinary future for him and the company with which he is now identified.

LARGE SHIPMENTS COMMON.

UNTIL a few years ago a single order for a dozen machines was a notable event in the motorcycle trade, and an order for a full carload lot was the occasion for a general celebration. The entire establishment watched the loading of the car, and photographs were taken which were spread around generally among the papers and the trade. To some extent these conditions still prevail, but at the Indian factory of The Hendee Manufacturing Company a carload lot has become such a common occurrence as to excite no comment. Besides the great numbers of Indians that have been sent out in smaller lots to every part of the United States, Canada and England, there have already been shipped from Springfield nine full carload lots of genuine 1912 machines, and other shipments equally as large are on the books for delivery at a later date.

The above is an encouraging indication of 1912 business, and it is especially satisfactory from the fact that all deliveries are of 1912 models, as the 1911 product was long ago exhausted.

HELD BALL IN FACTORY.

THE employees of the Dunlop Tire and Rubber Goods Company, Toronto, and their friends, held a musicale and ball in one of the factories of the company's plant on Booth avenue, there, on Friday evening, January 19. The best talent in the city was engaged for the occasion, and a splendid program was provided. It is the intention to make the affair an annual event, in view of the fact that the first program proved so successful.

S. K. F. BALL BEARINGS.

THE S. K. F. Ball Bearing Company, 50 Church street, New York City, has opened an office in Chicago to facilitate the handling of Western business. The new office will be in 1505 Heisen building, in charge of C. A. Winn.

NIGHT FORCE NEEDED

Eclipse Machine Company Finds it Necessary to Put On Extra Staff of Forty Men to Keep Up with Orders.

ELMIRA, N. Y.—General Manager Ralph D. Webster, of the Eclipse Machine Company, of this city, is making plans for the employment of a night force of about forty men to take care of the heavy increase in orders during the last few months. Manager Webster expects that the coming year will be the greatest in the history of motorcycling, and the local concern is making preparations accordingly. The firm is now rushed with orders for its free engine, invented by Frederick D. Ellet, former secretary of the Elmira Motorcycle Club.

More orders for this device have been received up to the present time than were expected for the entire year. The recent indictment returned against David L. Whittier, Leonard Whittier, Edward J. Dunn and Mr. Webster in the Federal Court at Buffalo are expected to have no detrimental effect upon the business of the local concern. Attorney Alexander Falck, who represents the local officials, states that there is merely a point of law to be determined.

GRIFFITH KEEPING BUSY.

A. E. GRIFFITH, of the New Departure Manufacturing Company, recently returned from a four months' Western trip, on which he was successful in lining up many sales for the firm. He is now traveling in the East, where he will undoubtedly set his usual fast clip in locating orders. At the New Departure booth in the Garden Show Mr. Griffith was pretty hard to find, being usually surrounded and hidden from view by his hosts of friends.

NO NOBBY TREAD SUSPENSION.

THE United States Tire Company is announcing to the trade and to consumers throughout the country that the manufacture and sale of Nobby Tread tires is continuing as heretofore. This statement is supplemented with an announcement to the effect that the company is under no prohibition from the courts.

Application had been made for an injunction to restrain the company from marketing Nobby Tread tires pending the result of an appeal, but the court ruled that the injunction be suspended pending the appeal.

PLANNING BIG CATALOG.

THE Davis Sewing Machine Company, of 628 Third street, San Francisco, Cal., manufacturer of bicycles, screw machinery and motor sundries, in addition to sewing machines, is preparing to put out a big catalog in which will be included accessories for the motorcycle. Manufacturers of such articles are invited to forward electros of their products.

Over twenty years ago the Davis company was founded by W. E. Jackson, sr., and about three years ago W. H. Jackson and his brother, W. E. Jackson, took over the business and added the Dayton line of bicycles, for northern California. During the last year sundries were added and the company was forced into larger quarters. It now conducts business on a strictly jobbing basis, and is usually rushed with orders.

VISITED THE WIGWAM

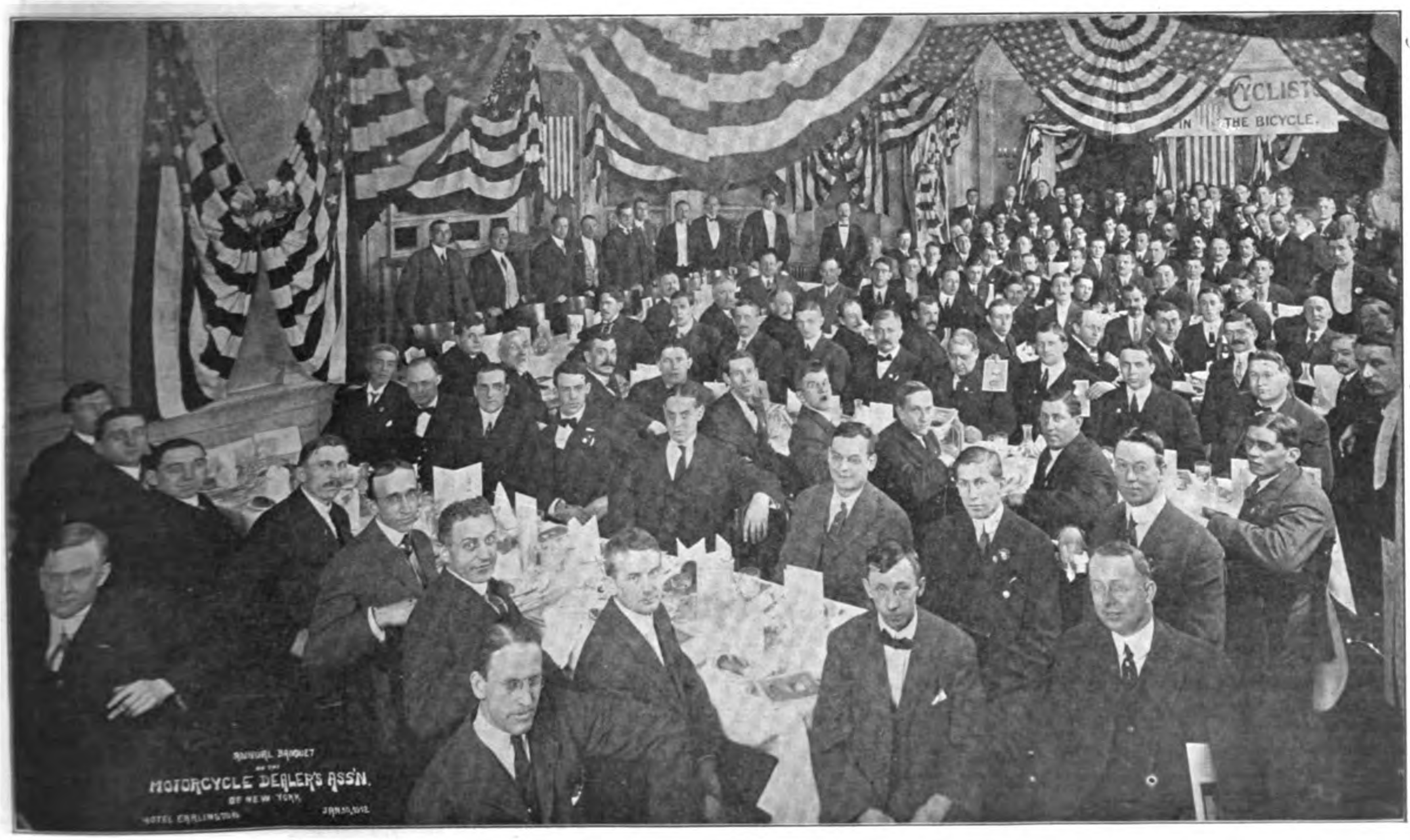
Indian Agents, After Attending New York Show, Are Entertained in Springfield by Hendee Company.

THE New York Show brought together a large number of Indian agents from all parts of the country, and at its close an adjournment was taken to the factory at Springfield to inspect the process of manufacturing the splendid machine they had seen at the show. On the arrival of the party in Springfield on Sunday evening, January 14, they were met by F. J. Weschler, treasurer and sales manager of The Hendee Manufacturing Company, and entertained at supper, and on the following day the big Indian plant was thoroughly inspected.

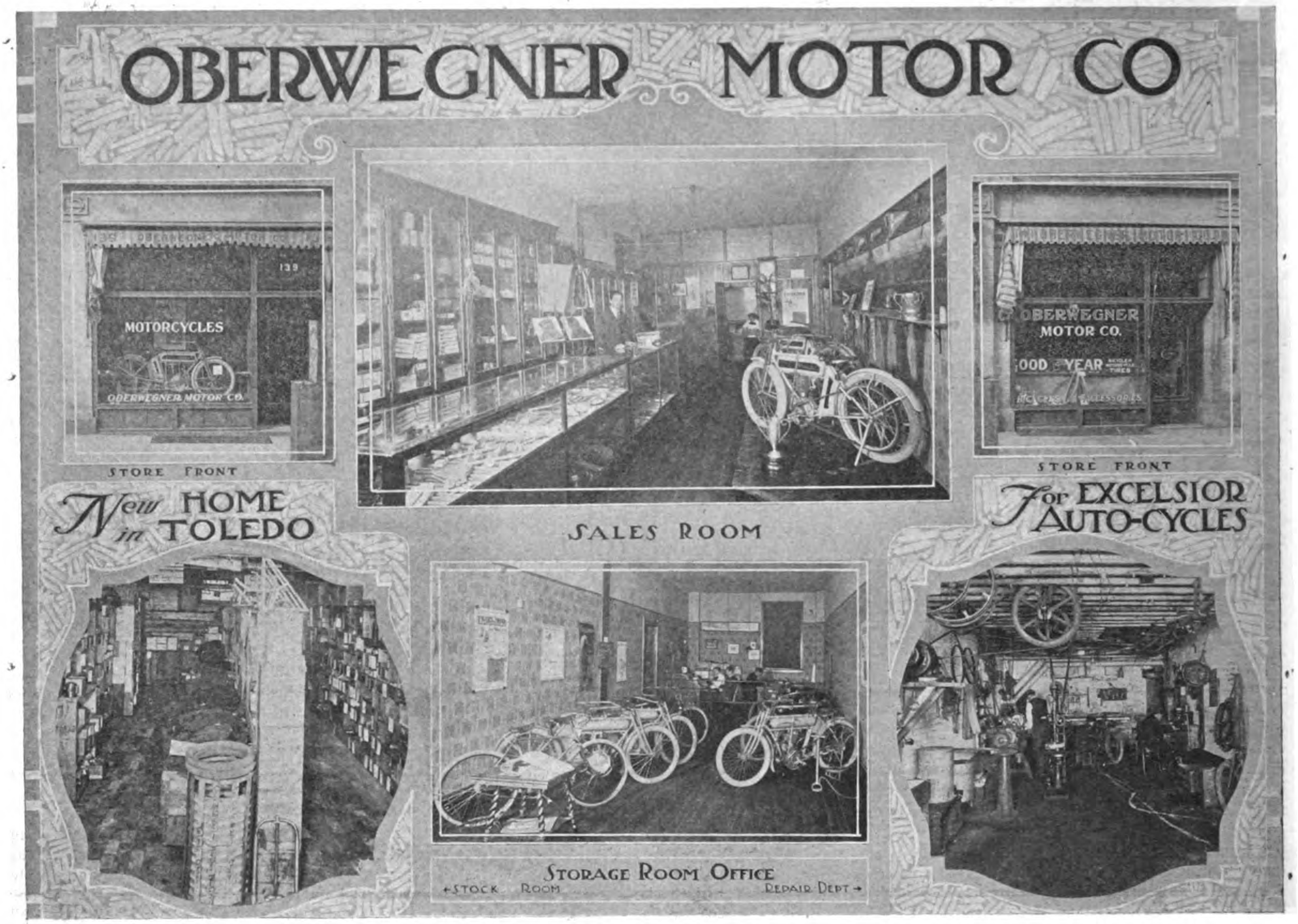
On Monday evening the party was taken to a theater, after a dinner at the hotel, winding up as busy a day as any they had experienced in New York. An impromptu meeting of the visitors was held and a vote of thanks passed to The Hendee Manufacturing Company for the entertainment afforded them.

Among those present were: H. B. Clark, Buffalo, N. Y.; George H. P. Stone, Ilion, N. Y.; Joseph V. Voll, Walter Rothmiller and H. R. Williams, of Lancaster, Pa.; A. E. Gettys and George F. Hewitt, of Harrisburg; A. G. Schmidt, of Pittsburgh; John Rawlings, of Scranton; S. F. Weary, Mt. Carmel; John Sykes, Jr., of Trenton, N. J.; Ed. Stauder and Chas. Daycock, of Rochester.

LISTER BROS., Cleveland, Ohio, have made extensive improvements in their headquarters, and have leased a fireproof building which is to be used as a repair shop.



Dinner Tendered at the Earlington by N. Y. Motorcycle Dealers and the United Cyclists.



HENDERSON DISTRIBUTORS.

IN Eastern territory the new Henderson four-cylinder motorcycle will be represented by the New York and Brooklyn Automobile Supply Company, 1717 Broadway, New York City. The firm's motorcycle branch will be managed by Felix Lewin, who will be remembered for his connection with the Moto-Accessories Company, and as secretary of the Harlem M. C. A demonstrating Henderson will be on view in the company's salesroom about February 20, and riders and prospective buyers are invited to drop in and inspect the machine. In the general line handled by the firm one of the most popular sellers is the "Standard Tire Protector."

INDIAN SUB-AGENCY.

ALTHOUGH their product is already very popular in the Canadian metropolis, the Hendee Manufacturing Company apparently intends to make a big bid for future business in Toronto. Following closely upon the announcement that the main distributing agency for the Indian would, in future, be found in centrally located quarters on Spadina avenue, one of Toronto's big thoroughfares, comes the news that Walter Andrews, the Canadian bicycle champion and agent for the Pierce, situated at 369 Yonge street, has secured a sub-agency for the Springfield flyers.

Toronto, with its more than 500 riders, is generally regarded as one of the liveliest motorcycle towns in the world.

GREW UP WITH BUSINESS

Oberwegner Firm Entered Field When Motorcycle Was New, and Has Kept Abreast of Developments.

IT is one of the proudest boasts of the Oberwegner Motor Company, of Toledo, Ohio, that it entered the motorcycle field when the single-tracker was in its infancy, so to speak, and grew up with the business. The firm has kept pace with the rapid developments of the last few years and is today prepared to meet all the demands of the motorcyclists in its territory. An efficient corps of employees under the direction of A. R. Oberwegner, general manager, and O. J. Oberwegner, manager of sales, handles a great volume of business throughout the riding season. A well-arranged 36-page catalog, full of up-to-the-minute motorcycle assessories, affords an idea of the scope of the company's operations.

Last spring it became necessary to enlarge the headquarters and the facilities throughout were materially improved. That the firm enjoys a wide reputation for fair dealing is evidenced by the large number of mail orders received. This department receives special attention. In addition to being distributor for Yale machines in northwestern Ohio, Southern Michigan and northeastern Indiana the company carries a line of motorcycle accessories, ranging from tire patches to tandem attachments.

DISTRIBUTING EXCELSIORS.

JOHN W. HENRY, president and treasurer of the Vim Cycle & Hardware Company, 137-139 Broadway, Buffalo, N. Y., has closed with the Excelsior Motor Manufacturing & Supply Company, for the distributing agency for Excelsior machines in Western New York and Northern Pennsylvania. The headquarters will be in Buffalo where, in addition to the distributing agency, Mr. Henry will establish a local agency for retailing to the Buffalo trade. The deal is regarded as a highly satisfactory one by both parties. Mr. Henry, besides being enthusiastically interested in the development of the motorcycle trade and advancement of the sport, is one of the best known and most popular citizens of Erie County. He has the reputation of being a great hustler, and it may be predicted with every degree of assurance that the new connection will prove highly advantageous to the Excelsior folks as well as to the Vim Cycle & Hardware Company. The contract was closed by Mr. Henry with Sales Manager Kirk, of the Excelsior Company.

RAPID SHOW SALES.

AT the Indian booth in the New York show one Indian representative booked orders for over 100 Indians in a single day, on signed contracts. Most of these were for immediate delivery, which is unusual for so early a season.

OAKLAND PROMOTERS CRITICIZED

Fans Give Credit for Good Racing But Deplore Management's Attitude Toward Riders--Praise for Referee Carroll.

SAN FRANCISCO, CAL.—Now that motorcycle race series at the Oakland Motordrome is closed fans in this vicinity are expressing their opinion quite frankly concerning some of the "two-penny" methods resorted to by the promoters. To begin with, the series was planned by Jack Prince, but prior to the opening of the meet he turned over the Motordrome to Friedman Bros. Riding contracts were included in the deal, of course, so that the Friedmans held the original agreements between Prince and the racers. No others were drawn up, as far as could be learned.

Three times during the series, while the crowd was on the field and waiting anxiously for action, the riders were forced to "go on strike" owing to the tactics of the management. At first this stand was quite novel but it soon became tiresome. When the turn-out was small the speedsters were asked to ride for less money, and it is stated that on several occasions they did accept less than their contracts called for in order to avoid a rupture which would disgust the race followers. It was when the management finally demanded that the racers ride for the glory of the thing, before a small crowd, that the squad rebelled and started off the grounds.

A baseball game had been slated but the fans refused to put up with it and yelled for the racers. When it became known that there was to be no racing the patrons demanded their money back and the police were called in. No one denies that some mighty classy racing has been seen on the big bowl of late, and that fact only serves to incline the fans more to the belief that it was poor policy to attempt to juggle contracts or give a disappointing program when the crowd happened to be small.

On all sides there is praise for Referee Carroll who was always on the firing line to pacify the riders and keep the promoters as closely within the contracts as possible. Carroll took into consideration the claims of the management, the riders and the crowd and then adopted an impartial course. That he is exceedingly popular goes without saying.

RACERS AT LOS ANGELES.

SAN FRANCISCO, Cal.—Since the closing of the Oakland motordrome many of the riders have gone to Los Angeles where they will await the opening of the new motordrome at that city. Among those who have left San Francisco for Los Angeles are Joe Wolters, Earl Armstrong, Chas. Balke and the two Samuelsons. Raymond Seymour, John Albright and Ed. Hasha are to remain in San Francisco until the racing opens up in Los Angeles.

TO REGISTER SHOP.

SAN FRANCISCO, Cal.—An application for a registered repair shop certificate has been made to the F. A. M. by W. T. Hause, of Napa. Mr. Hause would also like to hear from Secretary Gibson in regard to organizing an F. A. M. club.

INSTALLED OFFICERS.

SAN FRANCISCO, Cal.—The San Francisco M. C. installed its new officers at the last meeting when there was an excellent attendance. After the regular meeting a course of light refreshments was served and the members enjoyed an informal dance.

CALIFORNIA TRADE NOTES.

H. C. PIPER, of Petaluma, who has the Excelsior agency, states that he found business excellent during the past year and has a splendid lot of prospects for 1912. He has placed an order for ten new machines. Piper holds the motorcycle record from Petaluma to Santa Rosa and is very proud of it. He offers a prize of twenty-five dollars for anyone who can lower his time.

STEIGER BROTHERS, of Petaluma, who have the agency for the Indian, are highly encouraged over their business. They have a splendid stock of auto and motorcycle accessories and hold several automobile agencies.

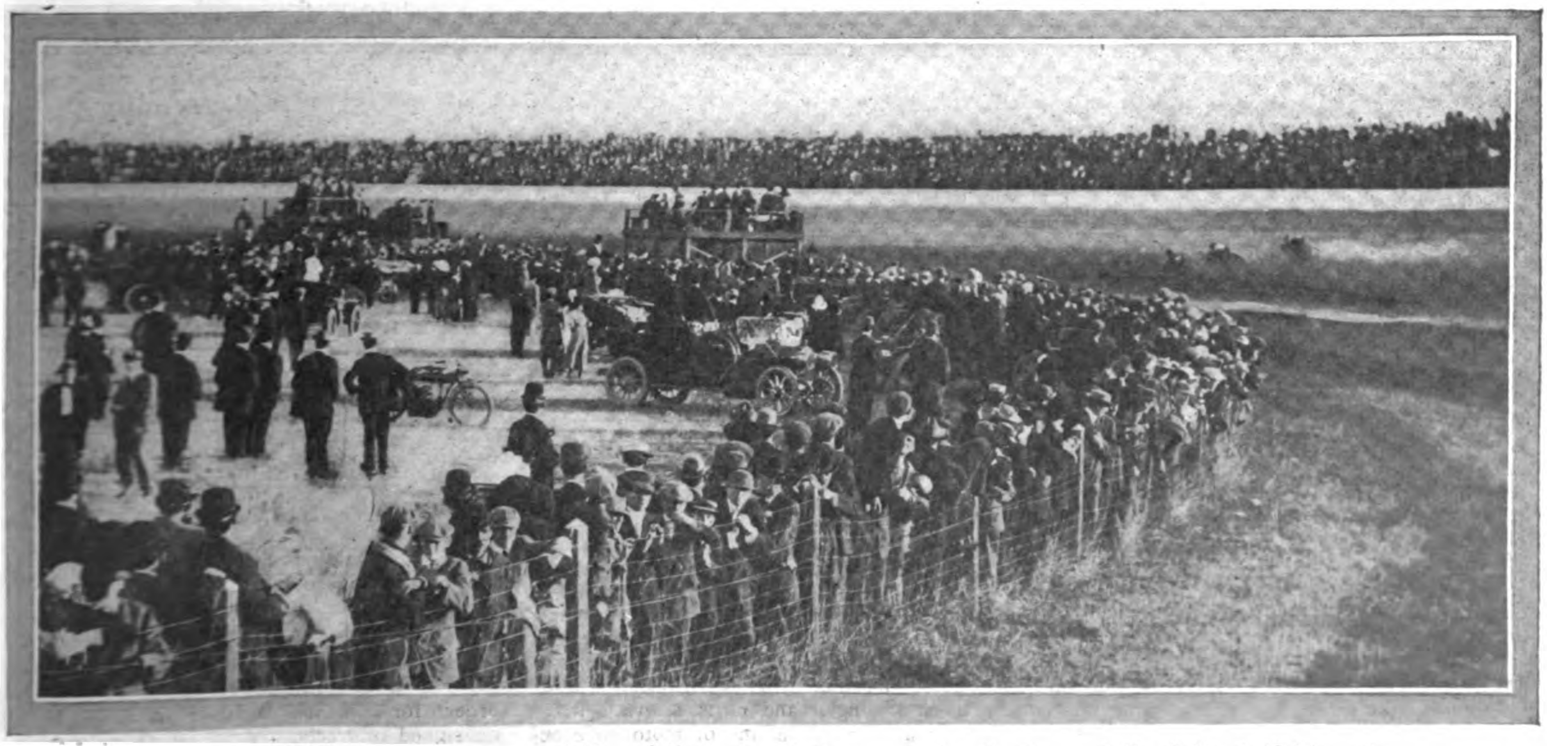
P. F. MARLOTT, of Santa Rosa, has secured the agency for the Excelsior machines in that city. Mr. Marlott has already sold five machines and as soon as his main shipment arrives he intends to wake Santa Rosa up a bit.

THE Indian and Flanders machines are sold in Santa Rosa by the Jenkins Cyclery.

W. T. HAUSE, of Napa, has secured the Excelsior agency and has already disposed of his demonstrating machine and is patiently awaiting the arrival of his order. Napa is famous for the great Napa Soda, and it has some of the largest tanneries in the country. The community is a growing one and financially it stands very high. Trade in motorcycles in this section of California is growing exceptionally fast.

LECTURE SERIES.

SAN FRANCISCO, Cal.—The first lecture of the Wednesday night series at the San Francisco M. C. home proved a complete success. W. J. Collins gave a highly interesting talk, taking for his subpect "Magnetos." This series of lectures will continue for some time and will be both entertaining and instructive. The second lecture will be on "Carbureters" and will be delivered by A. H. Crocker, of the Hendee Manufacturing Company.

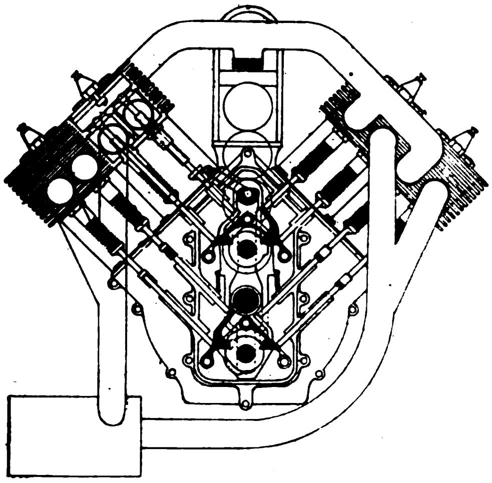


This photograph gives one a good idea of the size of the crowds in attendance at the Oakland (Cal.) meets.

AN INGENIOUS MOTOR

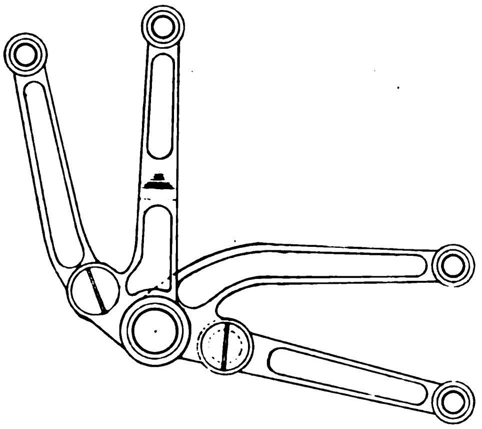
Minneapolis Inventor Outlines Four-Cylinder Engine of Novel Design to Give 10 Horsepower.

A FOUR-CYLINDER, V-type motor with cylinders arranged in pairs vertically, but at 90 degs. between the axes, has been designed by Edward Pommer, of Minneapolis, Minn. It embodies a number of distinctive features, the first of which is the cylinder position; it has the first and second cylinder placed one above the other, and the fourth and third similarly fitted. The connecting rods work on one crankpin, but two big-end bearings only are used, one for each pair of rods. The lower rod of each pair is journaled to the upper on a projection formed on the latter, after the construction used on the four-cylinder 15 deg. Aries bloc motor. Two compound cams are used for valve actuation, the front for inlet and the rear for exhaust. The upper compound cam operates the inlet and exhaust valves of cylinders Nos. 2 and 3, and the lower actuates the valves of cylinders 1 and 4, counting No. 1 cylinder that at the left and lowermost. The inlet rockers are indicated on the drawing of the motor by cross-hatching.



Pommer Four-Cylinder Motor.

The exhaust valves are lifted by a U-shaped piece extending downward in the distribution casing, which has projections catching under the exhaust rockers; two spiral springs serve to keep it down when not in use. This lifter is operated by a cam fitting into the base of the U and actuated by a lever in the usual manner. Of each cylinder, the lower valve and chamber is for the exhaust, and the upper for the inlet valves. Adjustments are provided for only on the valve gearing of the first and fourth cylinders. The ignition is by magneto, driven at cam-shaft speed. The spark-plugs are fitted in the center of the cylinder heads. The inlet and exhaust manifolds can be seen in the illustration, the carbureter being coupled to the short branch just in front of the magneto.



Arrangement of Connecting Rods.

Piston displacement is 84.8 cubic inches, or 21.2 per cylinder. This gives a bore and stroke in the neighborhood of 3 inches each, and the firing sequence is 1-4-2-3. The motor should be well balanced, equal to that of a four-cylinder vertical type. While rated at 10 horsepower it would probably develop considerably more in service. The spread of the motor from rib to rib, No. 1 to No. 4 cylinder, is 21 inches, and the height is 17 inches. The spread would probably necessitate the use of a frame giving a wheel base slightly longer than that on the average machine.

LETTER FROM YOUNG PARISIAN.

JOE ESLER, whose interesting story of his summer tour in Europe with William Streiff is now appearing in MOTORCYCLE ILLUSTRATED, recently received a letter from Charles Friedlander, a twelve-year-old lad, who helped to escort the tourists about Paris on a sightseeing trip. The boy was deeply interested in the tour of the American motorcyclists and in the performances of their machines. Esler forwarded the youngster a Christmas gift.

ELMIRA, N. Y.—A number of interesting motorcycle exhibits will be made at the local automobile show, which will be held in the armory from February 26 to March 5.

REYNOLDS A TRUE BOOSTER.

H. REYNOLDS, Indian agent in Doon, Iowa, is one of the hardest workers in his district for the advancement of the motorcycle. He is deeply interested in road improvements and has spent considerable time of late in paving the way for an F. A. M. club. There are about thirty-five riders in his own county, and with a number of enthusiasts from adjacent territory ready to affiliate, Reynolds feels that an active club will soon be a realty.

MARIETTA CLUB ELECTS.

OFFICERS for the year were elected at an enthusiastic meeting of the Marietta (O.) club January 5. A committee was appointed to establish suitable quarters. The new officers are. President, Edward Baumgartner; vice-president, Earl Oesterle; secretary-treasurer, Blaine Johnson; road captain, Arthur Bender; first lieutenant, G. R. Yoomans; second lieutenant, Raymond Miller.

FOREMAN ESTABROOK ISSUES REPORT

Proves in a Cleverly Arranged Statement That His F. A. M. Shop Gives Big Returns to Customers at Bargain Prices.

WITH a view to calling the attention of dealers to the value of an F. A. M. registered repair shop certificate, Chairman Estabrook, of the membership committee, has embodied a clever idea in the table which is printed below. For tabulating purposes he has taken a list of arbitrary values, which he suggests may be rendered to the repairmen through having their shops registered, the idea being to indicate that the returns to the dealers are great and the outlay inconsequential. The chairman's statement follows:

NATIONAL F. A. M. REPAIR SHOP.

(Open evenings.)

E. M. ESTABROOK, Foreman.

The following jobs have been turned out of late. The first column shows what we consider the value of the work to our customers and the second gives our rates for this class of work. Can you beat them at any outside shop?

	Value to Customer.	Our Prices.
Job 401—W. T. Carter, 3662 South Main St., Los Angeles, Cal	$350.00	No Chg.
Job 402—H. A. Coyne, Main St., Anaconda, Montana	97.52	No Chg.
Job 403—J. G. Nuebling, 849 Penn St., Reading, Pa.	276.81	No Chg.
Job 404—W. F. Bracher, 82 South Second St., San Jose, Cal	207.60	No Chg.
Job 405—J. A. Webster, 112 Monroe Ave., Memphis, Tenn.	196.18	No Chg.
Job 406—Frank Low & Son, 19 East Cota St., Santa Barbara, Cal	204.47	No Chg.
Job 407—J. W. Harper, 1012 Avenue D, Miami, Fla.	280.63	No Chg.
Job 408—Motorcycle Sales Co, 627 Lackawanna Ave., Scranton, Pa.	310.13	No Chg.
Job 409—A. A. Stoddard, 705 and 2015 Main St., Jacksonville	327.08	No Chg.
Job 410—Bidwell-Conklin Co., 2142 Broadway, New York	561.00	No Chg.
Job 411—Arthur W. Brush, Auburn, Neb	111.10	No Chg.
Job 24—Boyce Motorcycle and Auto Garage, 915 State St., New Haven, Conn.	302.60	No Chg.
	$3,225.23	000.00

NOTE.—The last job is one we did for J. N. Boyce about three years ago, and it has been satisfactory, but we thought it best to do this job over again, as a thoroughly satisfied customer is our best advertisement. E. M. E., Foreman.

TROUBLES OF A NEWARKER ON THE TRAIL

Rain, Snow and Heavy Roads, Combined with Several Mishaps, Fail to Discourage New Jersey Enthusiast Who Made Impromptu Journey to Massachusetts City.

A. J. DUPONT, a rider of Newark, N. J., writes the following account of a recent trip to Lynn, Mass., on which he encountered widely varying road conditions and some bad weather.

"Having occasion to go to New York by motorcycle on a Monday morning I set forth without the slightest intention of extending my trip beyond the metropolis. However, when I reached the 42nd street ferry something suggested that I might just as well keep to the trail and visit my brother in Lynn, Mass., and without more ado I started. I had no spare parts and was wholly unprepared for a long grind, but I had confidence in my machine and so started the journey in good spirits.

"When I started the weather was all that could be desired, but as I reached Larchmont it began to rain and in a short time the roads were very slippery. Any rider who has traveled the Boston Post road knows that it is not in the best of condition at any time, and that during a storm it offers very heavy going. I dodged and bumped all over the roadbed in an effort to keep traction and when I finally reached Norwalk I was wet to the skin and very stiff. Over the last fifteen miles of rough road I had been practically sitting on the mudguard, owing to the fact that one of the coil springs in my saddle broke when I struck an unusually bad rut. I located a blacksmith shop and would have turned out a new spring had the proper material been available. Thus handicapped I realized that there would be little pleasure in the remainder of the trip, so I decided to go back to Newark, change my clothing, obtain a waterproof suit, spare parts and another saddle and then take up the journey again from Norwalk.

"This plan I carried out and on the following day, Tuesday, I was back in Norwalk, where I had left my machine. Having put on the new saddle and taken on oil and gasoline I was under way about 2.30 p. m. for Hartford, where I arrived at 5.55. I put up at the Palace garage, had supper and then went to see a show. At 8 o'clock the following morning I was on the road again, headed for Boston. Just outside of New Haven I struck a bad stretch of road. It runs through a swamp and for some distance I rode with water up to the crankcase. Later the road improved and the going was quite satisfactory as I pulled into Worcester. I arrived there at noon and ate lunch. Two hours later I was in Boston. I had taken my time on this part of the trip, for I realized that I would not be able to meet my brother in Lynn until 6 p. m., and as Boston was my home town some years ago I decided to put in some of the spare time there. I made a sightseeing trip about the city, and then proceeded to Lynn. My running expenses for the out trip were 55 cents, for oil and gasoline.

"After spending a week in Lynn, during which brother Ed and myself made trips to Gloucester, Marblehead, Nahant and other points of interest, I decided to head my machine for home. Ed accompanied me as far as Boston on the outward run and after a farewell handshake I was alone on the road again. Everything went well until I reached Palmer, where the tube in my rear tire gave way and I was obliged to lay up twenty minutes for repairs. A short time later I struck a rooster who tried to cut across ahead of me, but I came through the mix-up without a fall. I made Springfield on the last drop of gas in my tank and took on a new supply at a garage.

"I had lost the nut off my free engine and made a round of the Springfield shops without being able to find another one suitable. Finally I was obliged to rig up a device with wire and with this arrangement I started off. As I was pulling away from the garage I picked up a nail in one of my tires and had to go back to make repairs. It was 5.15 when I finally left Springfield behind me. Riding out of town in the gathering dusk I took the wrong road and had to go back over my course for some distance to pick up the right trail. I reached Hartford about 7 p. m., just as snow began to fall, and put up there for the night.

"The weather was clear on the following morning, but the roads were in poor condition so I waited until 1 p. m. before resuming my journey. I did some tall skidding between Hartford and New Haven, but managed to escape without a fall. I practically walked through Meriden and then rode on sidewalks, grass banks and ties of the electric railway line into Norwalk, where I arrived at 6.30, covered with mud and very tired.

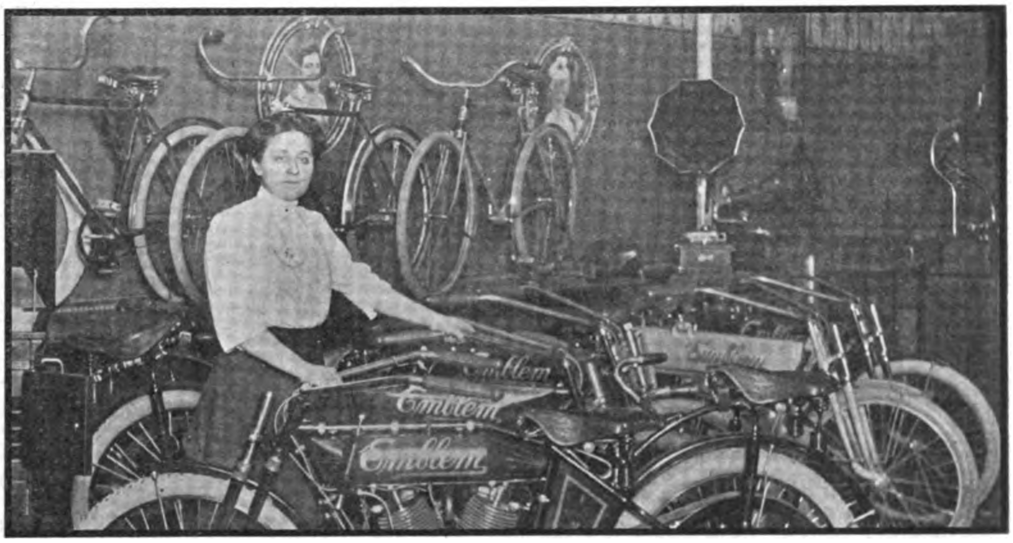
"I pulled out at 9 o'clock on the following morning and while climbing a steep grade in Stamford I met an automobile that skidded as I approached it. In turn my machine slid into a deep rut and broke the frame at the head. I bound up the break with wire and pushed the machine to the headquarters of the Stamford Motorcycle Co. In just an hour we had everything out of the frame and I was on my way to have it repaired. At 6.30 p. m. that evening the repairs had been completed and the machine was reassembled. I started at 8.30 a. m. the following day and was back in Newark at 2 p. m. As will be inferred from my story the trip did not lack spice, and despite the fast that the outing was quite informal it amply repaid me for the road trouble I have referred to."

AN ECONOMY RECORD.

FINDING that a motorcycle can be operated satisfactorily at an outlay of $3 a month, the Monroe (Wis.) police department has added two more machines to its equipment.

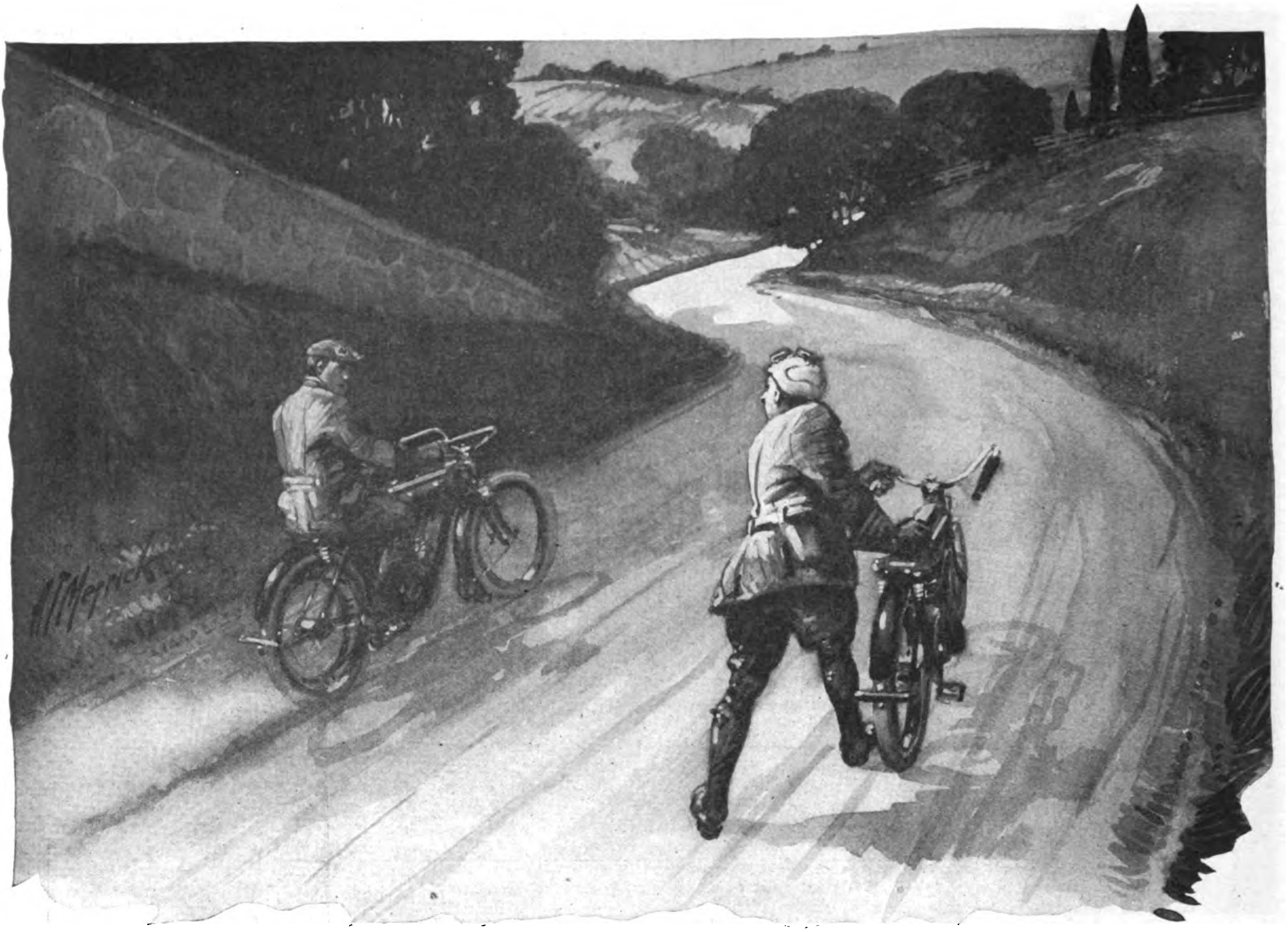
RACES DISCONTINUED.

SAN FRANCISCO, CAL.—Because of the inclement weather the races at the Oakland Motordrome, at Elmhurst, have been discontinued, much to the disappointment of the fans who have witnessed some unusually fine racing exhibitions on the bowl of late. However, racing will soon be resumed.



A COLUMBUS SALESWOMAN.

MRS. W. H. SNYDER, wife of Manager Snyder, of the American Machine Co., 338 North High street, Columbus, Ohio, is probably the most successful motorcycle saleswoman in this country. This does not mean that she has merely stood by while the power two-wheelers were being sold in the American company's headquarters, but that she has actually handled sales throughout the season and obtained results. During the 1911 season she sold half a dozen Emblems without a word of help from the male members of the staff, and has demonstrated her ability to explain the make-up and operation of the machines from A to Z. Mrs. Snyder attends to all the details connected with her sales except teaching the beginners to ride, and she asserts that she would do this also if permitted. She is an enthusiastic rider and often accompanies her husband and the Columbus M. C. on long runs over all kinds of Ohio roads.



"What's the matter; shy of horsepower?"—Don't know, but she's got plenty of mule-power, all right."

TO BUILD HEAVYWEIGHT.

ALTHOUGH J. W. Gibson, manager of the bicycle department of the Canada Cycle and Motor Company, of Toronto, took a trip to New York City during the big show to look over the 1912 offerings, it is denied at the head office of the firm that the company has entered into negotiations with certain American manufacturers for the turning out of machines on the Canadian side of the border. It was intimated, however, that an announcement would soon be made concerning the future motorcycle policy of the company, the expectations being that a heavyweight machine will be produced. All of this, however, is simply surmised.

BUILDING WASHINGTON ROADS.

IT is now possible to travel from Lake Cushman, in the heart of the Olympic Mountains, in Washington, to the Pacific ocean by motorcycle. The government has been quietly working and has completed a wide, level trail along the line of the old McNeil survey, made in 1882. It is the intention of the government to build such a trail from Longmire Springs, near Mt. Tacoma, to Mt. Adams, on the west side of the Cascades, and thence to Mt. St. Helens. A trail from Hood's Canal to Lake Cushman, west through the Olympic reserve to the Quinalt reservation, has also been mapped.

A MIDNIGHT JAUNT

St. Joseph Squad Started in Snow on New Year's Eve and Rode into First Day of 1912.

ONE of the clubs that helped to ride the new year in was the St. Joseph (Mo.) M. C., its members participating in a city run which started shortly before midnight on New Year's eve and extended into the first day of 1912. Those who took part in the jaunt were: G. Smith, 7 h. Indian; B. Reese, 7 h. Indian; E. McCarthy, 7 h. Indian; C. Martin, 7 h. Indian; E. Young, 5 h. Indian; J. Maier, 5 h. Indian; G. Reese, 5 h. Indian; J. Hanke, 4 h. Racycle; E. Clark, 6 h. Harley-Davidson; G. Wenda, 4 h. Minneapolis; W. Young, 4 h. Thor; T. Dixon, 4 h. Thor; H. Wenda, 6 h. Thor; R. Herndon, 6 h. Thor; J. Schneider, 2¾ h. Indian.

Although there was ten inches of snow on the ground and the temperature about two below zero, the riders managed to keep their equilibrium by riding between the street car tracks. The club is rapidly coming to the front and has over seventy-five members.

A CHILLY RIDE.

H. A. CONVERSE, of Minneapolis, Minn., claims a unique record. He recently rode his motorcycle with the mercury 20 below zero.

FOR GOVERNMENT SERVICE.

A 1912 HARLEY-DAVIDSON, with Ful-Floteing seat and free wheel control, has been purchased by the Government for use in connection with the United States Reclamation Service at Boise, Idaho. Several other Harleys are already in Government service; the officials of the Philadelphia Navy Yard and the Geological Survey have several of them and the United States foresters in Oregon are also using them.

COLE TO RIDE MERKEL.

HAROLD COLE, Toronto's leading track artist and holder of the 25-mile Canadian championship trophy, has been secured to ride the Flying Merkel in next season's events, according to a semi-official announcement. Cole, who is undeniably a top-notcher in spite of youthfulness, was originally an Indian enthusiast and later switched to the Reading Standard. The change introduces an entirely new phase to the Canadian racing situation, as the youngster is one of the nerviest riders in the Dominion.

ALL-YEAR SERVICE.

FOR quick delivery of milk in the winter and ice cream in the summer, the Pacific Dairy Company, of Tacoma, Wash., recently bought a Flying Merkel motorcycle. The machine has already demonstrated its utility.

SHARE PROFITS WITH STAFF.

THE New York Sporting Goods Company, with headquarters at 15-17 Warren street, New York City, has put into effect an employees' profit sharing plan which promises to increase the efficiency of its already competent staff and work for more rapid business increases in the future. The board of directors has declared out of the company's earnings for 1911 a bonus to be distributed on a basis of length of service, ranging from 1 per cent. of the salary of an employee who has been with the firm one year, to 7 per cent. for the employee of six years' service.

FENTRESS IS DISTRIBUTOR.

FRANK P. FENTRESS, for years in the bicycle and motorcycle business in Tacoma. Wash., has been made direct factory agent in Tacoma and Pierce county for the Excelsior motorcycle. He is expecting his first shipments of 1912 models early in February. The outlook is better than ever.

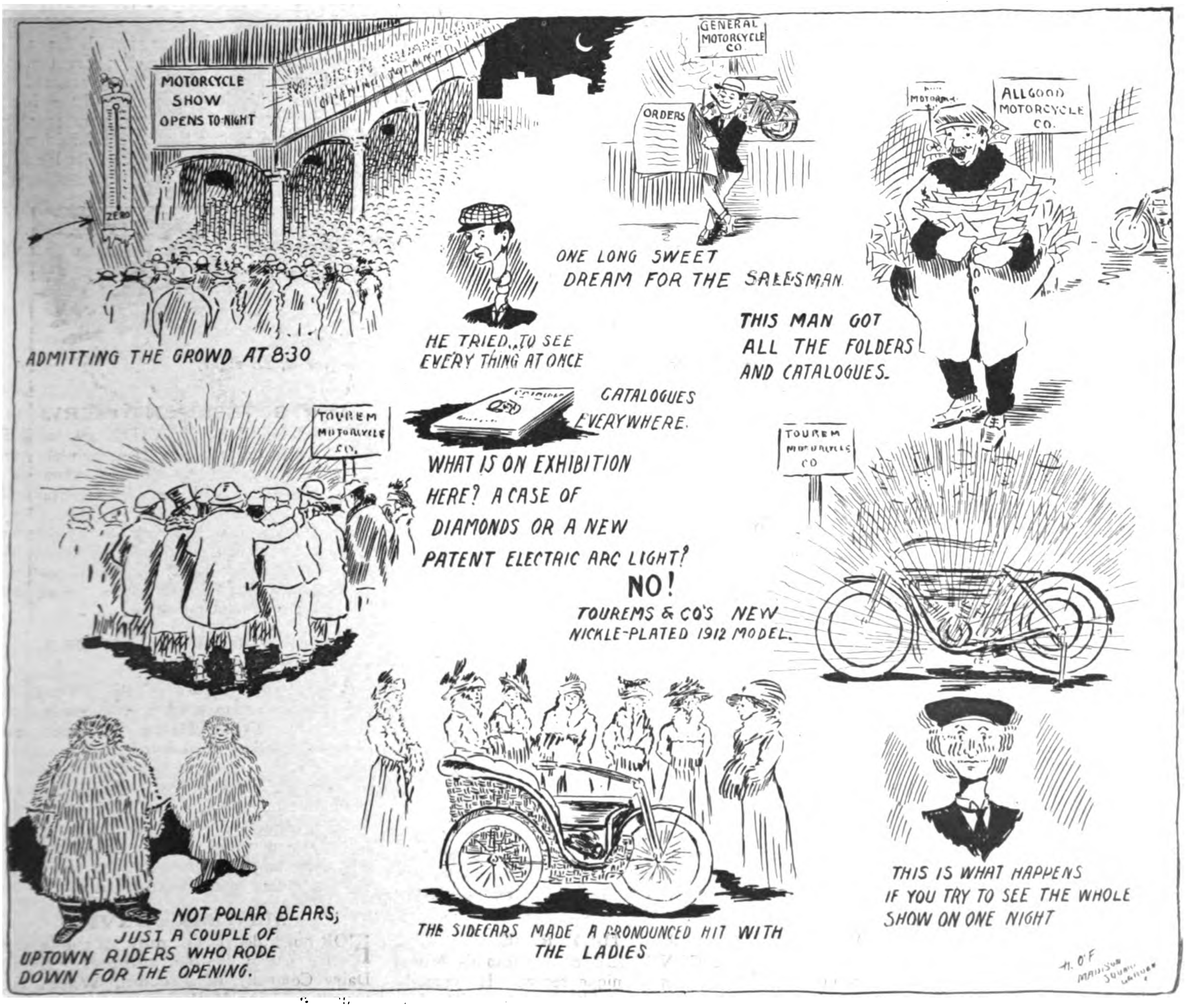
WANTED "HOODOO 13."

New Era Official Refused to Accept Any Other License Tag, and Finally Made an Exchange.

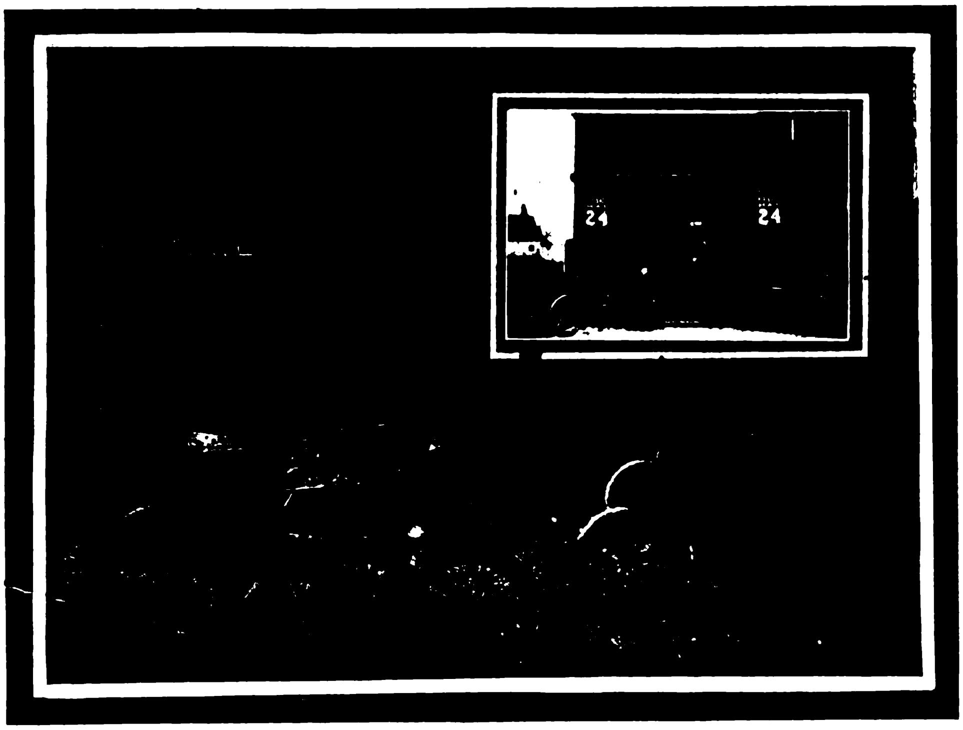
WHILE most persons throughout the country are trying to dodge the number 13 in all its phases, J. A. Campbell, sales manager for the New Era Auto-Cycle Company, of Dayton, Ohio, has been going to considerable trouble to get into close contact with the alleged hoodoo. When Mr. Campbell visited the Mayor's office recently to obtain a license tag for his motorcycle he spoke for No. 13 and was informed that it had been taken by another Dayton motorcyclist, D. W. Dodson. Campbell refused to take any other number, even frowning on the popular 23, and intimated that he would have No. 13 or move into another city where he could have his wants properly filled.

Finally he visited Mr. Dodson with a view to having him relinquish the number, but Dodson was just as determined to ride a motorcycle with a No. 13 license tag as Campbell was. The situation began to assume a serious aspect, for both Campbell and Dodson rank with the most active and popular riders of the city, and there were indications that one of them would either have to forego riding during the coming season or put up with a common, unpedigreed number with no family history and not a hoodoo to its name. However, Campbell continued his dickering until Dodson recalled having heard several queer stories about number 7. He agreed to take this number and turn over the fateful 13 to his rival, whereupon there was much rejoicing in the Campbell clan. The latter hurried to the Mayor's office, had No. 13 transferred to his name and went forth convinced that nothing now stands between him and a season of pleasant riding.

Riders of the Marietta (Ohio) M. C. recently elected Edward Baumgartner as their president.


MOTORCYCLE SHOW OPENS TO-NIGHT
MADISON SQUARE GARDEN
ZERO
ADMITTING THE CROWD AT 8:30
GENERAL MOTORCYCLE CO
ORDERS
ONE LONG SWEET DREAM FOR THE SALESMAN
HE TRIED TO SEE EVERY THING AT ONCE
ALLGOOD MOTORCYCLE CO.
THIS MAN GOT ALL THE FOLDERS AND CATALOGUES.
CATALOGUES EVERYWHERE.
TOUREM MOTORCYCLE CO.
WHAT IS ON EXHIBITION HERE? A CASE OF DIAMONDS OR A NEW PATENT ELECTRIC ARC LIGHT?
NO!
TOUREMS & CO'S NEW NICKLE-PLATED 1912 MODEL.
TOUREM MOTORCYCLE CO
NOT POLAR BEARS, JUST A COUPLE OF UPTOWN RIDERS WHO RODE DOWN FOR THE OPENING.
THE SIDECARS MADE A PRONOUNCED HIT WITH THE LADIES
THIS IS WHAT HAPPENS IF YOU TRY TO SEE THE WHOLE SHOW ON ONE NIGHT
H. O'F

As it Impressed One of Our Artists at the Madison Square Garden Show.

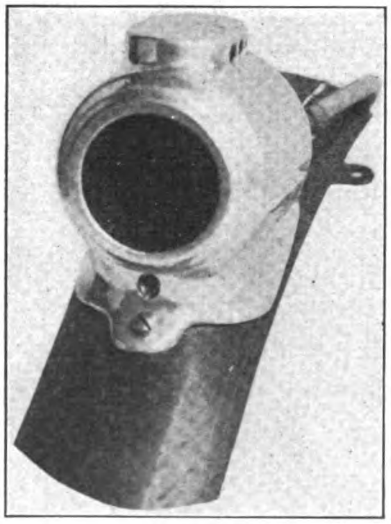


PICTURES TELL THE STORY.

EIGHT years ago B. F. Conner, of Wilkes-barre, Pa., first made a bid for motorcycle business in his city, and the accompanying photographs show how successful his efforts have been. Recently he moved from the small establishment to a modern building of his own which, as the picture indicates, will allow him to meet all the demands of his patrons for many years to come. The new headquarters is located at 21-23 Hazel avenue, and Conner announces that the latch-string is always out for visiting motorcyclists as well as those of his own district.

STAR SPECIALTIES.

NEAT in appearance, light, but sturdily built, and guaranteed as to its dependability, the improved tail lamp now being marketed by the Star Electric Company, No. 18 May street, Chicago, Ill., is rapidly coming into favor with riders. While intended primarily for fitting to the rear mudguard, the lamp furnishes sufficient light for use on the head of a machine, and is being used in that position by some machine owners. It is furnished with a reflector to throw light upon the number plate of the machine when used as a tail lamp, and may be had with either white or red lens.



Star Tail Lamp.

Another specialty for which the company is finding a demand is its pedal step, designed for use when a luggage carrier is to be used for the carrying of a passenger. The step can be supplied for any make of coaster, and will add greatly to the comfort and safety of an extra rider on any machine not fitted with a regular tandem attachment.

Star Pedal Step.

NO VALVE CHANGES

Tire Expert Points Out that Construction of Inner Tube Valves Has Not Been Improved in Twenty Years.

AN old tire man who has followed the development of motorcycles and automobiles for years, has the following to say regarding valves:

"It is a remarkable fact that the valve insides today are the same as were used twenty years ago on bicycle tires. In fact, the valve is about the only individual part of tube construction that has not been greatly improved.

"My observation is that a great deal of tire trouble is due to leaky valves, and this is particularly annoying, because frequently the real cause is not discovered until after the casing has been taken off. In any event, the only remedy is replacing the valve-inside, and this necessitates pumping an empty tube. Furthermore, if the inside sticks, it is more than likely that the little prongs at the top will be twisted off so that the inside cannot be removed at all.

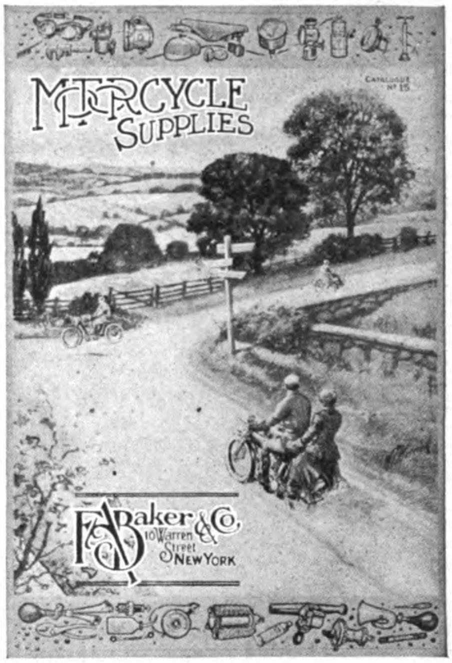
"Often, assuming that no difficulty has been experienced in taking out the inside, a new inside will not remedy the trouble, because the small external rubber washers rot and stretch so fast that they are quite likely to be defective, although apparently in good condition. Furthermore, the inner metal shoulder in the outer tube, against which this washer seats, may be burred or worn, and the least defect will cause the washer to tear.

"Great care is needed in inserting the inside, because it must be screwed tight to seat the washer, but if screwed too tight it may tear the washer. I have put into the same tube two or three new insides in succession without stopping the leak, and the pumping involved produced as much perspiration as would result from an equal number of punctures.

"I have also seen persistent leaks through the check valves themselves. These valves are so small that it is impossible to tell by inspection whether they are defective or not, so that it is a matter of luck whether or not a new inside will remedy the difficulty. The small size of the inflating passage and the proportionately large back pressure area result in the use of a great deal more muscle in pumping than ought to be necessary."

TRENTON MOTORCYCLE SHOW.

PLANS are now being perfected for a motorcycle show, to be held in Trenton, N. J., and unusual interest is being aroused in connection with it. The committee is meeting with entirely satisfactory returns, and there are indications that the exhibition will be by far the most successful of its kind held in the New Jersey capital.

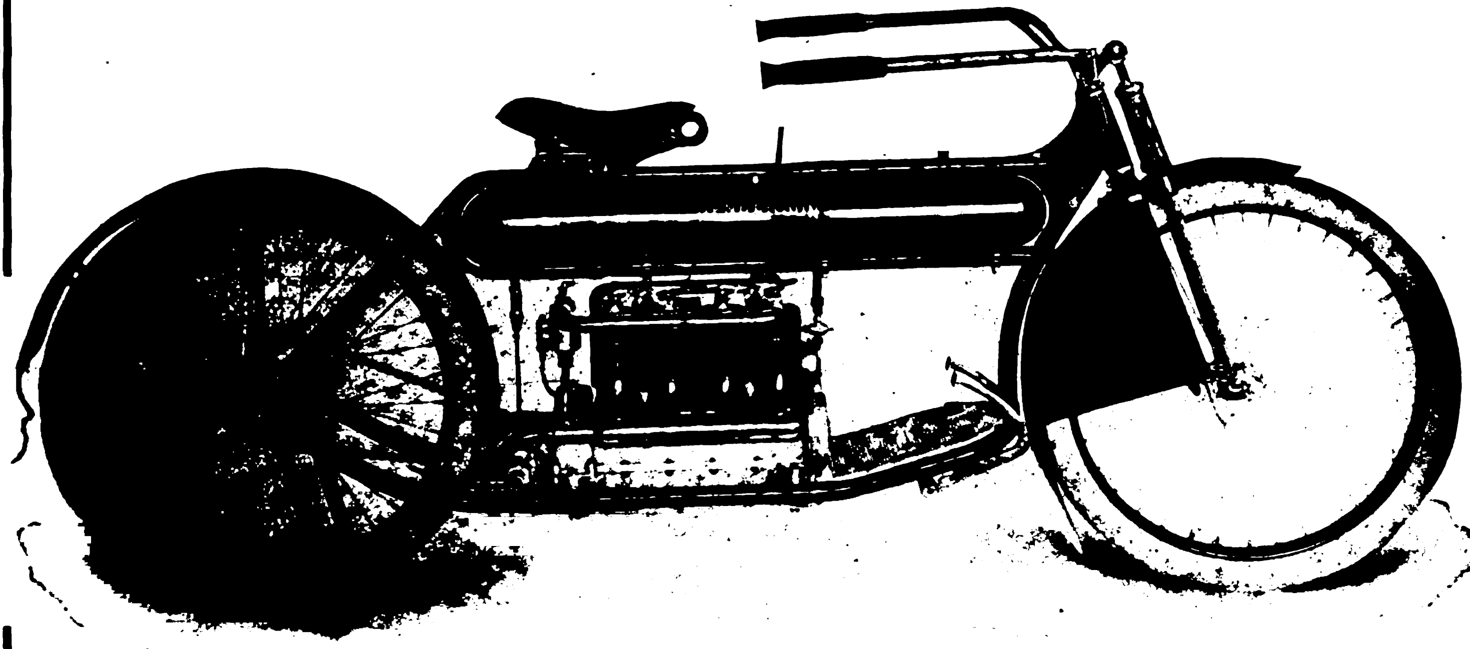


Attractive Cover of Baker Catalog.

WITH the aid of a motorcycle Casper Jaeger, of St. Louis, Mo., recently set a new elopement record. With Miss Clara Bafunno occupying the tandem seat on his machine Jaeger cut out a 30-mile clip from St. Louis to Clayton, obtained a license and was married, the entire performance being planned and executed in an hour.

THE Jacksonville (Fla.) M. C. has grown during the last year from a membership of twenty to a hustling squad of eighty riders, and its 1912 plans promise continued increases.

THE SENSATION OF THE NEW YORK SHOW



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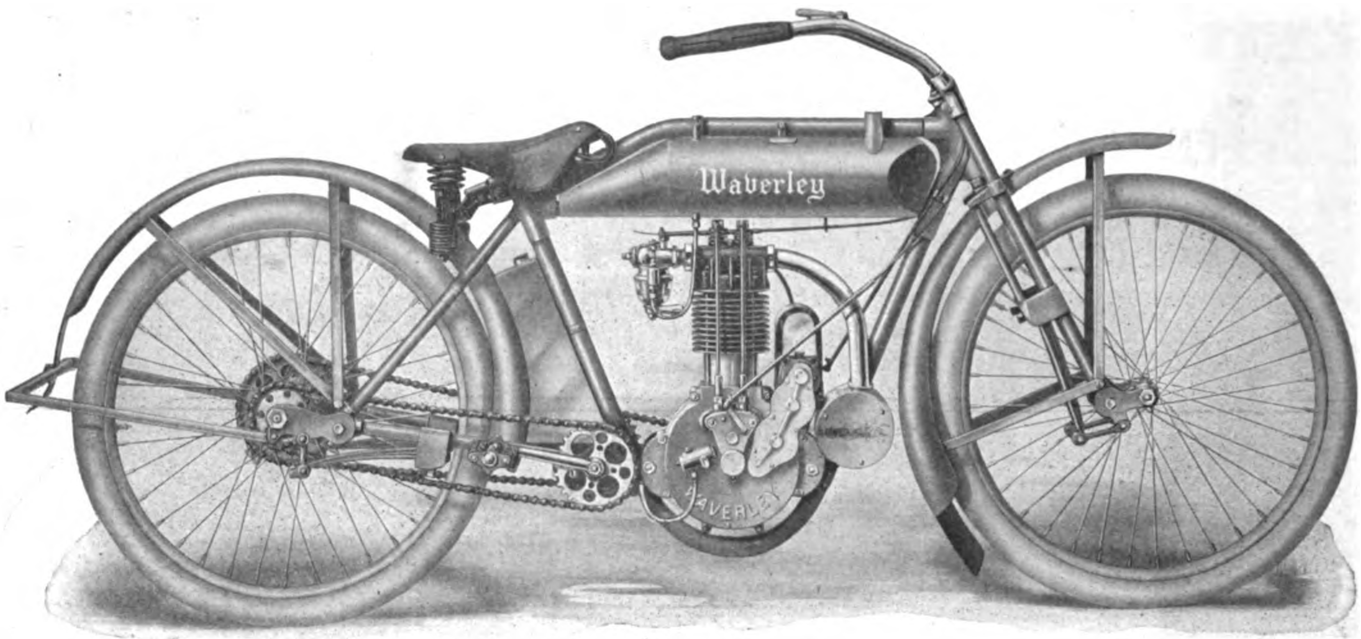

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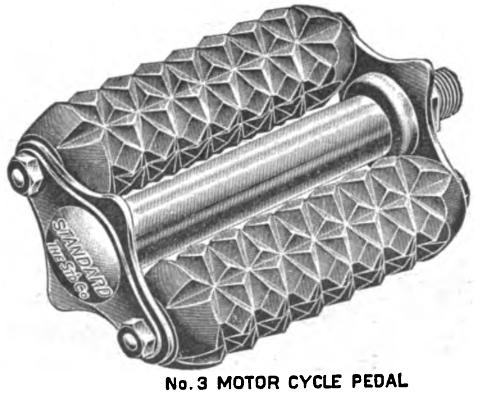

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Multiple
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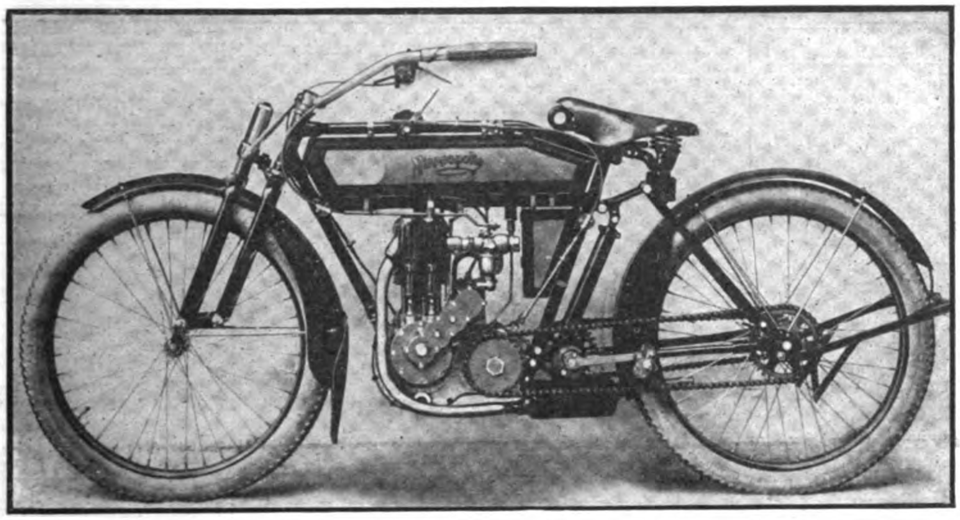
Free engine,
$285
with spring
frame,
$300



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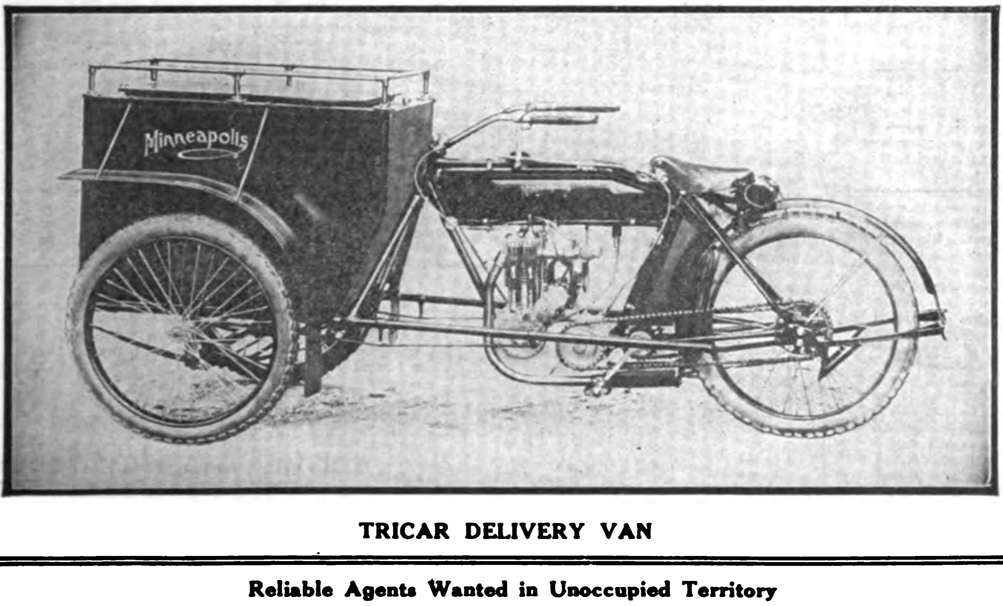

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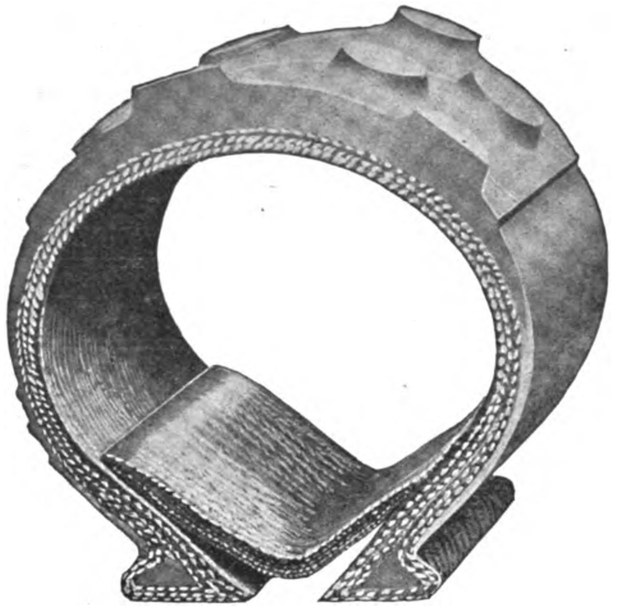

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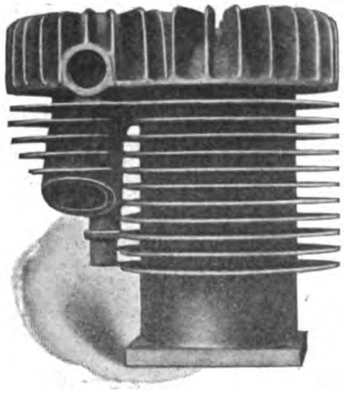

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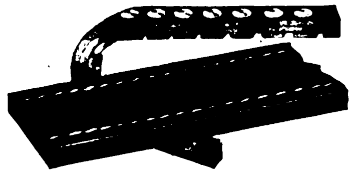

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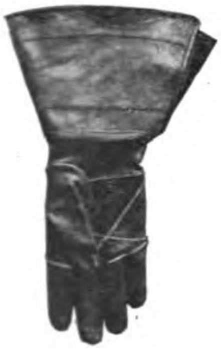

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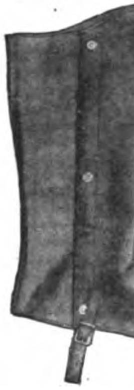

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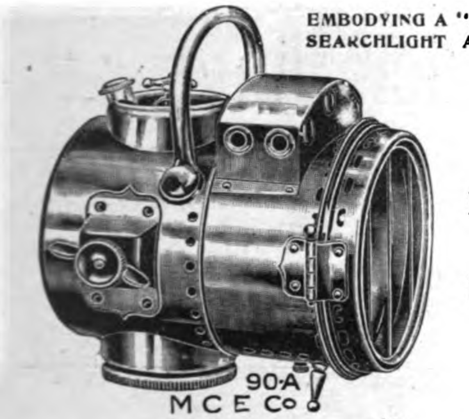

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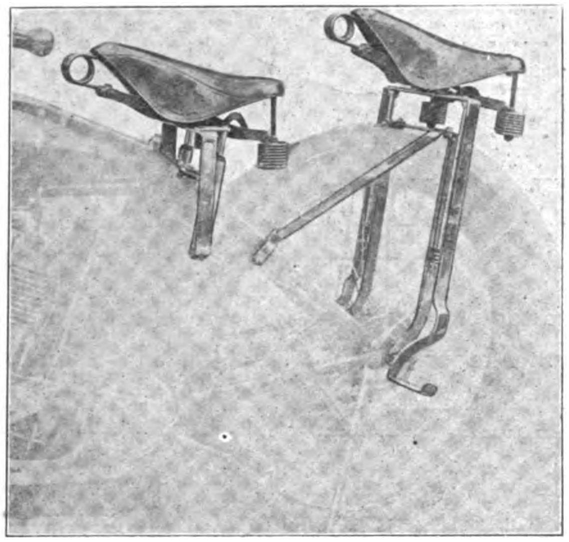

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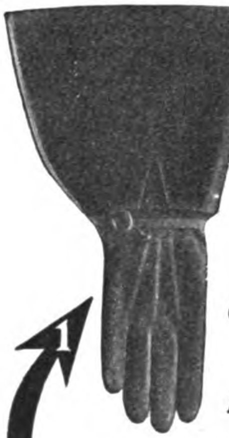

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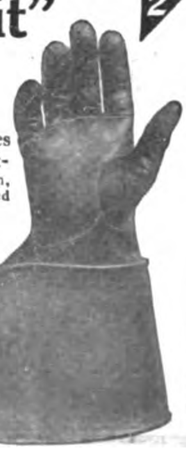

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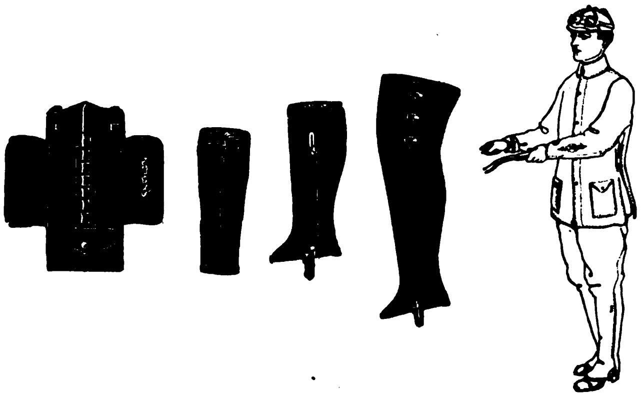

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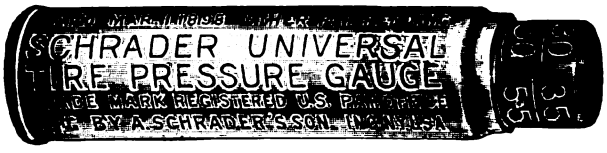

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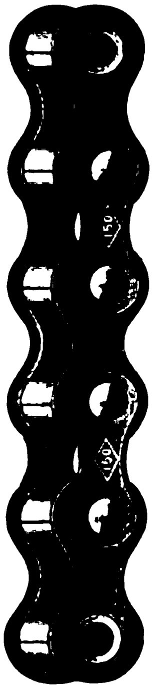

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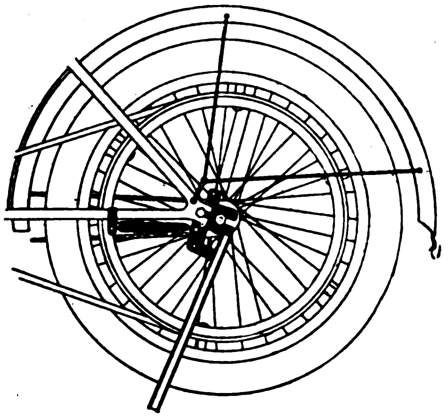

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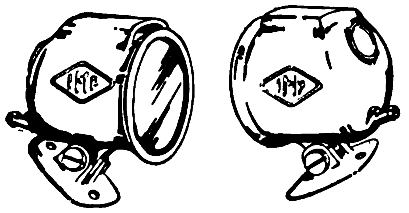
White Light in Rear of Lamp to Illuminate License Number.



Price **$1.75** Prepaid or at your Dealer's.

CAST OF ALUMINUM IN ONE PIECE. TOTAL WEIGHT 6 OUNCES. WON'T BLOW OR JAR OUT. RUST, TARNISH AND WATER-PROOF. ADJUSTABLE BRACKET FITS ANY MOTORCYCLE. NO LOOSE PARTS. NON-KINK HOSE CONNECTION; WON'T CUT OFF GAS ACCIDENTALLY. GAS PRESSURE ADJUSTMENT; EQUAL PRESSURE ON FRONT AND REAR LAMP. FILTER IN BURNER PREVENTS PLUGGED TIP. NO FLARING UP. NO DOOR TO JAR OPEN. SMALL, COMPACT AND PERFECT.

Sold Under A "Money Back" Guarantee

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MOTORCYCLES

All Makes in Stock. Chain and Belt Drive. Single and Twin Cylinders

AT PRICES LESS THAN ONE-THIRD WHEN NEW

Now is the time of year we secure Bargains and can offer them to you accordingly. We guarantee every motorcycle we sell to be in perfect condition. We also equip them with fine gas lamp, horn, and full kit of tools without extra charge.

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THE MOST SATISFYING

and most efficient two-speed and free engine device on the market.

That's why we are substituting the B & C on hundreds of machines for inefficient two-speed free-engine devices. Ask us to explain its principles.

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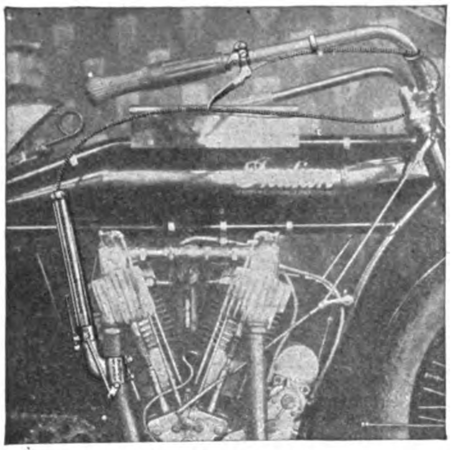
"PROTECT YOURSELF AS WELL AS THE PUBLIC"



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Handle Bar Control
A brand new addition that will create a sensation among the riders. It's a "hummer."

The warning that **actually** "warns"—far enough in advance to insure a clear road without the necessity of a "slow down" or an accident.

The patent butterfly valve does the work—forces the **FULL** exhaust through the sound chambers—producing a loud and penetrating warning that commands instant attention—startles the "drowsy driver" a half mile in advance.

You can't afford to be without a "Purdy."—Ask any rider using one. His testimony will convince you.

Descriptive booklet free on request.

Attachments for all motorcycles—finished in a combination of dull and polished nickel plate. Price complete **$6.00,** either model, including "money back" guarantee.

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Lever Control
The whistle that was tried out last season and found 100% efficient—now used everywhere.

DEALERS—This is a live one. Our proposition will interest you. Write *today*

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1912 DUCK 1912

Tandem Attachment

Smoothes the Way

THE ASSURANCE OF LUXURY

by the addition of this tandem attachment has been unquestionably demonstrated. Always perfectly adjusted as to leverage, whether saddle be moved forward or backward. Permits of low riding position. Particularly safe on account of extra handle bars.

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SAN FRANCISCO, CALIF.

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The "New Lightweight" Motorcycle

"V" or flat belt—free engine.

SIMPLE — HANDSOME — RELIABLE

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Live agents wanted in open territory.

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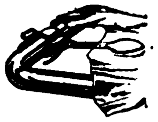

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Complete protection against **COLD, RAIN, WIND, DUST.** For full particulars, samples of material and prices, write

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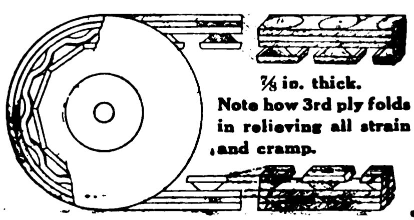

7/8 in. thick.
Note how 3rd ply folds in relieving all strain and cramp.

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Unequaled for wearing quality, pliability and tensile strength. Insures smooth riding and increased power. Always reliable.

Sold under an *absolute* guarantee.

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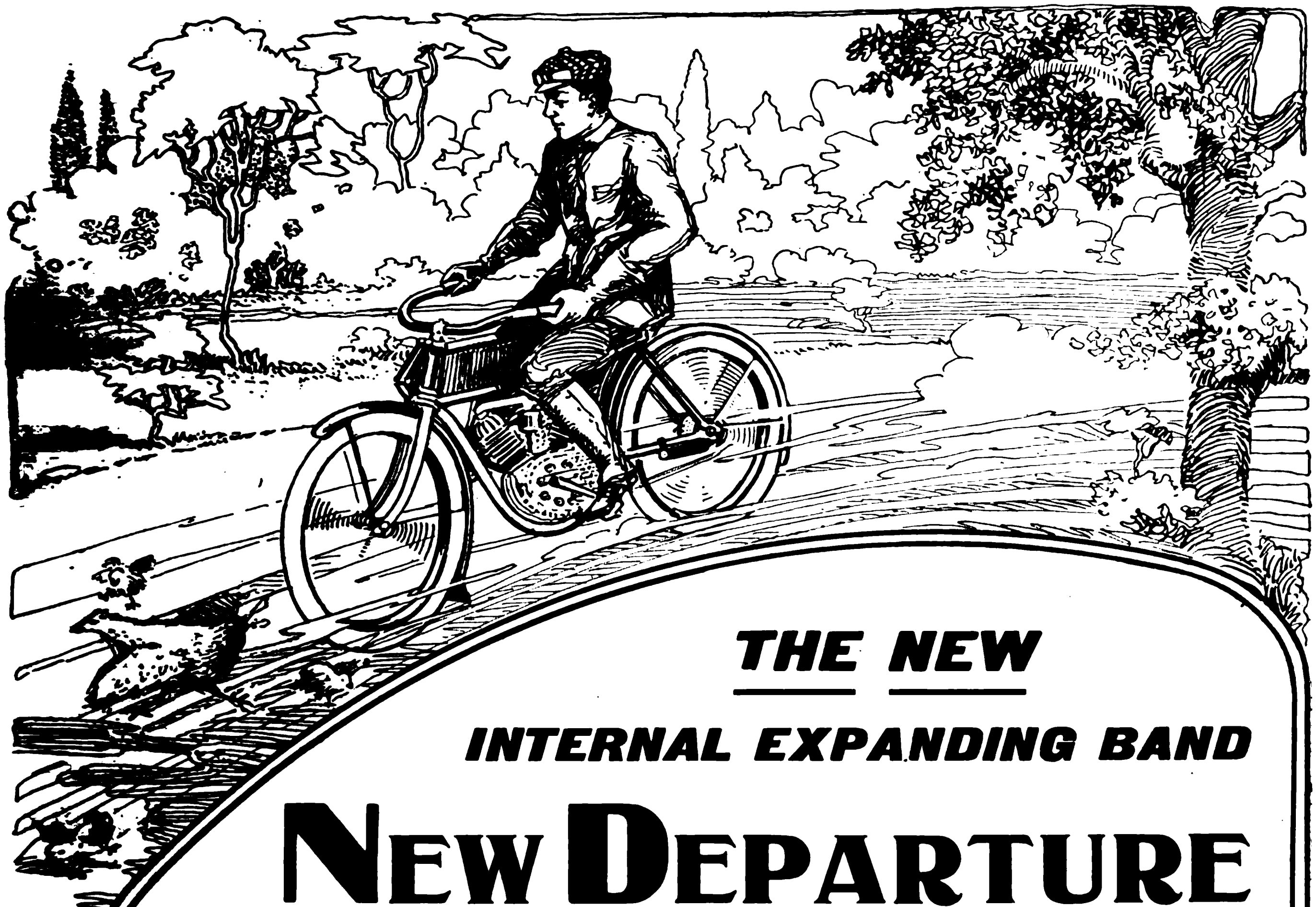

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NEW DEPARTURE

COASTER BRAKE FOR MOTORCYCLES

The same type of device as the emergency brake in automobiles for quickly retarding speed or stopping instantly.

You can depend upon it all the time and every time.

It is absolutely impossible for the brake to lock, wind or bind.

The new transfer spring has stopped all of the "picking up" of the pedals.

It is all steel.

The wearing parts are specially treated to withstand hard service.

The parts on which the severe strain comes are made as strong as it is possible for any metal to be.

In fact, this brake is ideal and gives the rider everything that he wants for controlling his machine under all circumstances.

This and other new types of New Departure motorcycle coaster brakes can be seen at Space No. 223, Balcony, Madison Square Garden.

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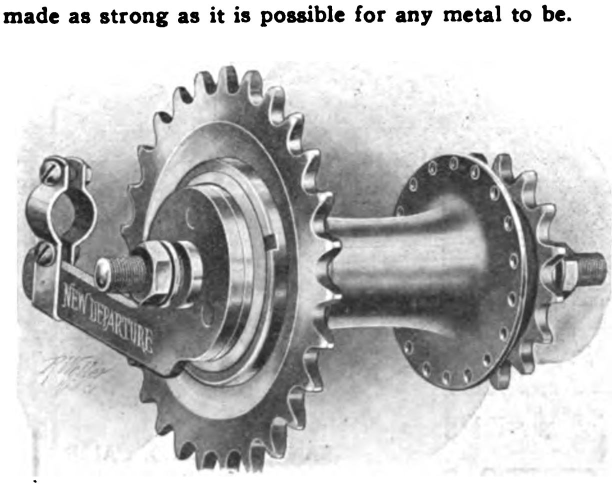

MODEL BB FOR CHAIN DRIVE MACHINES.

SOMETHING IN IT FOR YOU

if you're a dealer with initiative and action. Here's a chance to make a nice snug profit by a little promptness and push.

TIRE SHOES

guaranteed to be in A1 condition 28 x 2¼ but which will fit 28 x 2½ rims, Goodrich, G. & J., M. & W., and Hartford, Single and Double Clinch; Bailey Tread, Basket Weave, Studded and Corrugated

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26 and 28 x 2¼, $3.50.

Bailey treads, 25c extra.

Write for complete list of Bargain Prices

A rider can get splendid use from these shoes and pay very little money. They will certainly tide him over a good many months and more. We bought a large consignment, at a low figure, so can offer them at much reduced prices. It's a snap that ought to be snapped right away.

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$125.00 buys the Model A, **MERKEL LIGHT,** a motorcycle of sterling quality and fine running ability—brand new, of course. This machine hasn't some of the minor refinements of the regular Model Merkel, but is a high grade motorcycle in every way.

SPECIFICATIONS

Frame—22-inch truss loop, latest style; 14 and 16 gauge tubes; double top bar. Forks—Light special cushion. Motor—Thor, 2¼-2¾ H. P. Transmission—Chain (⅝-inch pitch roller). Handle Bars—With double grip control. Ignition—Special coil, standard batteries (3). Tank—(3 in 1). Contents, 5 quarts gasoline, 1 quart oil, 3 standard batteries. [*Notice.*—The arrangement of batteries is so simple and positive that there is no chance for short circuit or loose batteries.] Coaster Brake—Thor. Wheels—28-inch, steel rims; 26-inch wheels optional. Tires—2¼-inch Morgan & Wright or Kokomo. Finish—Rubens red; option black. Grips—Light, flexible. Saddle—Empire No. 3. Pedals—Standard rubber motorcycle No. 3. Wheel base—54 inches. Speed—5 to 40 miles per hour.

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The Speedometer reliably and permanently accurate. An added pleasure and protection to the motorcyclist. Fittings for practically all standard makes of motorcycles. Send postal for Handsome Catalogue. Act at once.

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One Dollar

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The service of a motorcycle depends primarily upon the power delivered to the rear wheel. No matter how powerful the motor, its work is wasted unless it is used right. For consistent, effective service the transmission must be absolutely dependable and of maximum efficiency. The racing men recognize this and practically all use

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SINGLE REPAIR
DOUBLE REPAIR
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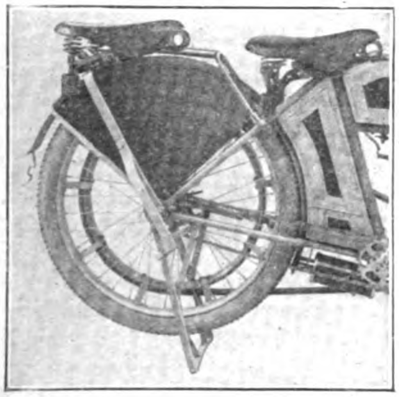

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Combination Luggage and Tandem Attachments

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As in the history of the bicycle and the automobile, the rider of the motorcycle must contend with that class of disgruntled humanity that fights everything new.

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Immediate delivery.
Full line of accessories.

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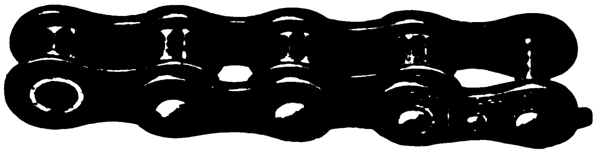

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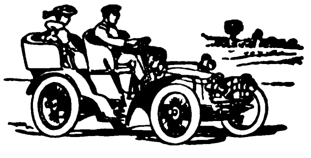

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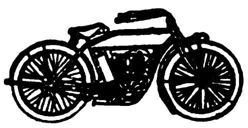

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CELEBRATED MOTORCYCLE PEDALS

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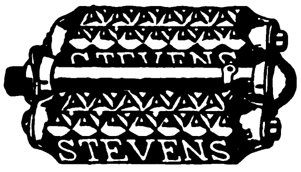

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15 ins. long, ⅞ in. dia.

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Far superior to brass pumps in every respect. Handsome, Indestructible, Perfect. Order through your jobber.

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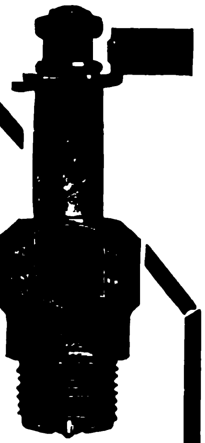

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said a motorcyclist at the end of a 1,700-mile run. This is the usual experience with the

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THE STAR LUGGAGE CARRIER

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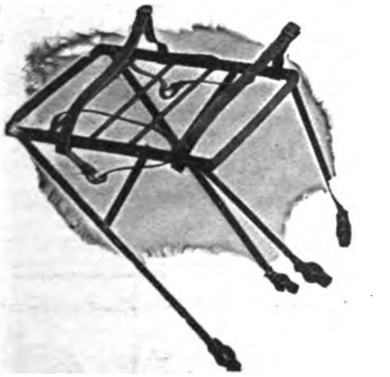

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The Neverout burns kerosene ten hours with one filling, and will stay lighted under any and all conditions. All riveted—will not rattle or jar apart over roughest roads.

Made in gun metal, brass or nickel finish. Double clamp bracket furnished; fastens lamp securely to fork of motorcycle. No danger of shaking off, and *shows red rear danger signal.* Sold by leading jobbers and dealers everywhere. The Neverout is equipped with a *Patent Glass Covered Reflector of German Silver,* instantly removable; never loses its original brilliancy.

The Neverout
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FOR MOTOR CYCLES
PATENTED

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FOR SALE BY LEADING DEALERS.

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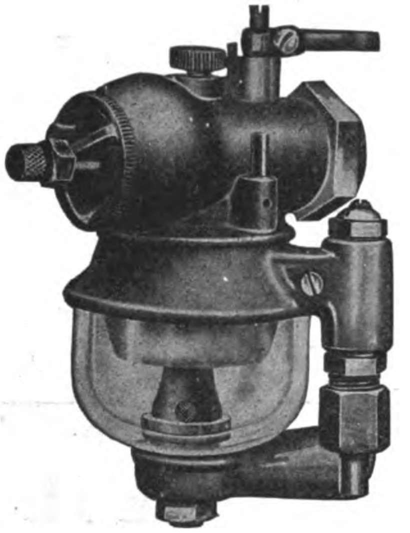

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Metal or Glass Bowl.

Model H, new type, has but **one** gasoline adjustment, but **two** feeds, one for high, one for low speeds, feeding from separate nozzles, giving maximum results at both speeds and intermediate with simplicity and reliability. No amount of vibration can affect it. Any speed easily adjusted and **stays** adjusted. Satisfaction guaranteed on **any** make of machine; adopted by manufacturers for 1912.

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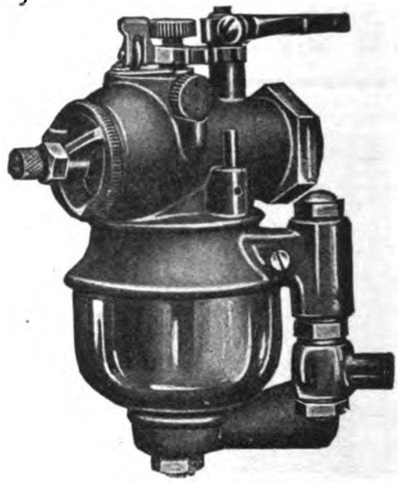

Model G-D—Price $10.00.
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Cut ½ Size.

An accurate, lasting instrument, registering both total and trip mileage; the miles in white, tenths of miles in red. Made for 24, 26, 28 and 30 inch wheels. A bracket permits adjustment to any motorcycle.

Specially constructed to withstand hard motorcycle usage.

Sold everywhere—or write us
Price complete with bracket and striker *$3.00*

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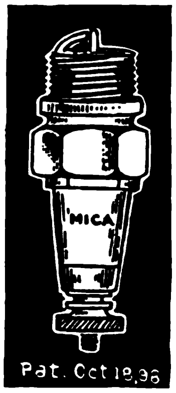

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Leading Cycles
Made especially for
Air-cooled engines.
Will stand profuse
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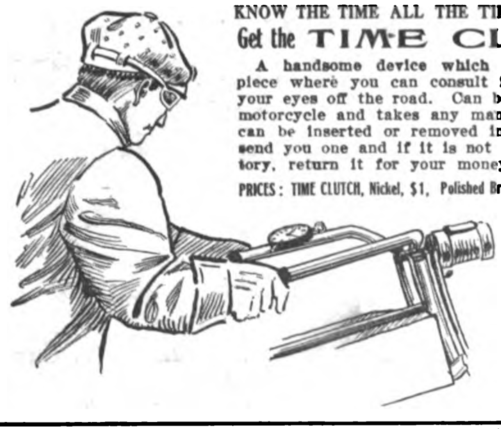

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Get the TIME CLUTCH

A handsome device which holds your timepiece where you can consult it without taking your eyes off the road. Can be attached to any motorcycle and takes any man's watch. Watch can be inserted or removed instantly. Let us send you one and if it is not perfectly satisfactory, return it for your money.

PRICES: TIME CLUTCH, Nickel, $1, Polished Brass, $1, Gun Metal. $1.50

VIBRATION PROOF WATCH,
Nickel, $1.50
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Sent post paid upon receipt of price if your dealer cannot supply you.

The Sterling Mfg. Co., Inc.
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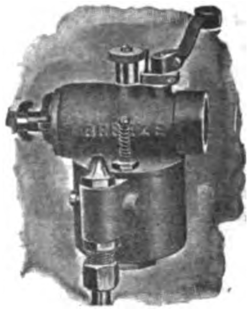
BREEZE MOTORCYCLE CARBURETERS

$10



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Our five ounce fuel strainer for motorcycles costs $1.00

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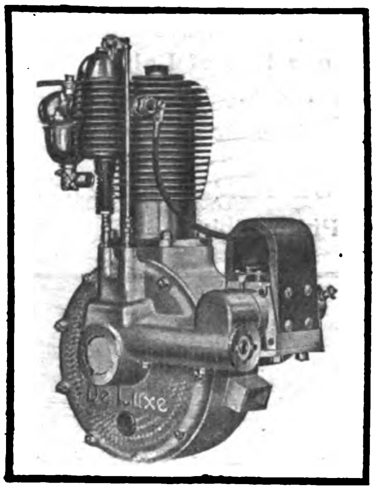
A REVOLUTION
IN MOTORCYCLE MOTOR DESIGN

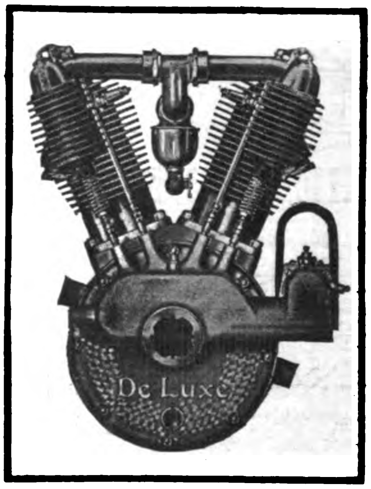


In bringing out our DE LUXE line of motorcycle motors, we have introduced a large number of improvements, and offer these motors as the most advanced now before the trade.

NOTEWORTHY IMPROVEMENTS.

- One-piece crank shaft.
- One-part crank case with cover.
- Improved cam and magneto drive.
- Oil tight motor.
- Large Valves.
- Simplified design throughout.
- Reduced number of parts.
- Silent Motor.
- Large ball bearings mounted in steel lined pockets.
- Equipped with Bosch Magneto.

These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.



FOUR SIZES

Four H.P. Single Cylinder.	Five H.P. Single Cylinder.
Seven H.P. Twin Cylinder.	Nine H. P. Twin Special.

PLAIN OR TWO-SPEED MODELS.

IMMEDIATE DELIVERY. **CONTRACTS SOLICITED.**

THE F. W. SPACKE MACHINE CO.
INDIANAPOLIS, IND., U. S. A.

Patents Pending.

We shall exhibit at the Madison Square Garden, New York, and the Coliseum, Chicago, Automobile Shows

---

INVADER OIL for MOTORCYCLES

A lubricant tested for this special use and found to be A1. Tell us your particular make of motorcycle and we will advise which is the most suitable grade.

CHAS. F. KELLOM & CO.
113 Arch Street Philadelphia, Pa.
New England Branch, 284 Columbus Ave., Boston, Mass.

1912 CATALOG

Bicycle and Motorcycle Sundries

Ready Feb. 10th

SEND US YOUR NAME

SIDNEY B. ROBY CO. **ROCHESTER, N. Y**

WHITE MOTORCYCLE CARBURETER

The Automatic needle valve with our new and improved throttle control will increase the efficiency of your motor 15%.

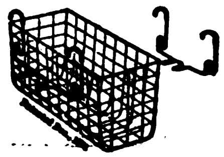
Made of polished aluminum and brass. Workmanship and material best obtainable. Weight 18 oz.

NO AIR OR GASOLINE ADJUSTMENTS REQUIRED.

Motorcycle Type, Model "C," $9.00.

WHITE MFG. CO., Pottstown, Pa.

Dowe's Bicycle Luggage Carriers



Best Thing for the purpose ever put on the market. In use all over the United States. ¶ Can put on or detach instantly with adjustable hook. ¶ Good sellers because the riders all want them and the price is popular. Write for Prices.

DOWE WIRE & IRON WORKS
Louisville - - - Kentucky

"THE LIGHT UNIVERSAL"

Equip Your New Machine With The Best Light on the Market:

PREST-O-LITE

A cheap generator light is always expensive in the long run. It is annoying also, but above everything else—DANGEROUS. One accident due to poor light will convince you that the BEST light to be had is the cheapest.

PREST-O-LITE
The Light Universal

The time to get Prest-O-Lite is **when you buy your machine.** Don't wait until you have discarded a generator—buy the Prest-O-Lite first and save the generator cost.

Makers of
Prest-O-Lite Gas Tanks.
Prest-O-Welder.
Prest-O-Starter.
Prest-O-Tire Tubes.
Prest-O-Tire Tanks.
Prest-O-Liter.

Before you buy your machine ask the manufacturer about Prest-O-Lite.

Write us for our new catalogue.

The Prest-O-Lite Co. **246 E. South St.**
Indianapolis, Ind.

10,000 Exchange Stations, 26 Branches, 13 Charging Plants

BRANCHES AT: Atlanta, Baltimore, Boston, Buffalo, Chicago (2), Cincinnati, Cleveland, Dallas, Denver, Detroit, Indianapolis, Jacksonville, Kansas City, Los Angeles, Milwaukee, Minneapolis, New York, Omaha, Philadelphia, Pittsburgh, Providence, St. Louis, St. Paul, San Francisco, Seattle.

CHARGING PLANTS: Atlanta, Cleveland, Dallas, E. Cambridge, Hawthorne, Ill., Indianapolis, Long Island City, Waverly, N. J., Los Angeles, Minnesota Transfer, Oakland, Omaha and Seattle.

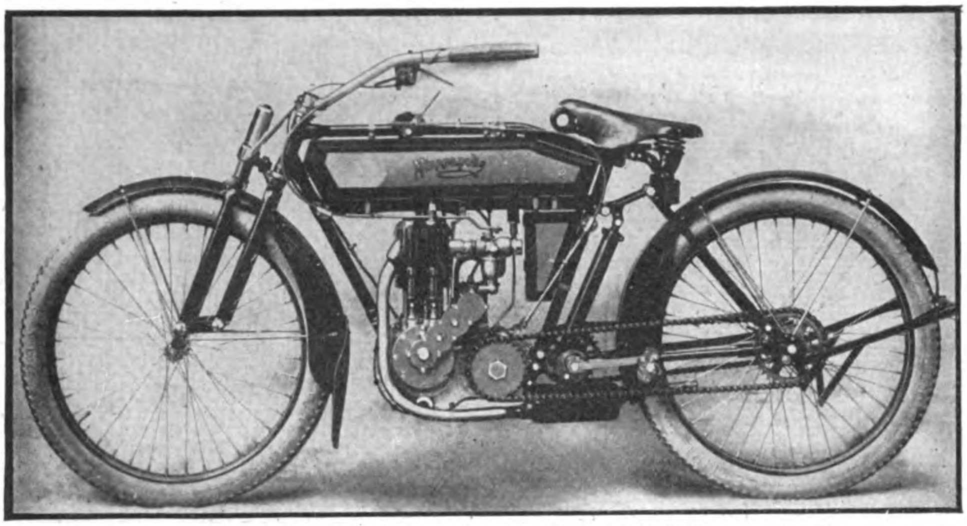
FOREIGN AGENCIES: Honolulu, H. I.; Manila, P. I.; San Juan, P. R.; Toronto, Can.; Vancouver, B. C.; Havana, Cuba; City of Mexico; London, Eng.; Berlin, Germany; Australia.

EXCHANGE AGENCIES EVERYWHERE

THE SENSATION OF THE NEW YORK SHOW

BIG 5 Minneapolis AUTO-CYCLE

At Last—A PERFECT SPRING FRAME that insures comfort to the rider and long life to the machine



The BIG 5 with Spring Frame, $300.00.

SAW-BLADE STEEL CLUTCH DISCS enclosed and running in oil. Ball Bearing release of course. Control Lever on Handlebar, constantly in touch with the driver's fingers.

NO OTHER LIKE IT.

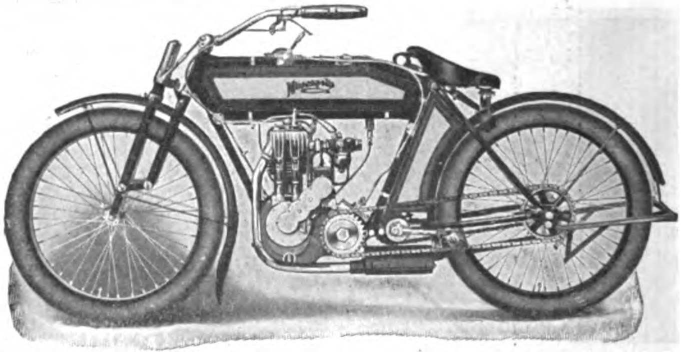
Choice of Transmission.

EXTRA HEAVY ROLLER CHAIN OR 2⅛" FLAT BELT.

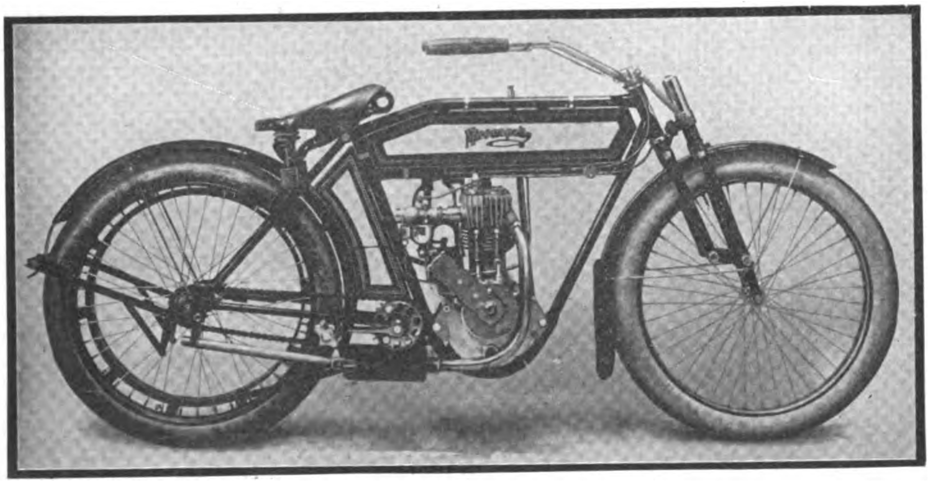
LOW SADDLE POSITION
EXTRA HEAVY SPOKES

Side Splashers on Mud Guards.
Nothing left out that could better the machine.

POSITIVELY THE MOST RELIABLE OILING SYSTEM EVER DEVISED



Model N. $285.00.



Model P. $240.00.

The Best Line on the Market Today.

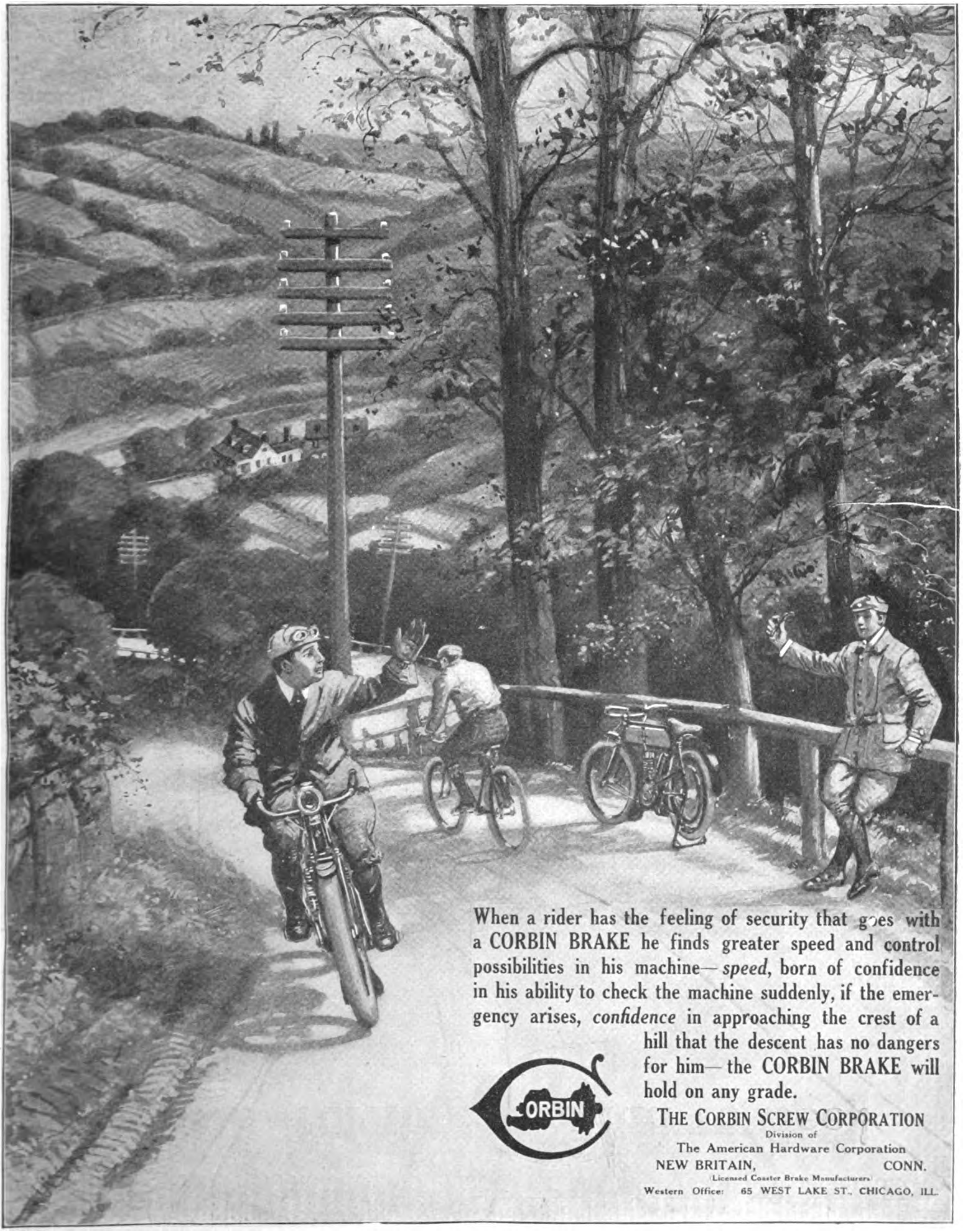
Tricar Delivery Van

Now ready for delivery.

Live Dealers Write or Wire us for information regarding our exclusive agency proposition.

Meet us at the Chicago Show, Space 79, and make your own comparison.

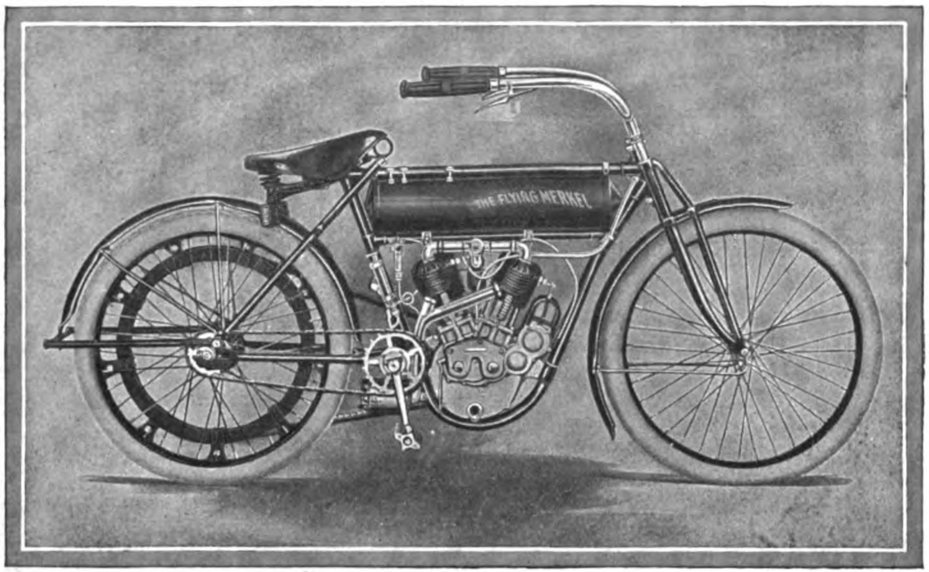
THE MINNEAPOLIS MOTORCYCLE CO., 517 SOUTH 7th STREET, MINNEAPOLIS, MINN.



When a rider has the feeling of security that goes with a CORBIN BRAKE he finds greater speed and control possibilities in his machine—*speed*, born of confidence in his ability to check the machine suddenly, if the emergency arises, *confidence* in approaching the crest of a hill that the descent has no dangers for him—the CORBIN BRAKE will hold on any grade.

THE CORBIN SCREW CORPORATION
Division of
The American Hardware Corporation
NEW BRITAIN, CONN.
(Licensed Coaster Brake Manufacturers)
Western Office: 65 WEST LAKE ST., CHICAGO, ILL.

Worth Turning Around to See!



THE FLYING MERKEL

1912 TWINS

With Free Engine, Belt or Chain Drive

6 H. P. - $250

7 H. P. - $275

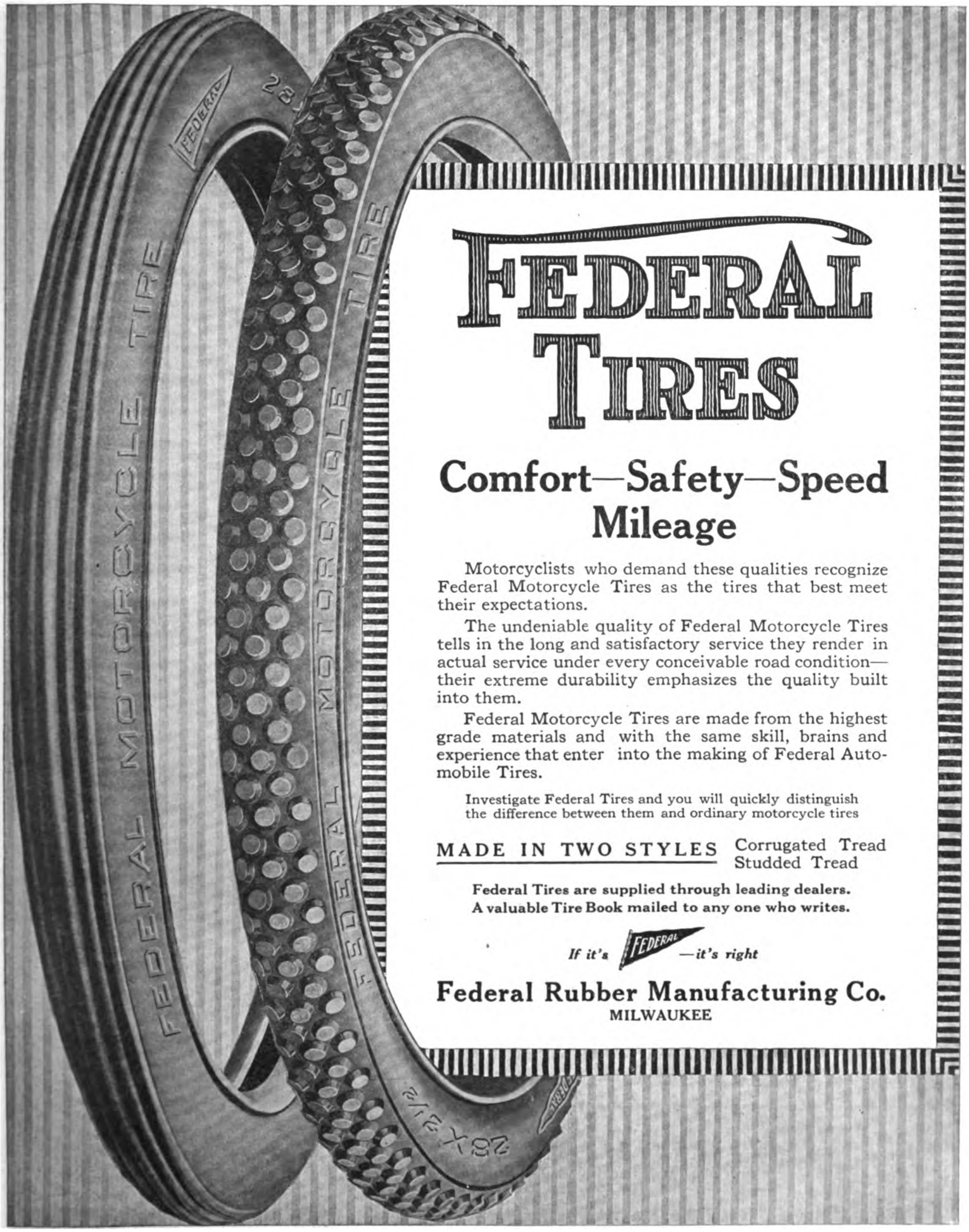
See Them at the Chicago Show

New Catalog "B" Now Ready

The Miami Cycle & Mfg. Co.
MIDDLETOWN, OHIO
MEMBERS OF M.M.A.

California Distributors........................The Appeal Mfg. & Jobbing Co., Los Angeles.
Oregon and Western Washington...................West Coast Supply Co., Portland, Ore.
Eastern Washington, Idaho and Montana.....Spokane Cycle & Supply Co., Spokane, Wash.
Colorado and Wyoming..C. W. Brown, Denver, Colo.

(19)



FEDERAL TIRES

Comfort—Safety—Speed Mileage

Motorcyclists who demand these qualities recognize Federal Motorcycle Tires as the tires that best meet their expectations.

The undeniable quality of Federal Motorcycle Tires tells in the long and satisfactory service they render in actual service under every conceivable road condition—their extreme durability emphasizes the quality built into them.

Federal Motorcycle Tires are made from the highest grade materials and with the same skill, brains and experience that enter into the making of Federal Automobile Tires.

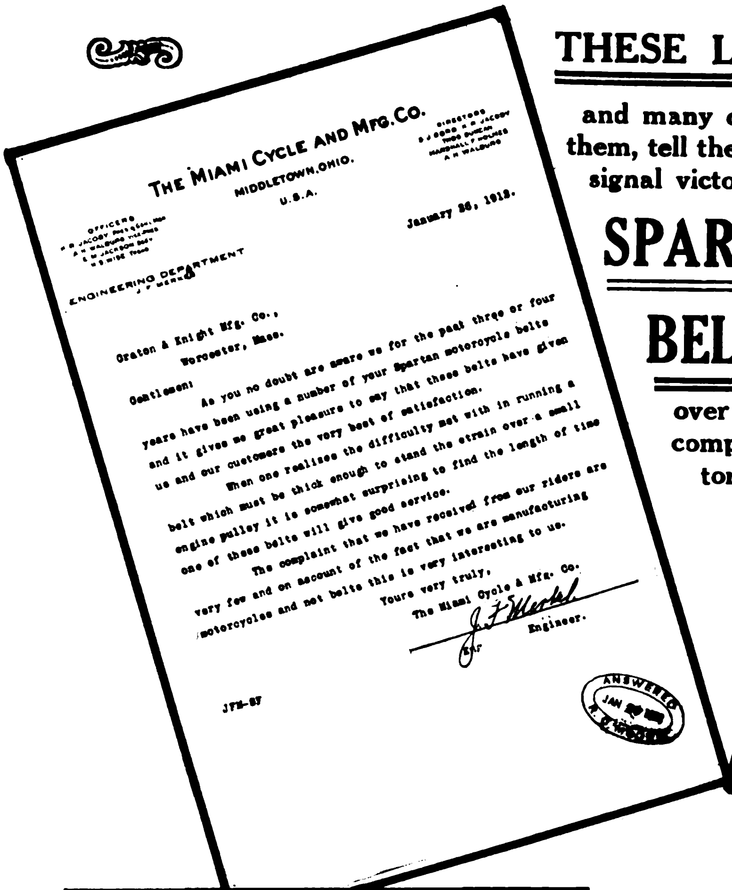
Investigate Federal Tires and you will quickly distinguish the difference between them and ordinary motorcycle tires

MADE IN TWO STYLES
Corrugated Tread
Studded Tread

Federal Tires are supplied through leading dealers.
A valuable Tire Book mailed to any one who writes.

If it's FEDERAL *—it's right*

Federal Rubber Manufacturing Co.
MILWAUKEE



THE MIAMI CYCLE AND MFG. CO.
MIDDLETOWN, OHIO.
U.S.A.

ENGINEERING DEPARTMENT

January 26, 1912.

Graton & Knight Mfg. Co.,
Worcester, Mass.

Gentlemen:

As you no doubt are aware we for the past three or four years have been using a number of your Spartan motorcycle belts and it gives me great pleasure to say that these belts have given us and our customers the very best of satisfaction.

When one realizes the difficulty met with in running a belt which must be thick enough to stand the strain over a small engine pulley it is somewhat surprising to find the length of time one of these belts will give good service.

The complaint that we have received from our riders are very few and on account of the fact that we are manufacturing motorcycles and not belts this is very interesting to us.

Yours very truly,
The Miami Cycle & Mfg. Co.
J. F. Merkel
Engineer.

JFM-ST

ANSWERED

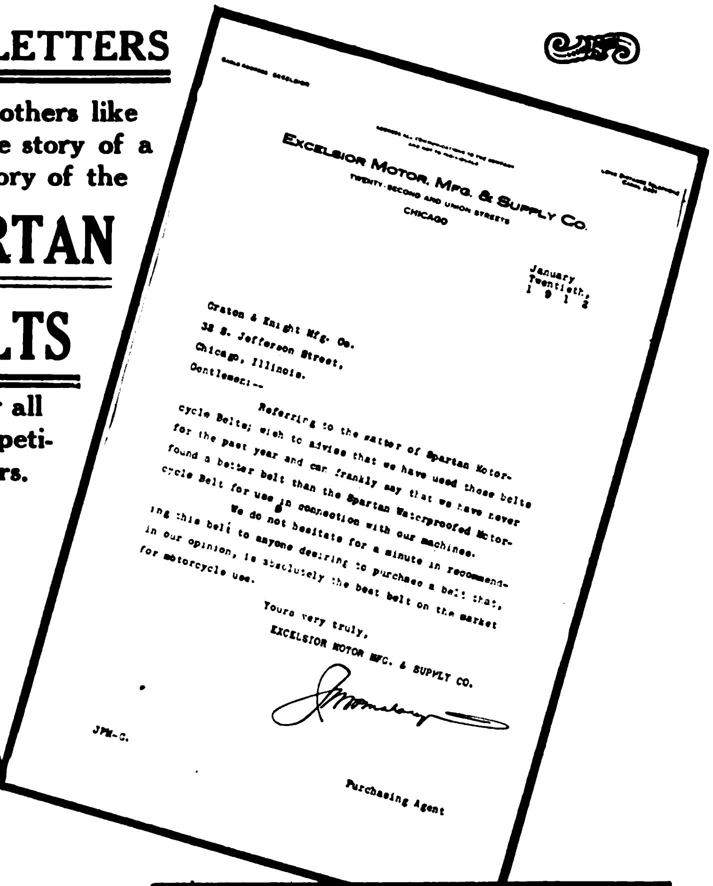
THESE LETTERS

and many others like them, tell the story of a signal victory of the

SPARTAN

BELTS

over all competitors.



EXCELSIOR MOTOR MFG. & SUPPLY CO.
TWENTY-SECOND AND UNION STREETS
CHICAGO

January
Twentieth,
1 9 1 2

Graton & Knight Mfg. Co.
38 S. Jefferson Street,
Chicago, Illinois.
Gentlemen:--

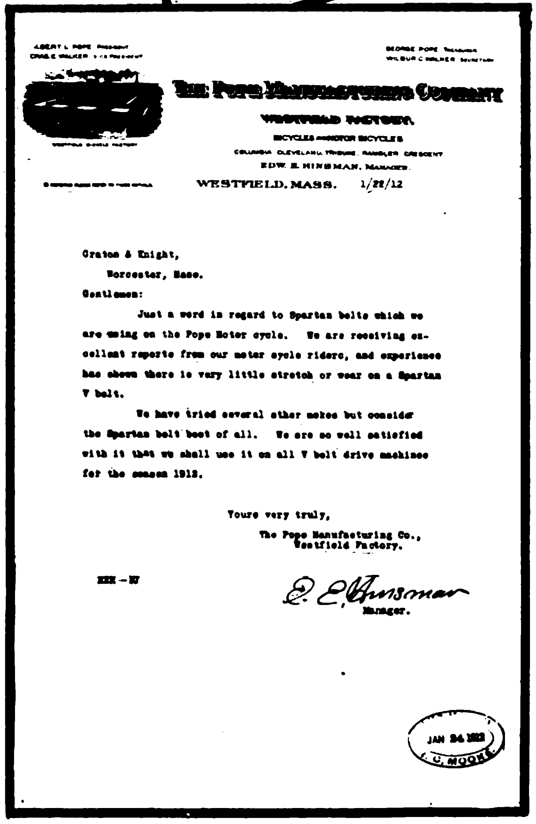
Referring to the matter of Spartan Motorcycle Belts; wish to advise that we have used these belts for the past year and can frankly say that we have never found a better belt than the Spartan Waterproofed Motorcycle Belt for use in connection with our machines.

We do not hesitate for a minute in recommending this belt to anyone desiring to purchase a belt that, in our opinion, is absolutely the best belt on the market for motorcycle use.

Yours very truly,
EXCELSIOR MOTOR MFG. & SUPPLY CO.

JPM-C.

Purchasing Agent



THE POPE MANUFACTURING COMPANY
WESTFIELD FACTORY.
BICYCLES AND MOTOR BICYCLES
COLUMBIA CLEVELAND TRIBUNE RAMBLER CRESCENT
EDW. E. HINSMAN, MANAGER.
WESTFIELD, MASS. 1/22/12

Graton & Knight,
Worcester, Mass.
Gentlemen:

Just a word in regard to Spartan belts which we are using on the Pope Motor cycle. We are receiving excellent reports from our motor cycle riders, and experience has shown there is very little stretch or wear on a Spartan V belt.

We have tried several other makes but consider the Spartan belt best of all. We are so well satisfied with it that we shall use it on all V belt drive machines for the season 1912.

Yours very truly,
The Pope Manufacturing Co.,
Westfield Factory.

EEH-EF

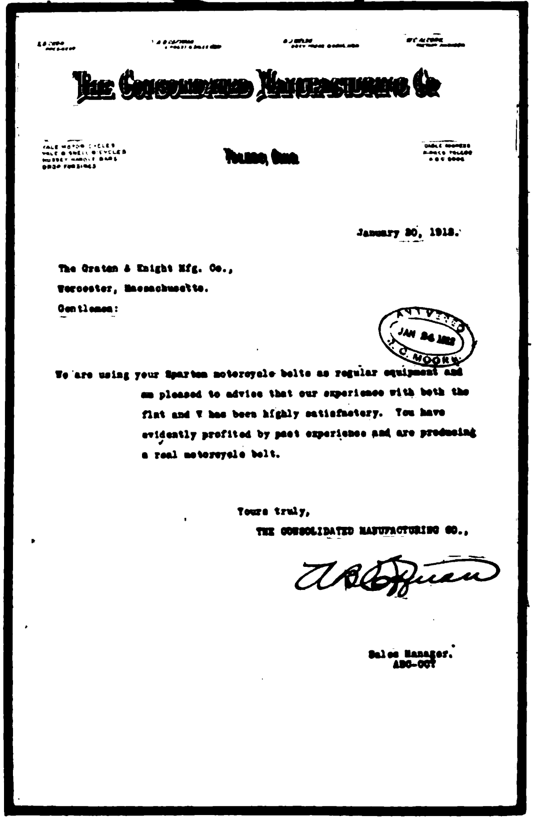
E. E. Hinsman
Manager.

JAN 24 1912
C. MOORE

That the

SPARTAN BELTS

have satisfied the motorcycle manufacturers and riders so completely is no surprise to us, for we know how to make only good belts. And we knew how exactly suitable the SPARTAN MOTORCYCLE BELTS would be for motorcycle use.



THE CONSOLIDATED MANUFACTURING CO
TOLEDO, OHIO

January 20, 1912.

The Graton & Knight Mfg. Co.,
Worcester, Massachusetts.
Gentlemen:

ANSWERED
JAN 24 1912
J. C. MOORE

We are using your Sparton motorcycle belts as regular equipment and am pleased to advise that our experience with both the flat and V has been highly satisfactory. You have evidently profited by past experience and are producing a real motorcycle belt.

Yours truly,
THE CONSOLIDATED MANUFACTURING CO.,

Sales Manager.
ABG-OCT

G&K 1851
TRADE MARK
REG. U.S. PAT. OFF.

GRATON & KNIGHT MFG. CO.

Franklin and Norfolk Sts.
WORCESTER, MASS.

G&K 1851
TRADE MARK
REG. U.S. PAT. OFF.

SPARTAN

WE ARE TALKING TO YOU

fairly and honestly, jobbers, dealers and riders, when we say that the letters reproduced on the opposite page were written willingly and the opinions expressed are but similar to those of **many thousands** of Spartan Belt users.

JOBBERS, DEALERS and RIDERS

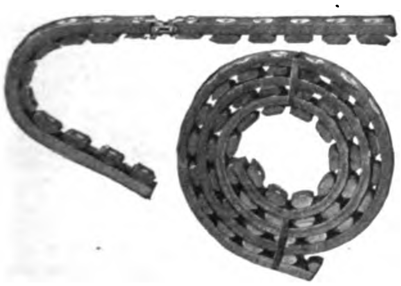
you little realize the cost to us of producing the **best belts made.** By substituting inferior stock, displaying less care in the selection of the choice parts of quality hides, by giving less time to the special tanning and to the many phases of manufacturing and by employing unskilled labor we could

SAVE THOUSANDS OF DOLLARS

But to do this would be to renounce a business policy of 61 year's standing: "Produce only the Best."

SPARTAN BELTS

will always be made for producing a high standard of transmission efficiency. Spartan Motorcycle Belts are designed and manufactured especially for the severe service of motorcycle drives.



SPARTAN "V" BELT.

FOREMOST IN MILEAGE and LONG WEAR

Practically stretchless on account of undergoing many stretching processes before completion.

Exceptionally efficient because of careful selection of choicest parts ***only*** of quality hides and the special design and construction used.

Long Wear and ***Great Mileage,*** on account of quality material, design and special secret tannage, making them unsusceptible to atmospheric conditions, heat, cold, oil or water. You will now readily see the reason for

80 PER CENT.

of the total number of motorcycle manufacturers equipping their 1912 belt-driven motorcycles with these belts.

SPARTAN FLAT BELT.

It costs nothing to investigate. Will you call on your dealer, at one of our branch stores or ask us direct?

MANUFACTURED BY

THE GRATON & KNIGHT MFG. CO.,

FRANKLIN AND NORFOLK STS.
WORCESTER, MASS.

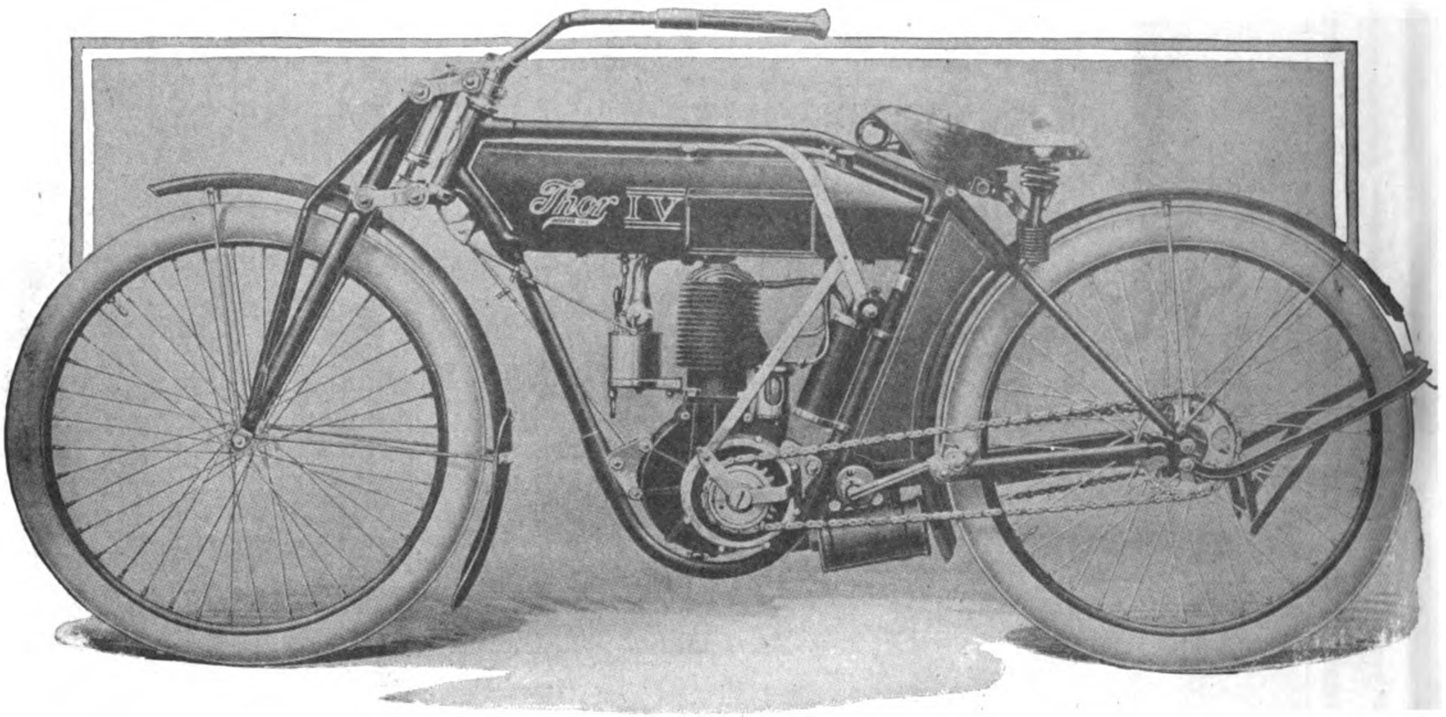
BRANCHES:

ATLANTA, GA. .... 93-95 South Forsyth Street
BOSTON, MASS. .... 33 Lincoln Street
CHICAGO, ILL. .... 32-34 South Jefferson Street
CLEVELAND, O. .... 1604-1608 West Third Street
MILWAUKEE, WIS. .... 103 West Water Street
MINNEAPOLIS, MINN. .... 310 Third Avenue, North
NEW YORK, N. Y. .... 72 Warren Street
PHILADELPHIA, PA. .... 132 North Third Street
PORTLAND, ORE. .... 51 First Street
SAN FRANCISCO, CAL. .... 30-32 Fremont Street
SEATTLE, WASH. .... 219 Occidental Avenue
ST. LOUIS, MO. .... 619 North Eighth Street
DALLAS, TEXAS .... 309 North Austin Street

DEALERS, ORDER THROUGH YOUR JOBBER OR ANY OF THESE BRANCHES

THOR RELIABILITY

Has been proven by its endurance qualities. There is no other make of machine that can show so many dependable features



Model "CR" (Battery Ignition) $175.00

THOR IV H. P. single cylinder, undergeared transmission, with THOR ball-bearing free engine clutch, regular equipment

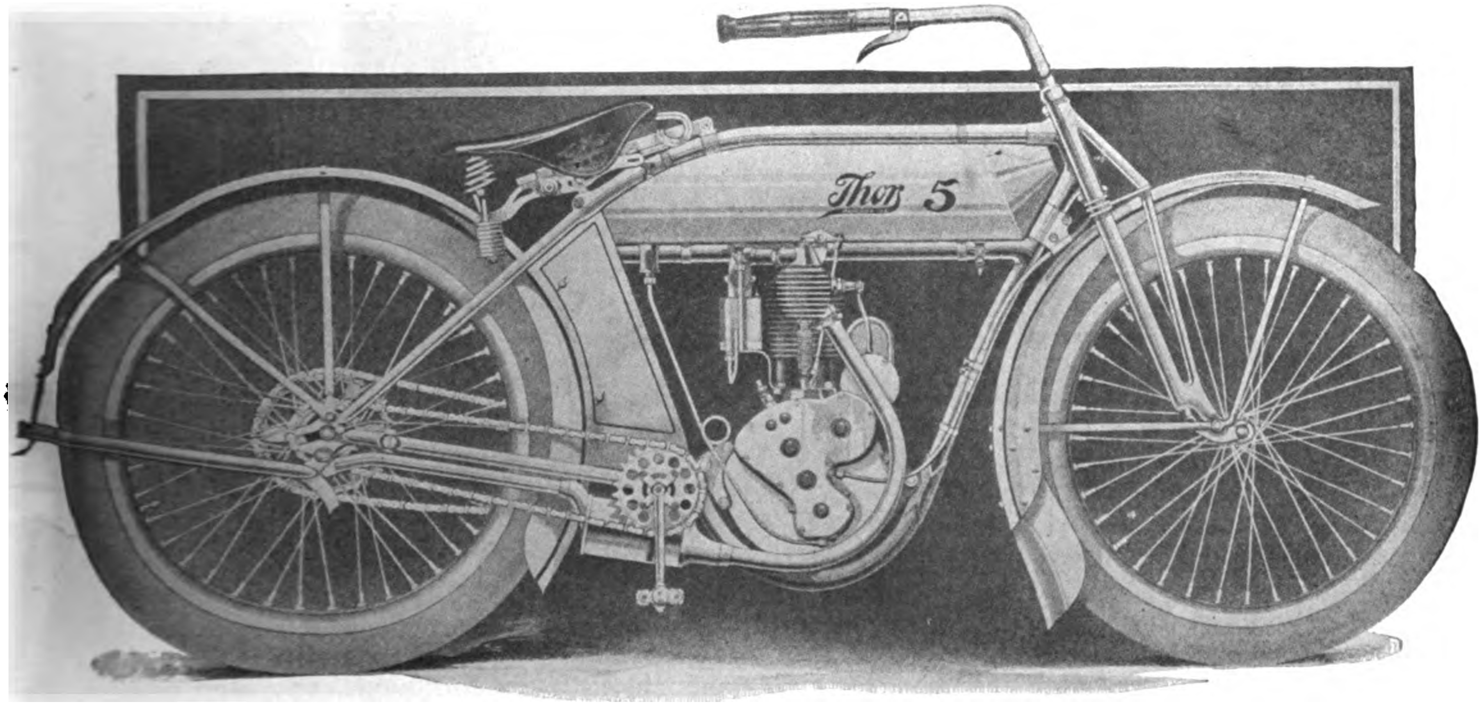
We offer six different models and each one a leader.
WRITE TODAY FOR CATALOG

AURORA AUTOMATIC MACHINERY

Western Distributor: A. FREED,

—THOR QUALITY

Always the first consideration of the Thor Company. Ask any Rider or Dealer who knows Thor products and be convinced



Model "W" $225.⁰⁰

THOR 5 H. P. single cylinder, magneto ignition, chain transmission, with THOR ball-bearing free engine clutch, regular equipment

Some good territory for Dealers. No better proposition has ever been offered

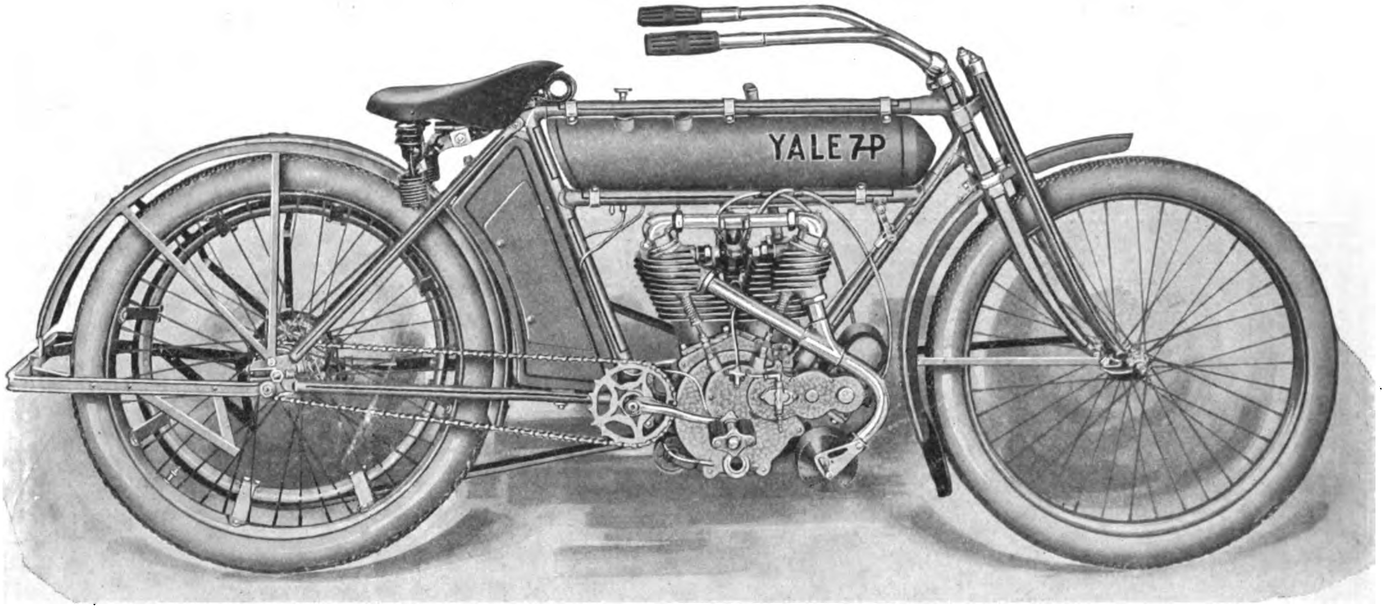
COMPANY, Thor Building, CHICAGO

14-40 Market St., San Francisco

The Flaming Banner of Yale Quality fection, Unattainable when Producti

Ten Good Things That Make The

1. Long stroke motors with horizontal flanges. 2. Improved fork with anchored handlebar. 3. Yale-Eclipse free-engine clutch. 4. Perfected mechanical oiler on twins. 5. Eccentric chain adjustment.



Model 27, 7 H. P., $285

WHERE THE QUALITY LIES

THERE is no mystery, nothing intangible in Yale quality; it is dominant, visible and readily proven. It is derived from four essential features: Correct design, the highest possible grade of material and skilled workmanship aided by modern automatic machinery.

Eccentric Chain Adjustment

Affords an accurate chain adjustment without the use of any special tool. One turn of the yoke takes up one link of chain. The slotted rear fork, a backward movement of the rear wheel sufficient to take up a 3 in. stretch in the belt. Extra chain links are furnished free with each machine.

Eclipse Free Engine Clutch

The only tried and thoroughly developed free motor device on the market. It is extremely flexible and grips easily and gently, but holds positively when fully engaged. The method of operation is an exclusive Yale feature that affords extreme accuracy of adjustment.

Yale Tanks

The fuel tanks of the Yale need no introduction to experienced motorcyclists. They are cylindrical in form and heavily reinforced, with a gasoline capacity of 2 gallons and oil 2 quarts.

Motors

Yale motors are primarily built for power and reliability and have proved their supremacy in every hard practical test. The leading mechanical features are long stroke, perfect balance and horizontal flanges, backed by correct design and finest material and workmanship throughout. A serious trouble found in all motors so designed or placed that the flanges set obliquely is overheating, due to the air passing by the edges of the flanges instead of between them and thus failing to take away the heat of the cylinder. To overcome this we have so arranged the flanges on our twin cylinders that they lay horizontally, allowing a free passage of air with maximum cooling effect.

Frame

It is a mechanical axiom that there is no strength in a curve. We therefore adhere to the stricly straight line frame, yet attain as low a saddle position as in any road machine with 28-inch wheels.

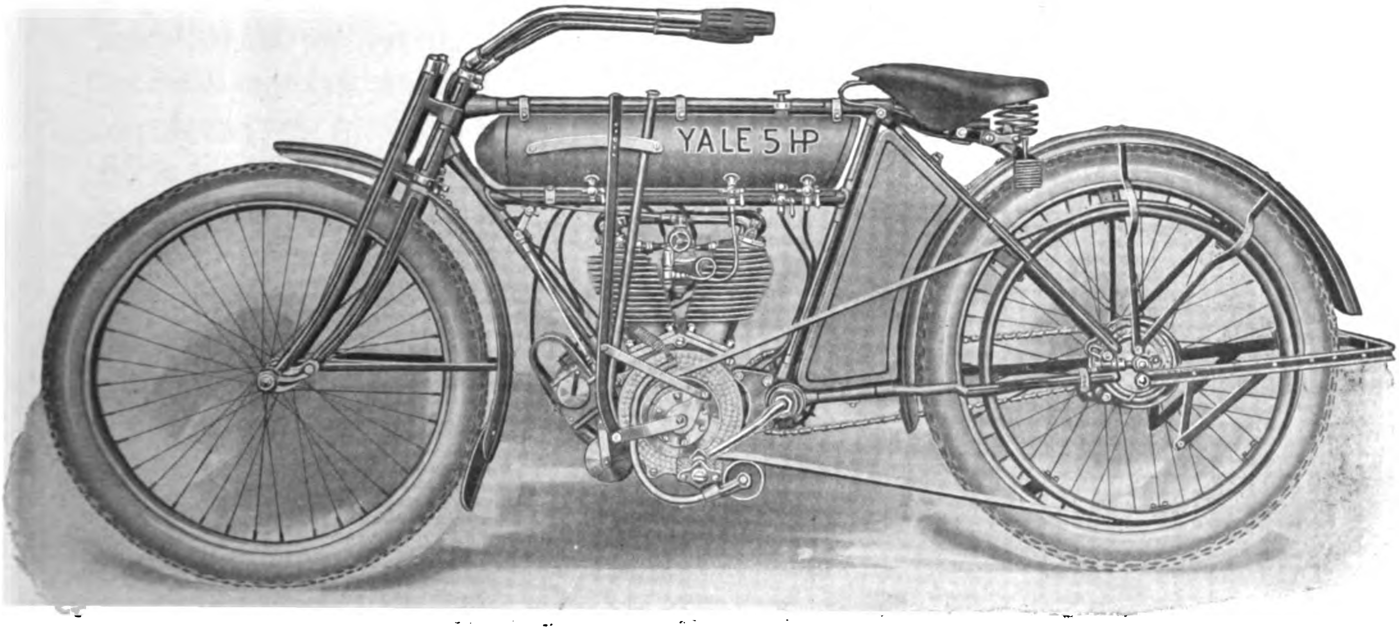
THE Y-A SHOCK ABSORBER—

THE CONSOLIDATED MANUFACTURING CO

Stands for Absolute Mechanical Per-
on is Limited by a Fixed Selling Price

1912 YALE *Better Than Ever*

6. Extra wide automobile style fenders. 7. 2¼-inch Studded tires on all models. 8. 10-12 gauge extra heavy spokes, nickeled on copper.
9. Improved patented enclosed grip control. 10. Priming cocks on twin motors.



Model 25, 5 H. P., $260

A MECHANICALLY PERFECT MOTORCYCLE

All fittings are drop forgings made in our own plant from steel especially selected for the purpose and scientifically heat treated. There are no malleable iron castings or pressed steel fittings used in the construction of the Yale.

Yale Spring Fork

The Yale fork has always been good and in 1912 is still better. Fork sides are carried up to the handlebar, engaging lugs extending downwardly from the handlebar forging. The three point anchorage thus attained is positive assurance against the bar turning under any conditions. Fork sides are thoroughly reinforced and the main and cushion fork are joined by a powerful straight-line forged connection.

Head Fittings

Extremely large, with ¼-inch balls—cups and cones are turned from fine stock and case hardened.

Improved Grip Control

We use a new locking device which holds the valves open absolutely at the will of the rider.

Automobile Type Mud Guards

A very desirable addition and rendered necessary by the Yale's big tires. They are full 4 in. wide, and afford perfect protection under all circumstances.

Large Tires

A necessary provision in view of the increasing vogue of tandem riding. Yale tires are really small automobile tires, and are 2¼ in. instead of the customary 2½ in. This gives 10 per cent. more air for cushioning purposes and 300 lbs. carrying capacity per tire, which is one-third more than the 2½ in. tires. They may be ridden softer than a smaller tire, have more resistance to skidding, are less likely to rim cut, are more comfortable for the single rider, have increased fabric as well as more rubber, and weigh only 18 ozs. more than common tires.

Power Transmission

Flat or V leather belts as desired. Yale flat leather belts are 1¾ inches wide and *extra heavy* double ply. Our V belt is the celebrated 1⅛ in. Spartan. On all flat belt models the rear belt rim is lagged with an endless piece of leather securely fastened by our process.

Large Spokes

The increasing use of tandem attachments demands a stronger wheel than is in common use, and to meet this requirement we have increased the gauge and number of our spokes. The front wheels now have 36 spokes and the rear wheels 40. The spokes are made to our order and specifications of the finest quality of steel ever used for this purpose.

Brakes

Regular equipment, Eclipse motorcycle coaster with option of Corbin band or Musselman.

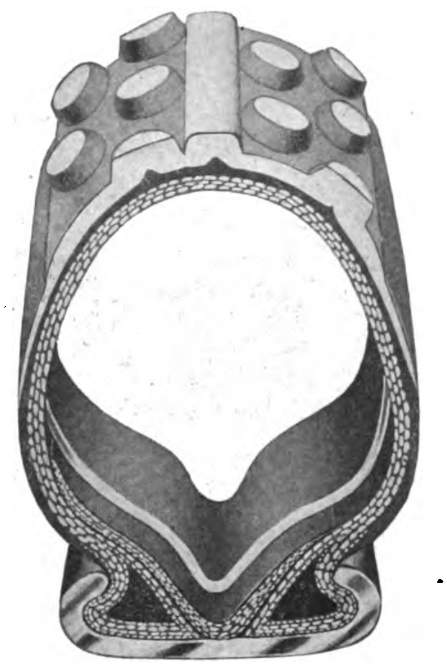
THE SHOCK ABSORBER THAT ABSORBES THE SHOCK; regular equipment on all 1912 Yales. The only mechanically correct shock absorber built. One spring is good, two vanadium steel springs are better. No side motion. No jar. Low saddle position. See it at the Chicago Show.

MPANY, 1730 Fernwood Ave., TOLEDO, OHIO

Get A Big Tire

WE have already said something about the importance of using big tires. Now we wish to emphasize that point. Next to using ***good tires*** and taking proper care of them, the surest way to tire economy is to use big tires.

Time was when small tires could carry the load. But heavy machines, extra luggage, tandem-riding and high powered engines have doubled and trebled the strain on the tires. Big tires are now an absolute necessity.



Larger tires mean more air to absorb shocks, and greater tread surface to withstand wear. Larger air capacity will always mean more comfortable riding.

We make two tires larger than the standard 28 x 2 1-2 inch tire. The 28 x 2 3-4 inch road weight, three-ply, is recommended as a big improvement over a 28 x 2 1-2 inch tire under any conditions. The 29 x 3 tandem weight, four-ply tires are for tandem riders, tourists, and those who carry heavy loads or ride on bad roads. They are made with four plies of fabric—with the famous White Tread of course. They resist punctures.

These tires will fit a 28 x 2 1-2 rim. But be sure that there is sufficient clearance between the tire and mud guard, without danger of clogging in muddy weather.

A Goodrich White Tread Motorcycle Tire, with four plies of fabric, and 29 x 3 inches. Can you beat that combination? It makes the biggest, heaviest, strongest motorcycle tire in the world.

It's the most comfortable and the cheapest, too. Try it on that new machine. You'll never regret the little extra cost. If you intend to ride a motorcycle, do it right. Get some pleasure out of it. Leave tire worries alone. Get the

"Best In The Long Run"

THE B. F. GOODRICH COMPANY, AKRON, OHIO

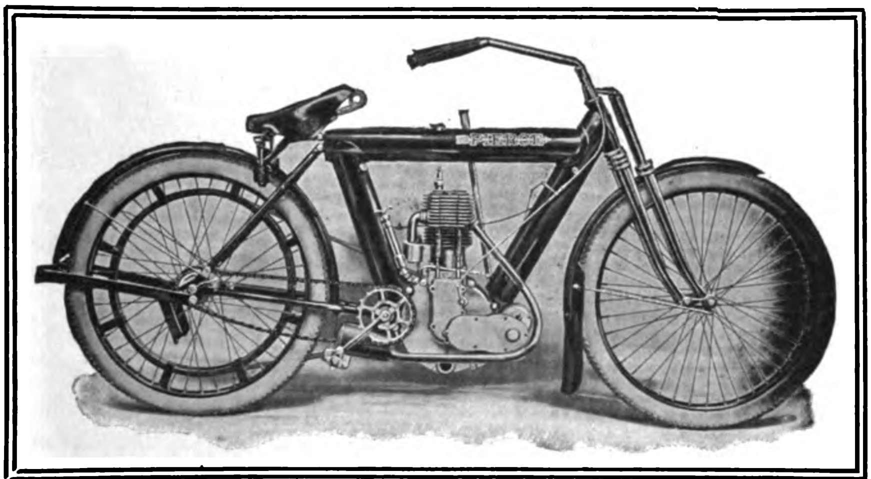
Branches and Depots in all large Cities

AROUND THE WORLD IN 90 DAYS

IF YOU WERE RIDING AROUND THE WORLD WHAT MOTORCYCLE WOULD YOU BUY?

¶ After investigating the design and construction of all motorcycles with particular reference to strength of frames; power and strength of engines; durability of transmission; grade of material and workmanship in all the parts of the machine and the adaptability for meeting all road requirements, you would be compelled to choose a PIERCE.

SINGLE CYLINDER MODELS



FOUR CYLINDER MODEL

A FEW ALL-IMPORTANT FACTS

A Pierce frame has never been known to break.
(Something no other manufacturer can say.)

Pierce engines develop 5 and 7 h. p. from less cubical displacement than any other motorcycle engine.

Pierce machines are made so well and run so smoothly that they do not shake to pieces, but last for years.

YOUR MOTORCYCLE SHOULD BE A PIERCE

A Single Cylinder for Simplicity **A Four Cylinder for Advanced Design**

Agents Wanted in Open Territory *Ask for Catalog "G"*

THE PIERCE CYCLE COMPANY, Buffalo, N.Y.

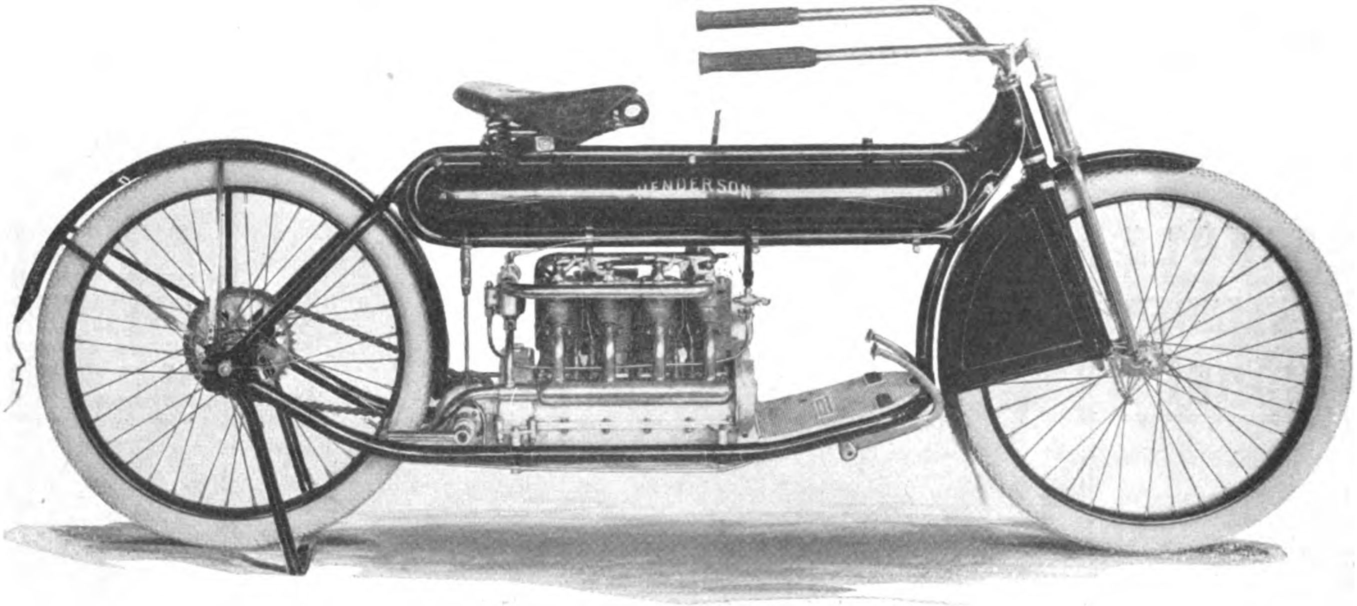
Makers also of Pierce Bicycles **Pacific Coast Branch: OAKLAND, CAL.**

IT'S NEW——IT'S PERFECT

SEVEN HORSEPOWER **$325** **FOUR CYLINDERS**

Designed as a motorcycle **should be** made, not as they have been made, the **HENDERSON FOUR** represents the **very** latest development in motorcycle construction. That's why the one 1912 machine which occupies a class all its own is

THE HENDERSON



LIVE WIRE DEALERS

Will find the Henderson agency the most attractive proposition they have ever had. This agency will give any dealer undisputed pre-eminence over all other machines in his territory. The discriminating buyer will invariably be the purchaser of a Henderson, for this is a machine in a class by itself. No effort is made to compete with any other on a price basis. It is not necessary. The machine which leads the way in scientific design and holds its superiority by its greater ability and more pronounced adaptability to adverse road conditions, will never be bothered by competition.

The secret of success lies in grasping the opportunity at hand. The chance for a Henderson agency is the one big opportunity for the motorcycle dealer. Write us now!

HENDERSON MOTORCYCLE COMPANY
270 Jefferson Avenue **Detroit, Michigan**

Three of the Many Points in Which the

HENDERSON

1912 Four Cylinder Excels

Dependability

It will be generally admitted that, without this qualification, no motor driven two-wheeler can gain the popularity which ultimately leads to an established reputation.

The HENDERSON, while designed along entirely new lines, has been built scientifically. The workmanship and materials are in every case the very best obtainable regardless of expense, and the completed machine is a symposium of trustworthiness under any and all conditions.

The HENDERSON has been given the severest imaginable trials by experts and has demonstrated its capacity to climb hills and to conquer all conditions of roads. It is simple, with the possibility of trouble of any kind reduced to the absolute minimum.

Service

Length of service depends upon a proper harmonization of design with the methods of construction and the quality of the materials used. Weakness in any one of these three factors is sure to cause annoyance, if not more serious trouble to the rider. But, given a scientifically designed motor, staunchly constructed, with a simple transmission, like the chain drive of

The HENDERSON, and you have an ideal machine, which will give you good service day in and day out, year after year, and all along perfect satisfaction. For you want, not only durability, but pleasure and also economy in the pursuit of the sport, and this is the machine which affords you all, at a price which is remarkably low, considering what you get in return.

Comfort

The single cylinder motor by the very nature of its construction cannot be balanced, nor is a perfect balance and absolute absence of vibration found in a twin, but

The HENDERSON, with its four-cylinder engine and low center of gravity, insures to the rider the kind of comfort and ease of handling unobtainable in any other motorcycle. The power impulses of the cylinders are perfectly balanced in

The HENDERSON, which, starting like a car and having big foot boards and a large saddle, is easily the most comfortable motorcycle made.

SMOOTHEST, QUIETEST AND MOST FLEXIBLE MOTORCYCLE MOTOR EVER BUILT

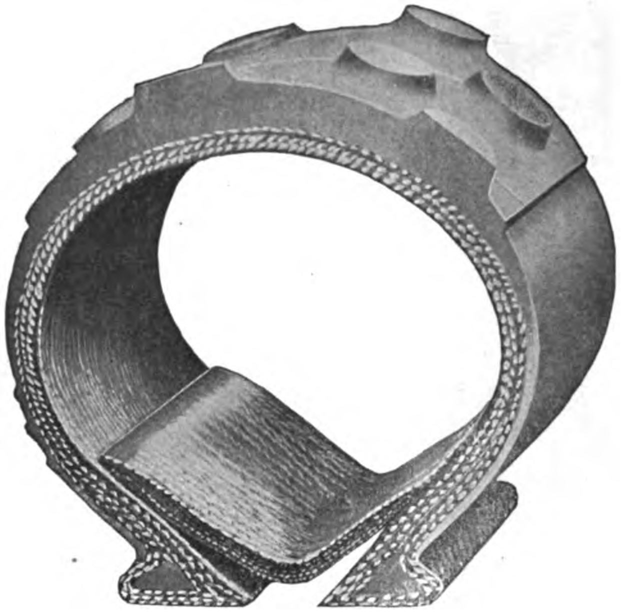
More than enough power to climb and more than enough speed to satisfy your wants.
Positive lubrication system does away with the remotest chance of oiling trouble.

Henderson Motorcycle Company

270 JEFFERSON AVENUE, DETROIT, MICH.

NOW REGULAR EQUIPMENT

On Emblems (Exclusive), Excelsiors, Harley-Davidsons, Flying Merkels and Yales.



We refer to

CONTINENTAL-ERIE

MOTORCYCLE TIRES

Upon the tire equipment largely depends the amount of satisfaction a rider derives from the sport. If his tires are poorly chosen, the investment made in buying the machine does not bring full value. You can get Continental-Erie tires on most of the better machines if you specify them. Insist and get the full worth of your money.

ASK THE JOBBER—HE KNOWS

CONTINENTAL RUBBER WORKS

ERIE, PA.

Space 139, Second Floor
Coliseum Annex, Chicago Show

New York Branch, 35 Murray Street
Chicago Branch, 131 N. Canal Street

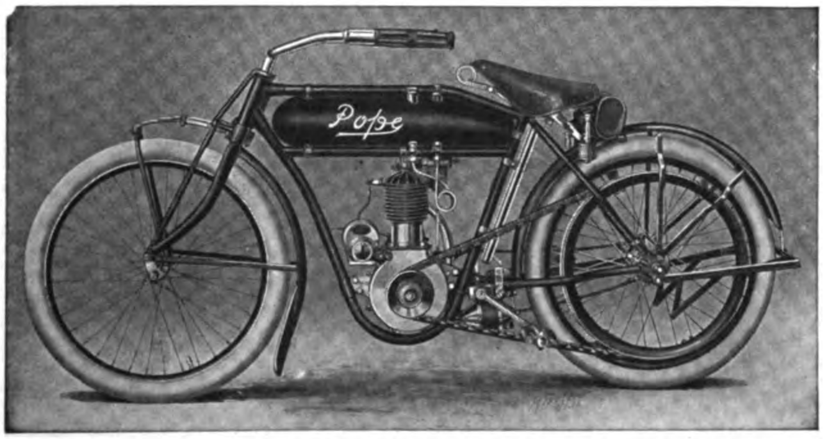
POPE MOTORCYCLE

With Imported Magneto, $165.

Quality is the first consideration in a motorcycle. An examination of the POPE will show that no machine, regardless of price, embodies better materials or workmanship. This means reliability. Conceding these facts, why pay more for a motorcycle? The Pope's price is an added inducement and gives the machine a selling advantage over all others. A large demand has been the logical result of the Pope's quality and price.

Carrying Out Original Plan

By manufacturing in large quantities we have reduced the cost of production to a minimum. Thus we are able to carry out our original plan of putting the price low enough to popularize motorcycling in a large way and create a demand among new classes of riders.



See the Machine in Spaces 145 and 146 at the Chicago Show. Then consider the price. Let us give you details of 1912 Eclipse Free Engine Pulley.

Some Choice Territory Still Open

PACIFIC COAST DISTRIBUTORS

F. P. Keenan Co., Portland, Ore.
Northwest.

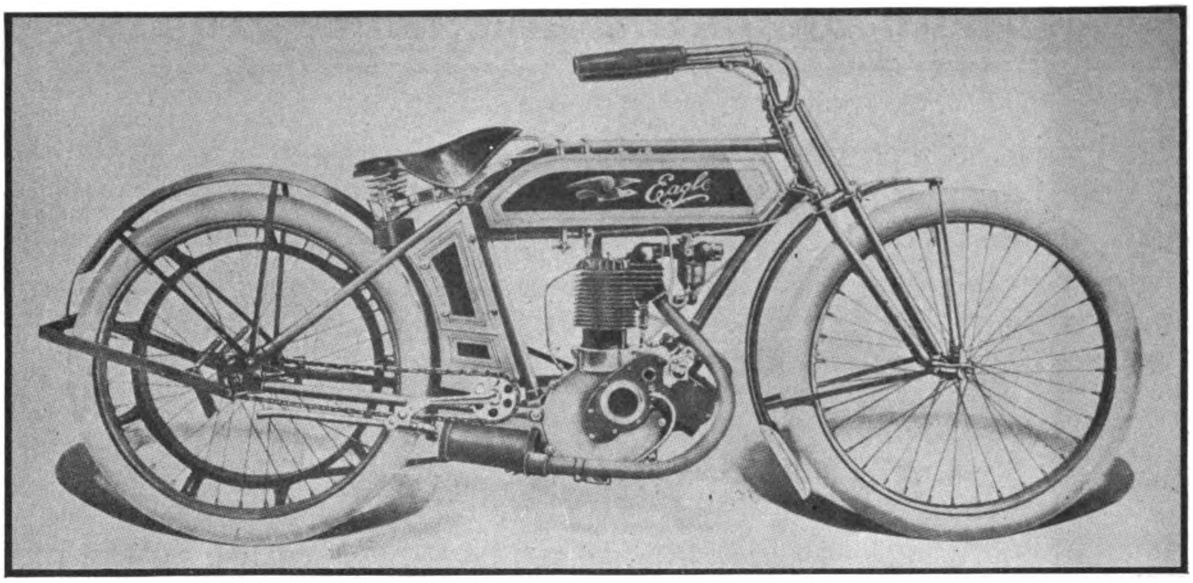
Kimball-Upson Co., Sacramento,
Northern California and Nevada.

C. L. Smith, Los Angeles,
Southern California.

THE POPE MANUFACTURING COMPANY, Hartford, Conn.

EAGLE BIG "5"

The Simple Single Cylinder With Twin Power



THE REAL LIVE ONE FOR 1912

It has already proven its superiority and accuracy, and perfection of construction, plus added quality in material will maintain it.

One of the latest achievements of the Eagle was a 130-mile ride made by Glenn Engel from Sterling, Ill., to Chicago, Ill., in 5 inches of snow and the thermometer registering around zero.

This most remarkable test just made, proves that the Eagle will soar to the heights of popularity.

This elite machine stands paramount in the minds of all who see, try and use.

MR. DEALER

No matter what machine you now represent, the Eagle Motorcycle now offers you an opportunity to increase your business. It's the machine with a big future, and if you are in the business for the sales you can make, the Eagle is the one machine that you will want to represent.

Our proposition coincides with the machine. It's the best.

WRITE TODAY FOR LITERATURE

EAGLE MOTOR COMPANY

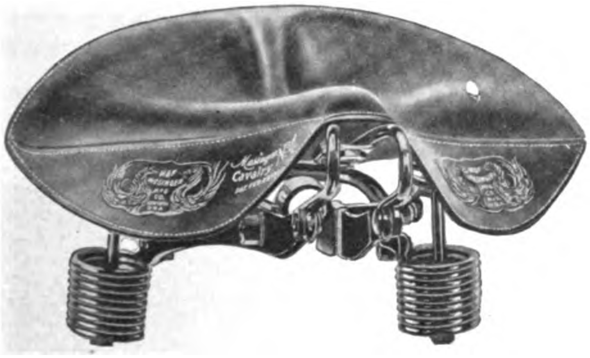
2722 Michigan Avenue, CHICAGO

All Rough Roads Stop Here

MESINGER
CAVALRY No. 4

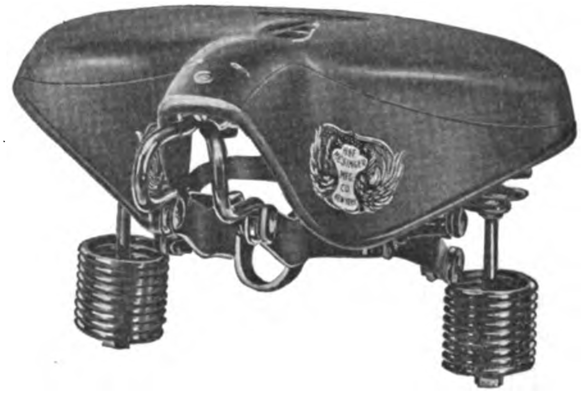
has qualified during the last two years as being the

Best Long Distance Touring Saddle



CAVALRY No. 4

Winner of many Tourist Trophies. They are all hand padded with curled hair and the best shock absorbing spring system.



STANDARD No. 4

Highest efficiency and reliability. Tops guaranteed not to stretch. No castings are used in 1912 Mesingers.

"Ask the Rider and Watch Him Riding"

WRITE FOR 1912 CATALOGUE

H. & F. MESINGER MFG. COMPANY

1801-1807 First Avenue, New York

SUCCESS

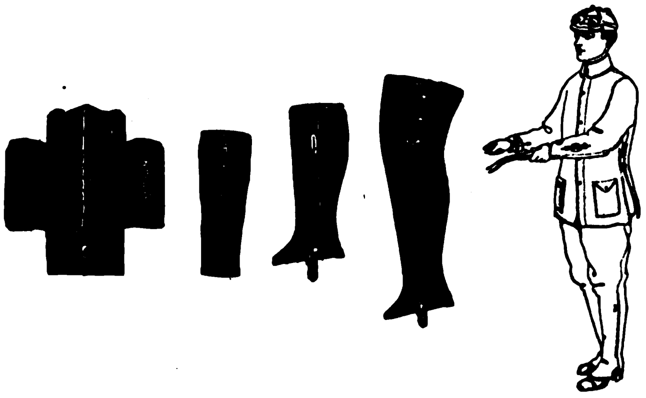
IS AN ART

True Success lies not in selling cheap and inferior goods, but in holding the trade and customers made by giving them honest and reliable merchandise. That is the *only* kind we manufacture and our business reputation stands behind it. Out of the thousands of leggins sold by us last year only one pair was returned. Hundreds of dealers who are now on the road leading to True Success have learned this secret: Buying and selling "quality" goods means more economy and more profit. Are you among their number?

NATHAN

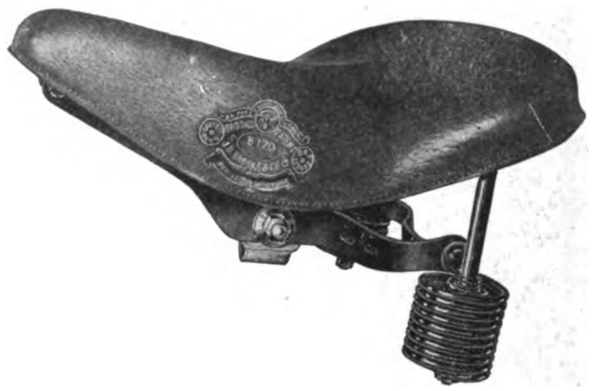
"This is OUR trade-mark
and is YOUR guarantee."

1912 will be a Banner year for dealers. Get your share of the big business by ordering a line that builds business and is advertised and known from coast to coast. Send for new 1912 catalogue containing descriptions and price of all styles of leggins, the well-known Koveraul motorcycle garment and many other specialties. It's free. Ask us for prices, but you will learn more about quality by sending us a sample order.



NATHAN NOVELTY MFG. CO.
84A Reade Street, New York City

B170 Seat part has carefully moulded steel base, is amply and comfortably cushioned and covered over all with substantial leather. Spring-framing includes the BROOKS PATENT COMPOUND SPRINGS, and is practically identical with the well-known B104.
Particularly low built, it is shaped on anatomical lines, and—you sit IN it rather than ON it.



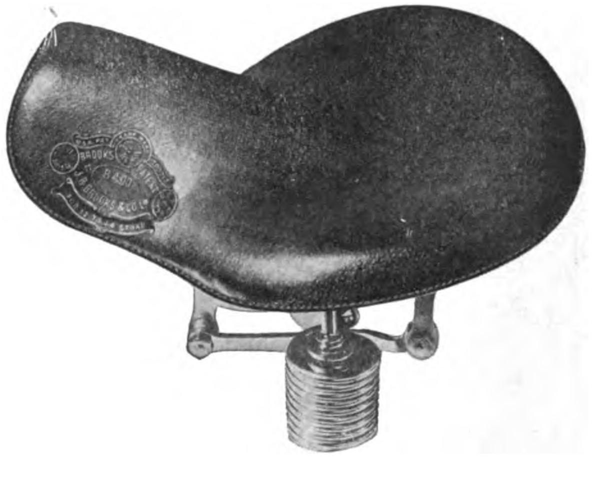
Two new models of the

BROOKS—

the original and only genuine Compound-spring Saddle

J.B.BROOKS & CO., Ltd., 75 Criterion Wks., Birmingham, Eng

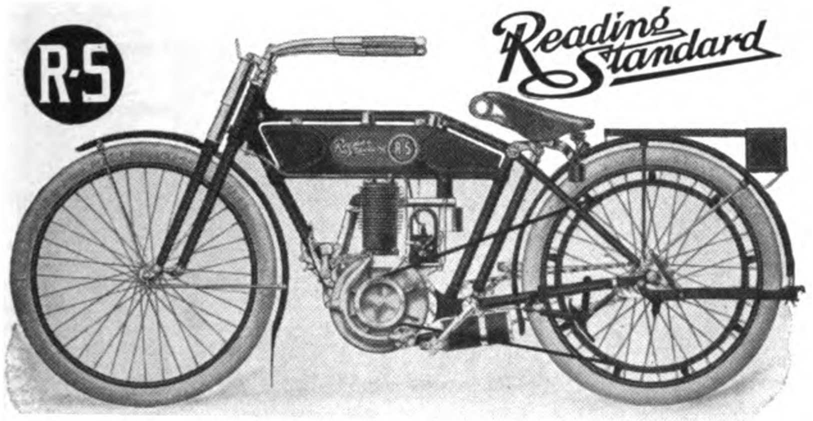
Distributing Agents for U. S. A.
The D. P. HARRIS HARDWARE CO., 48 Warren St., N.Y.



B400 Note position of compound springs, which are placed immediately under the weight-carrying portion of the seat, which latter is not hinged to any fixed point at the peak, but constrained to move in a true vertical direction. This position, in conjunction with the compensating action of the spring, means unlimited elasticity without bounce. Seat part is comfortably cushioned and covered with substantial leather; has steel base carefully moulded on anatomical lines, and, again—you sit IN it rather than ON it.

BUILT TO CLIMB BRED TO SCAMPER
HERE TO STAY

The 1912 R-S



All
Models
with
Free
Engine
Clutches

Immediate
Deliveries

Two
Singles

Belt or
Chain
Drive

One Big
Twin

A
Microcosm
of Power

The FINEST MOTORCYCLE in the WORLD

As usual, it was the unanimous choice of discriminating buyers at the Chicago Show—

All declared the original R-S Adjustable Shock Absorbing Spring Seat Post indispensable

Did you hear all the favorable comments on our Adjustable Foot Rests, Double Oiling System, Foot and Hand Operated Idler, Correct Spring Fork, Emergency Brake, Automatic Stand, the beautiful colors and the general neatness of design, and unsurpassed workmanship? Price made no difference—live agents got busy.

MOTORCYCLE AND BICYCLE CATALOG ON REQUEST
WRITE TODAY FOR PRICES TO RELIABLE DEALERS ONLY

READING STANDARD COMPANY
306-340 WATER ST., READING, PA.

Why Not Join the

When a rider passes you with that satisfied look on his face there's some reason for it. He's cheerful because he has confidence in his machine. He knows he can go "anywhere, under any condition"; that his two-speed gear will take him up any hill or bowl him along on the level like an express train; that his hand

NEW

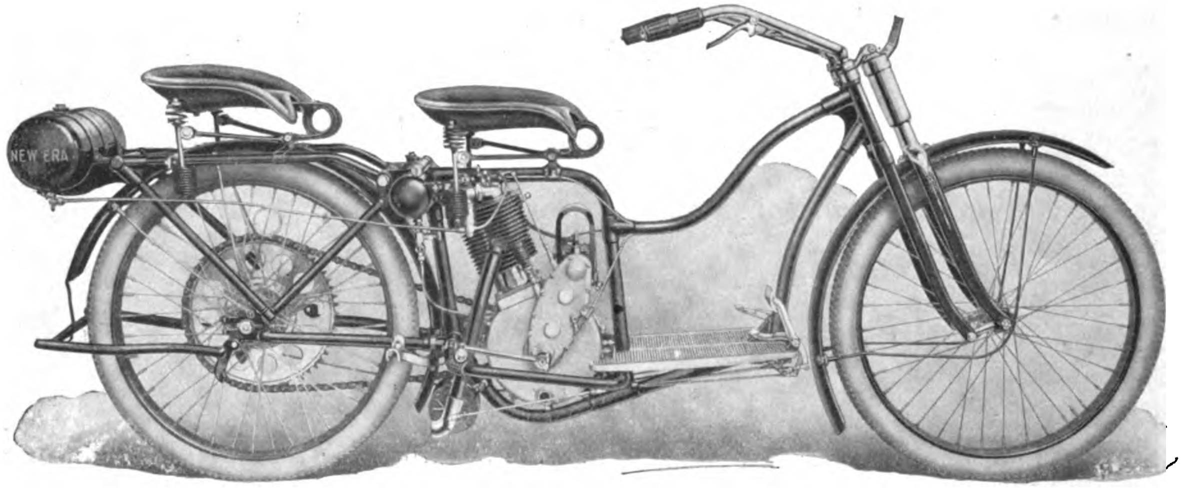
"ANYWHERE UNDER

Two Speed Gear

Hand Cranked, Ball Bearing Motor

Foot Boards

Large Form Seat



4 H. P. ROADSTER, TWO PASSENGER

Mechanically Operated Valves

Most Efficient Magneto Used on Any Motorcycle, Bosch D. U. 1 Model 5 Full Efficiency Spark at 55 R.P.M. Delivered on Retard

LOOK US UP AT THE CHICAGO

Some good territory still open for agents. Write for proposition.

New Era Au

22 Dale Avenue,

Cheerful Riders?

cranked motor does away with all that back-breaking pedaling and that the three point suspension form seat and foot boards ride like a chair. He's not only comfortable in body but his mind is at rest. He knows he can "bank" on the construction of such a machine. And the cause of all this satisfaction? It's a

ERA

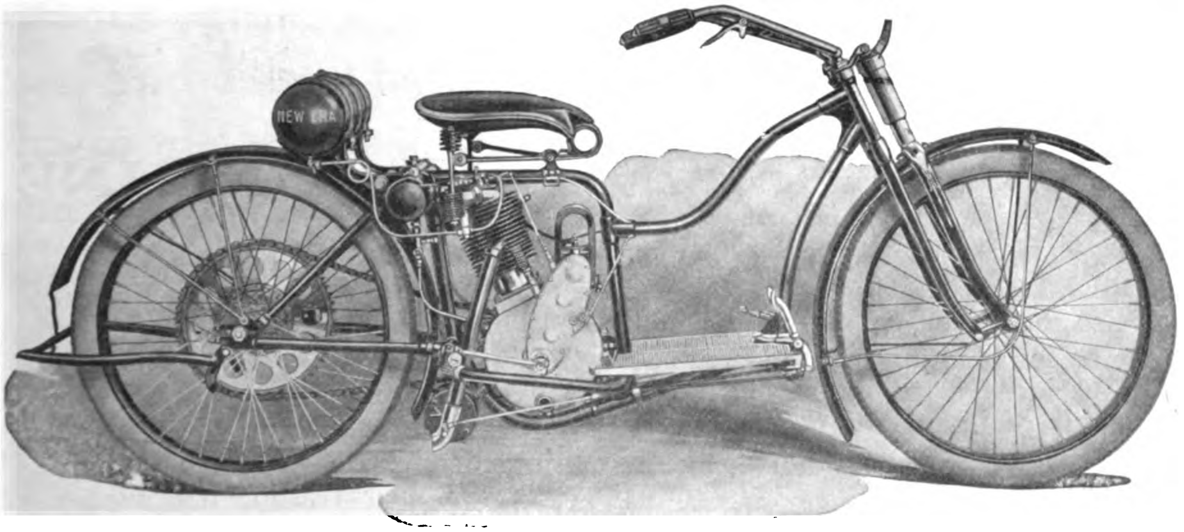
ANY CONDITION"

Improved Spring Fork

Pressed Steel Tanks

Largest and Strongest Roller Chain Used on Any Motorcycle

Heaviest Rims Manufactured



4. H. P. ROADSTER, SINGLE PASSENGER

Large Internal Band Brake

Double Oiling System

Timken Roller Bearings in Rear Hub

Foot Control of Two Speed Gears

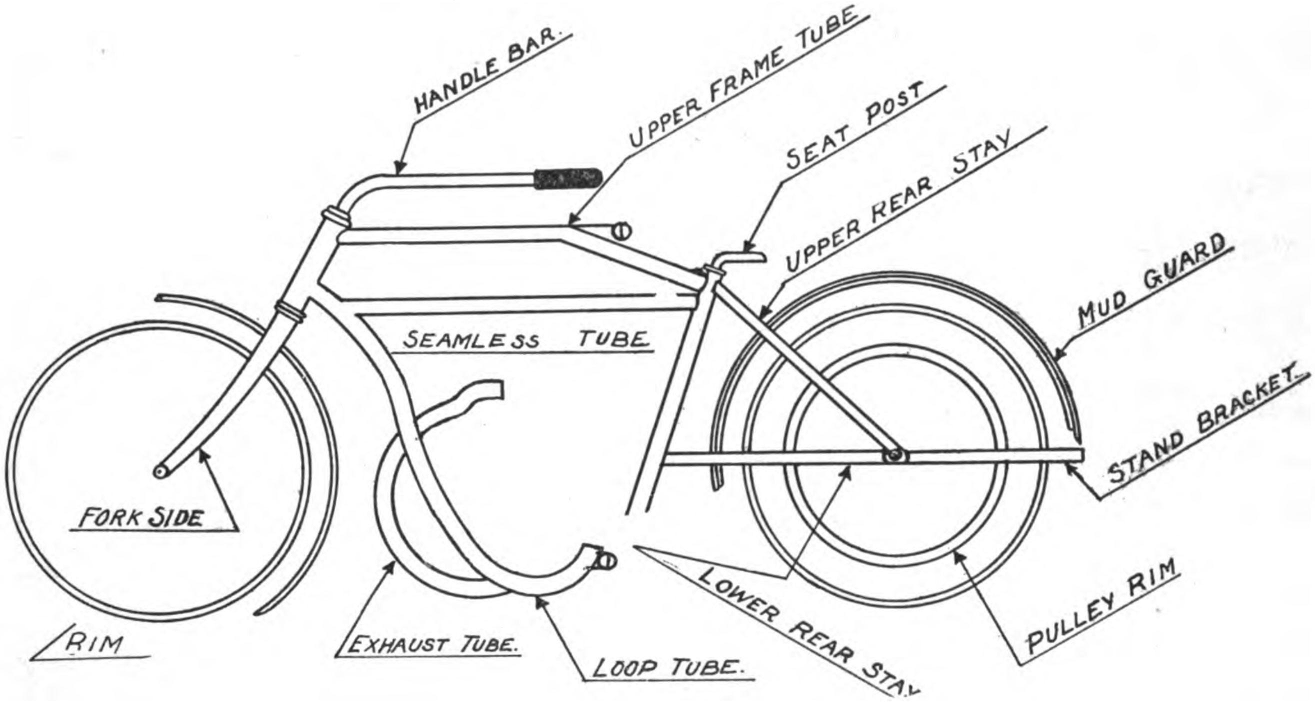
SHOW, SPACES 442, 443, 444

to-Cycle Co.

Dayton, Ohio

Send for our catalogue. It explains the machine in detail.

"STANDARD"
SEAMLESS STEEL
TUBING


HANDLE BAR.
UPPER FRAME TUBE
SEAT POST
UPPER REAR STAY
MUD GUARD
STAND BRACKET.
SEAMLESS TUBE
FORK SIDE
RIM
EXHAUST TUBE.
LOOP TUBE.
LOWER REAR STAY
PULLEY RIM

THE BACKBONE OF YOUR MACHINE

is the *tubing* of which it is constructed.

The *boast* of the *largest* motorcycle manufacturer is that he has *never* had a frame go wrong in *ordinary* usage and this manufacturer uses "**Standard**" Tubing entirely; also our rims, mud guards and pulley belt rims.

At the recent Madison Square Garden Show, New York City, *sixteen* motorcycle exhibitors displayed sixty-five models. Of the sixty-five models, *fifty-seven* were made in whole or in part of "**Standard**" Tubing.

Fourteen of the sixteen exhibitors, the country's *best* and *largest* motorcycle manufacturers use "**Standard**" Tubing and price is *not* their reason—it's *quality.*

They have tried *other* tubing but it *failed.* It did *not* give the *combination* of *lightness, strength* and *finish* that a *first-class* motorcycle frame requires and which the use of "**Standard**" Tubing *insures.*

When you order your machine, it *would* be well to ask what tubing it is made of, or better still write us and we will tell you *who* uses it.

Remember the *strength* of the *frame* and *rims* of your motorcycle *dictates* its capacity to carry *heavy* loads or to "*Speed her up.*"

**SEE OUR EXHIBIT AT
SPACE No. 28 COLISEUM
GALLERY, CHICAGO,
JAN. 27TH TO FEB'Y 10TH**

**THE
STANDARD
WELDING
COMPANY
CLEVELAND
NEW YORK—CHICAGO—DETROIT**

AGENTS! Here's Some Good News

The popular M·M Four-fifty model will hereafter be fitted with the Eclipse Free Engine Clutch and an option of 28" wheels for $200, list. This is the very best proposition for a single cylinder motorcycle offered this year. A powerful hill climber, speedy, and very smooth running. With its three roller bearings in the motor, it will withstand more hard punishment than any other motor built. One new rider rode constantly for three hundred miles without putting any oil in the crank case, and did not harm the bearings. This model will be a big seller. Other models at $140, $160 and $225.

Write for Catalog and Agents' Proposition today

The American Motor Co.
Gentlemen:

I recently purchased an M-M motorcycle that had been run several thousand miles. Not being a mechanic, I ran the machine over 300 miles through New Hampshire on my first trip without lubrication.

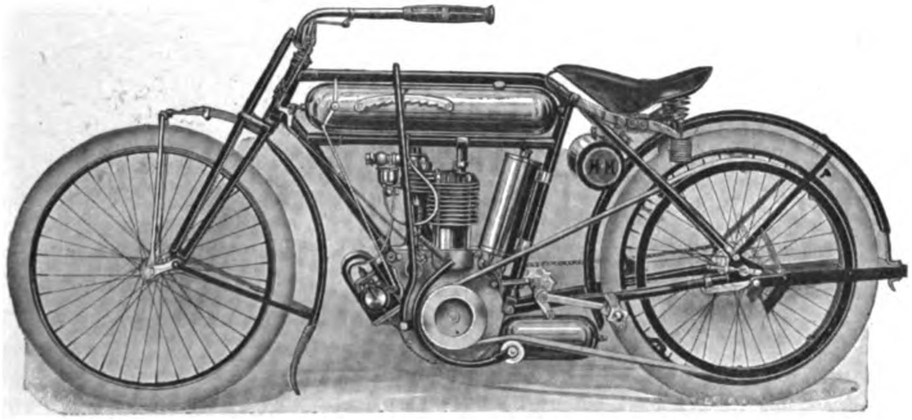
I expected to have to replace the bearings of the motor, but when it was taken down and inspected, the only apparent damage was the slight wearing down of the piston rings.

I mention this to you to show you my gratification at being the possessor of a motorcycle that will run under such adverse conditions without causing serious damage that would usually follow such neglect in the operation of any ordinary machine.

Having familiarized myself with the machine in a recent 1,000 mile business trip I have just completed, I find after applying proper lubrication that the engine shows no signs of wear whatever and is equal to any test in climbing the steepest hills I encounter.

Yours very truly,
W. M. KENDALL,
Boston, Oct. 17, 1911. Insurance Adjuster.

4½ H. P.



Bosch Magneto

Schebler Carbureter

1912 M·M Four-fifty. $200 With Eclipse Clutch.

AMERICAN MOTOR CO., 716 Centre St., Brockton, Mass.
Pacific Coast Depot, 424 South Broadway, Los Angeles, Cal.

IT WILL PAY YOU

to get in touch with us if you are in the Bicycle or Motorcycle business.

WHY?

because we can offer you a wide range of stock and at prices unsurpassed, if equaled, anywhere else.

In the building which we occupy, over 10,000 square feet of floor space is devoted **exclusively** to showing our large and comprehensive line of Motorcycle and Bicycle Supplies. Here you will find all the latest in Lamps, Luggage-carriers, Tandem Attachments, Speedometers, Saddles, Horns, Tires, Tubes, Repair Kits, Tools—in fact, everything that the **Dealer** or **Repairman** sells or uses.

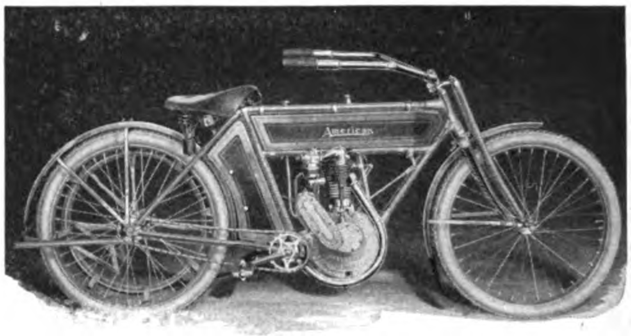
CALL AND SEE US

That will be the best way to get acquainted. We will give you our best attention. If you can't call, write us.

No Goods Sold at Retail

CHICAGO CYCLE SUPPLY CO.
22 W. LAKE STREET, CHICAGO, U. S. A.
Phone, Randolph 1571

AMERICAN



A Marvel of Power and Beauty

SINGLE OR TWIN

The 1912 "American" has exclusive improvements embodied in its construction that place it a year in advance of all others.

Big Long Stroke Motor, Bosch Magneto, Eclipse Variable Speed and Free Engine Clutch.

GET OUR SPECIAL OFFER

AMERICAN MOTORCYCLE CO. 1302 American Building
CHICAGO

ATCO SAFE GUARDS

JOBBERS
With Eyes Toward Profits

can increase *their* sales of goggles by using *our* Goggle Assortment in display boxes. Each assortment consists of 1 doz. of our popular priced goggles, in a cardboard box, strongly made and with easel back; compartments on the inside keep the different styles separated.

Made with black or soft leather masks, plain, in assorted colors or edged with velvet or chenille, different sizes. Round and round angular metal and silvered metal cups. Ventilated flat and curved glasses, 1⅝ to 1⅞ in. in diameter. Elastic head band.

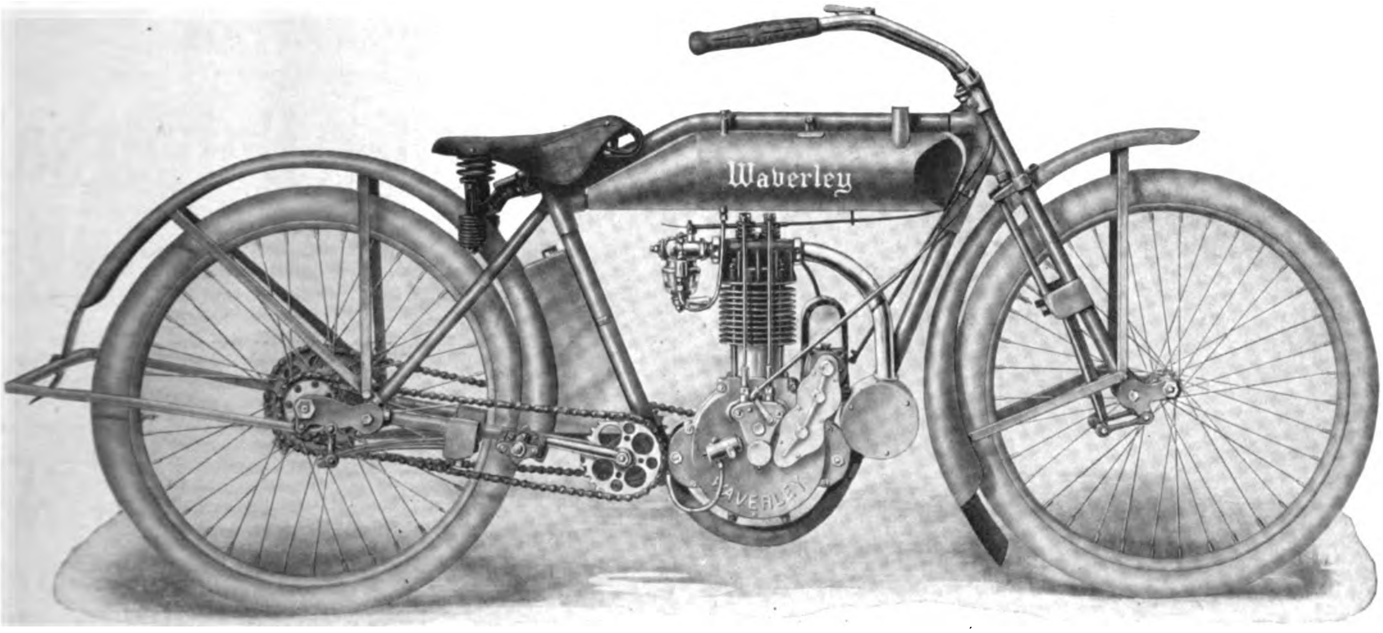
Prices the lowest possible. Catalogue.

AMERICAN THERMO-WARE CO.
MANUFACTURERS AND IMPORTERS
16-18 Warren Street New York
Chicago Office, 143 N. Wabash Ave.

WAVERLEY

Model A4, $225.00

with free motor clutch and cushioned frame



A brand new Motorcycle, full of new features or real improvement, not a warmed over combination of other people's ideas or a machine built around some one good feature, but a machine comprising the highest development of overhead valves, a real cushioned frame and other points of mechanical superiority.

In short, the Waverley is the limit of mechanical perfection throughout.

THE CONSUMMATE MOTORCYCLE

Dealers who want a machine that sells easily and makes every buyer a booster, write for terms and territory.

Riders who want a machine for comfort, speed, power and service, write for our new Catalog that shows you why you want a Waverley.

Waverley Manufacturing Company
103 Waverley Place, Jefferson, Wisconsin

AT THE

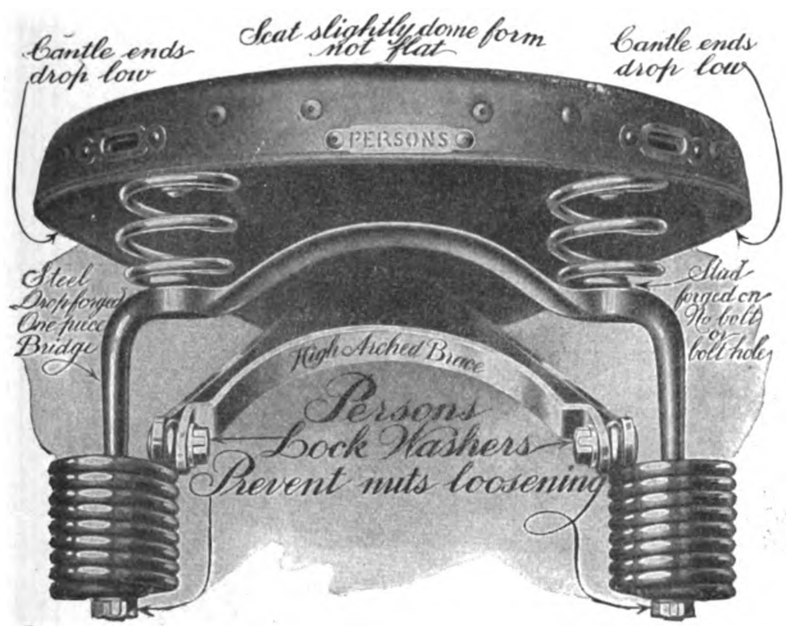
CHICAGO SHOW

YOU'LL FIND

NO SADDLE MAKER

IS BUILDING A GENUINE, COMPOUND, SPRING MOTOR SEAT

EXCEPT PERSONS


Seat slightly dome form not flat
Cantle ends drop low
Cantle ends drop low
PERSONS
Steel Drop forged One piece Bridge
Stud forged on No bolt or bolt hole
High Arched Brace
Persons Lock Washers Prevent nuts loosening

COMPARE THIS CONSTRUCTION WITH ANY OTHER

THEN READ THIS

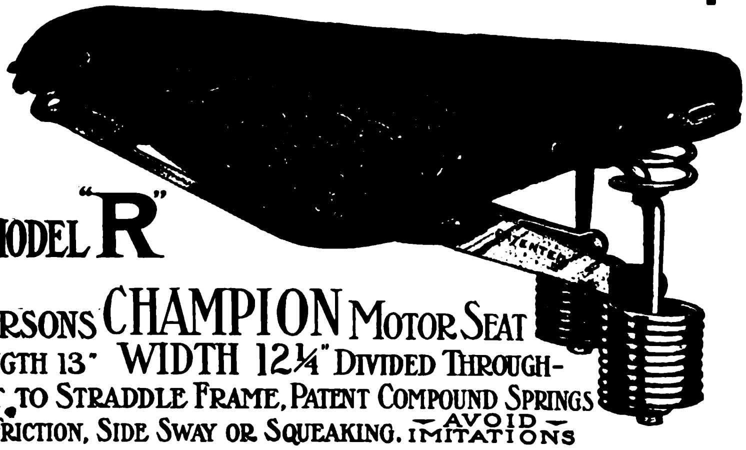
PERSONS DUPLEX COMPOUND SPRINGS

(Patent No. 959591) give clean and fair play to both pairs of springs and their supports. No obstructions between them to destroy free action.

THE SPRINGS ABSORB THE SHOCKS.

Each pair, the upper and the lower, varies from the other in diameter of coil, diameter of wire, pitch of coil, direction of coil, length of wire in coil and direction of action. Woen under load the upper springs begin to compress **BEFORE** the lower ones extend. Neither pair is in "tune" or sympathy with the other, and neither will transmit the vibration received by the other.

THE HIGH-ARCH BRIDGE GIVES LOWEST POSITION WITHOUT BUMPING MUDGUARD.



MODEL "R"

PERSONS CHAMPION MOTOR SEAT
LENGTH 13" WIDTH 12¼" DIVIDED THROUGH-OUT TO STRADDLE FRAME, PATENT COMPOUND SPRINGS
NO FRICTION, SIDE SWAY OR SQUEAKING. AVOID IMITATIONS

OUR LATEST -FOR LOW POSIT

THE PERSONS MFG. CO., Worcester, Mass.

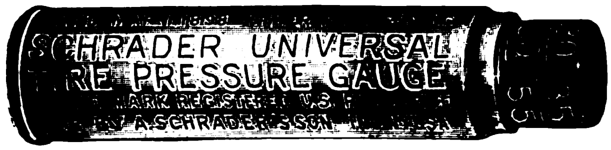
Have You Had Trouble With Your Tires?

A very large percentage of all punctures and blow-outs occur from improper tire inflation.

WOULD YOU PAY $1.00 TO OVERCOME

delays, difficulties and expense resulting from these misfortunes?

Schrader Universal Tire Pressure Gauge


SCHRADER UNIVERSAL
TIRE PRESSURE GAUGE
TRADE MARK REGISTERED U.S.
A. SCHRADER'S SON

(Made under patent dated March 1, 1898.)

Accurately registers at all times the exact air pressure in tires.

Simply hold gauge to tire valve for a second and recording sleeve will indicate air pressure and remain fixed until pushed back into place by the finger.

Carried easily in vest or change pocket, being only 2½" long. So simply constructed as to almost never become out of order, and if it does go wrong it will immediately tell by the action of the indicating sleeve that it needs repairs. Leather case comes with it.

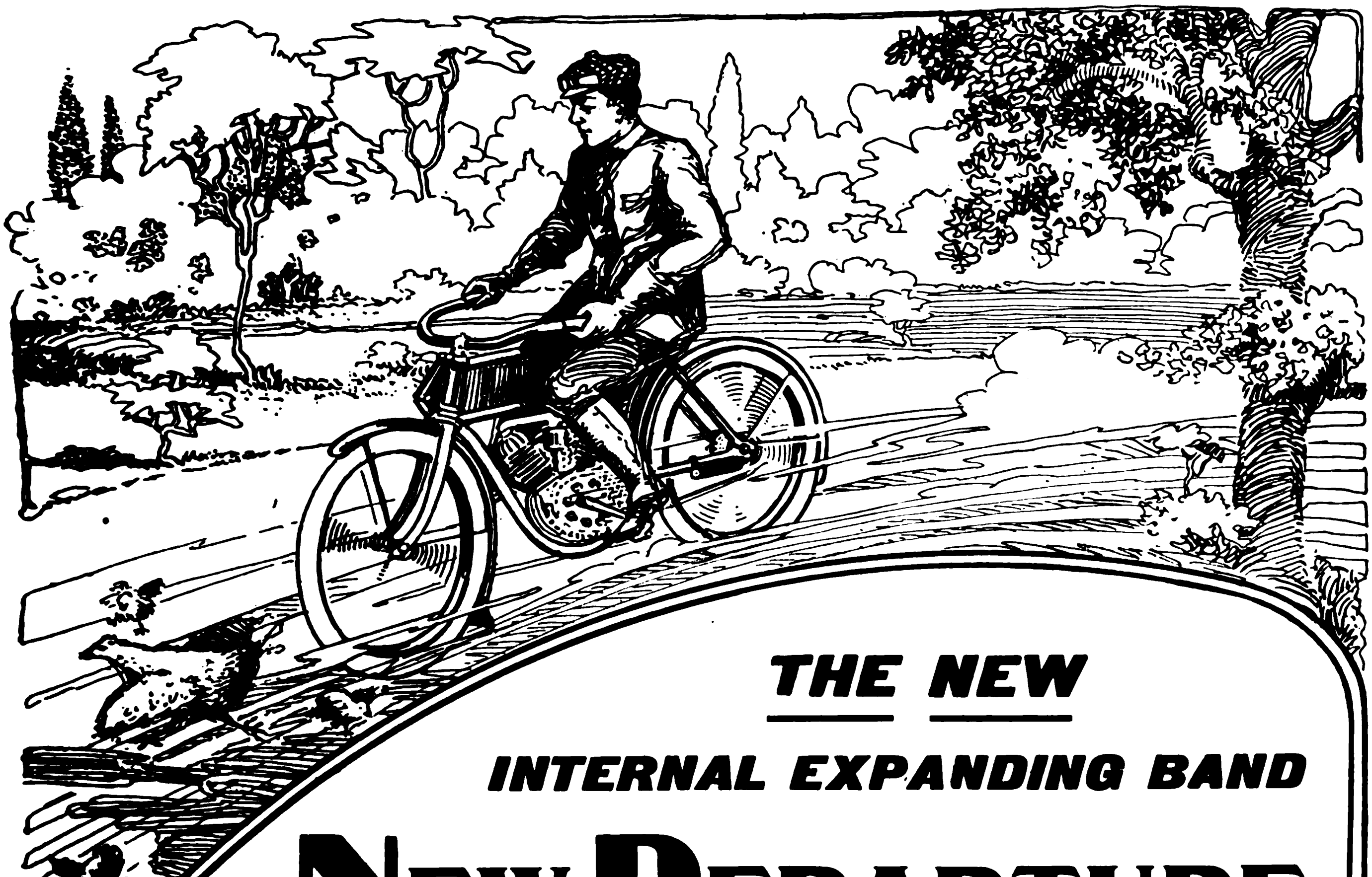
PRICE $1.00 EACH

Guaranteed Simple and Absolutely Accurate

Can be obtained from all tire manufacturers, jobbers and dealers, or

A. SCHRADER'S SON, Inc.

28-30-32 Rose Street NEW YORK CITY



THE NEW

INTERNAL EXPANDING BAND

NEW DEPARTURE

COASTER BRAKE FOR MOTORCYCLES

The same type of device as the emergency brake in automobiles for quickly retarding speed or stopping instantly.

You can depend upon it all the time and every time.

It is absolutely impossible for the brake to lock, wind or bind.

The new transfer spring has stopped all of the "picking up" of the pedals.

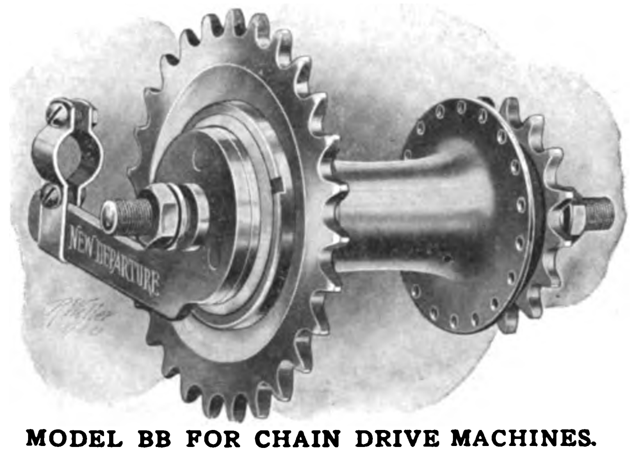
It is all steel.

The wearing parts are specially treated to withstand hard service.

The parts on which the severe strain comes are made as strong as it is possible for any metal to be.

In fact, this brake is ideal and gives the rider everything that he wants for controlling his machine under all circumstances.

This and other new types of New Departure motorcycle coaster brakes can be seen at the Chicago Show.



MODEL BB FOR CHAIN DRIVE MACHINES.

THE NEW DEPARTURE MFG. CO.

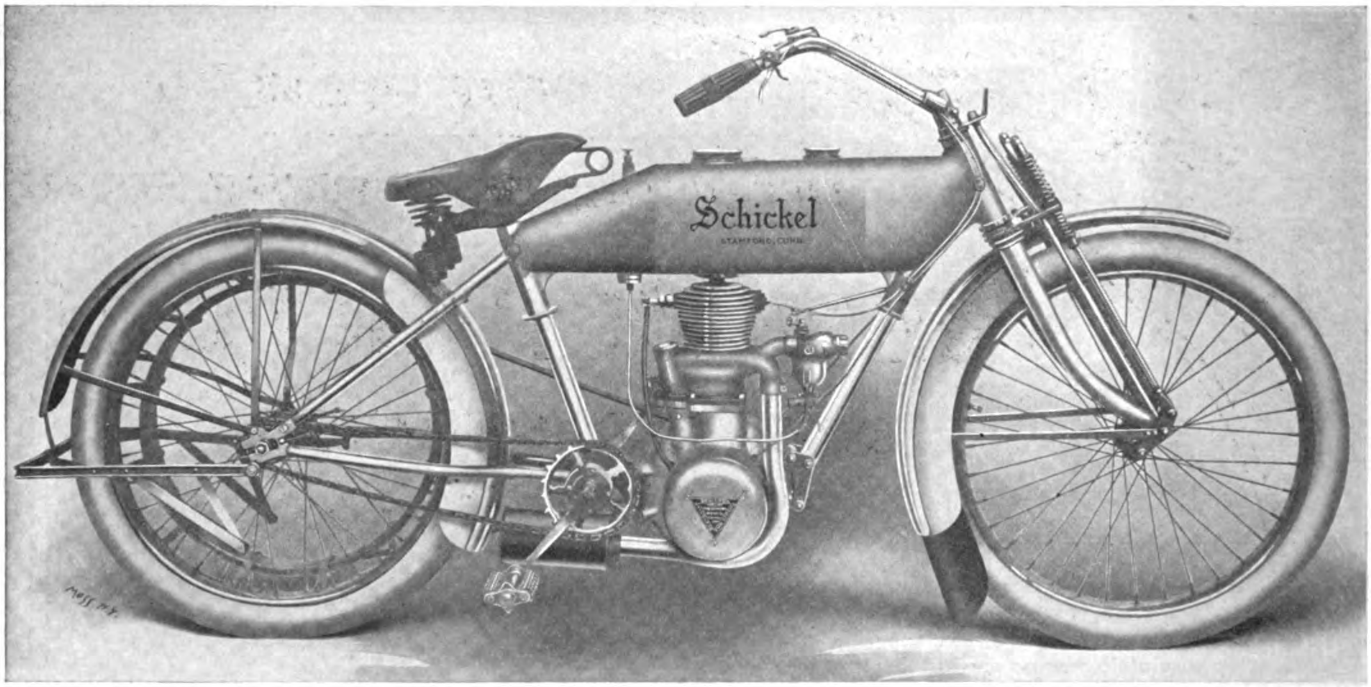
BRISTOL, CONN.

Coaster Brake Licensors

SCHICKEL

CONCEDED BY ALL TO BE THE SIMPLEST, CLEANEST AND BEST LOOKING MOTORCYCLE BUILT TODAY

VALVELESS



TWO STROKE

" THE MASTER MOTORCYCLE "

WE WILL EXHIBIT IN CHICAGO IN SPACE NO. 1 OF THE COLISEUM GALLERY

REMEMBER, WE ARE IN THE MAIN BUILDING NOT IN THE ANNEX WITH THE OTHERS

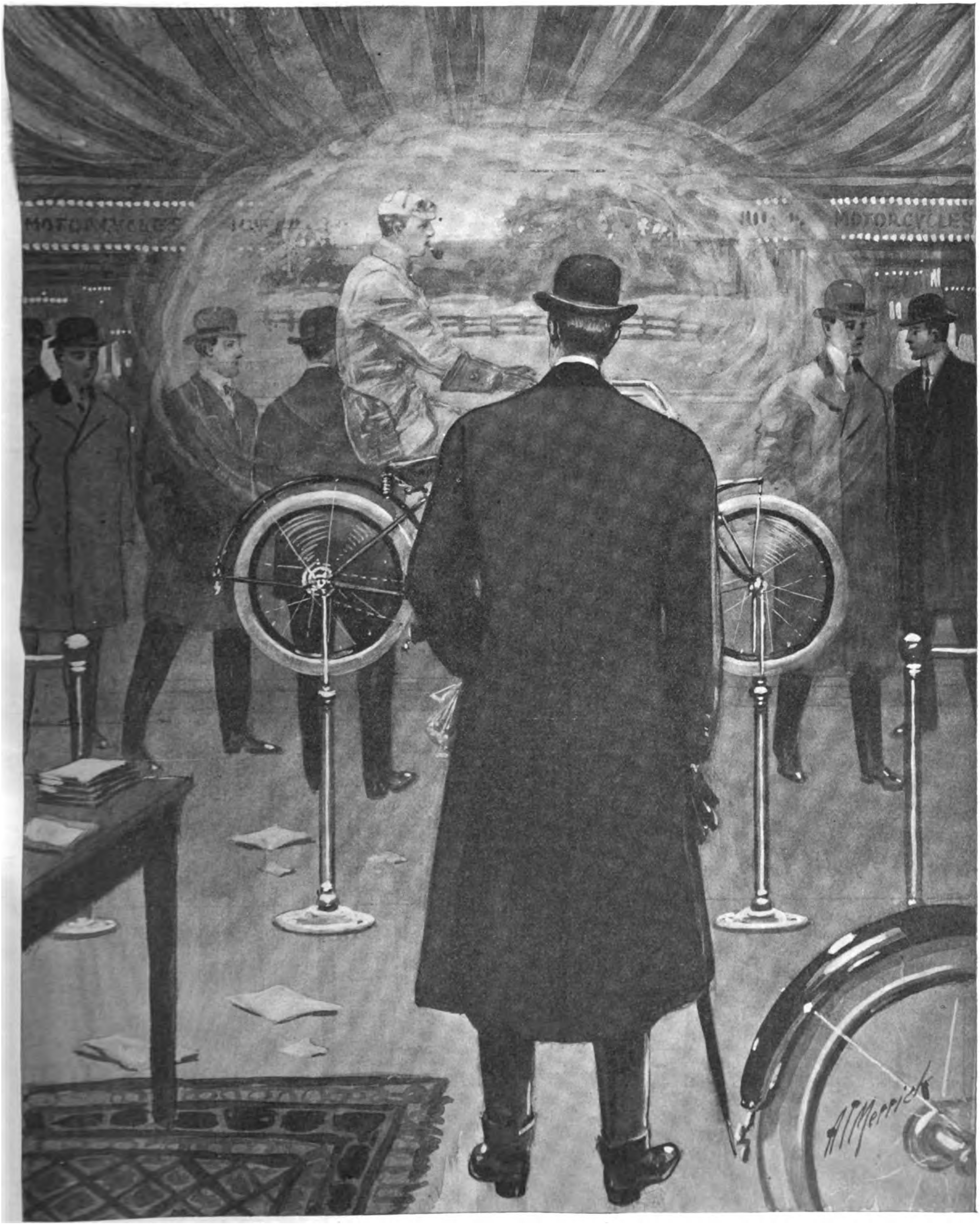
SEE US THERE OR WRITE TODAY

5 H. P.—$225

THE SCHICKEL MOTOR COMPANY

(Member M. M. A.)

59 GARDEN STREET
STAMFORD, CONN.


MOTORCYCLES
MOTORCYCLES
A T Merrick

A SHOW VISION

There is every reason in the world why your new 1912 machine or the one you now ride should be fitted with

UNITED STATES TIRES

They are unquestionably the strongest motorcycle tires ever built.

Where else will you find a tire that actually combines all the strong points which served to make two brands (Morgan & Wright and G & J) famous from one end of the country to the other.

Where else will you find a tire made by processes and machinery selected from the two finest motorcycle tire-making plants in the world.

UNITED STATES TIRES

stand alone in this respect.

You riders who select United States Tires as your coming season's equipment will be sure of this—that you are getting the greatest possible value for your tire money—that you are getting a tire that will add to your riding pleasure, subtract from your trouble and delays, multiply your tire mileage and divide your tire expense.

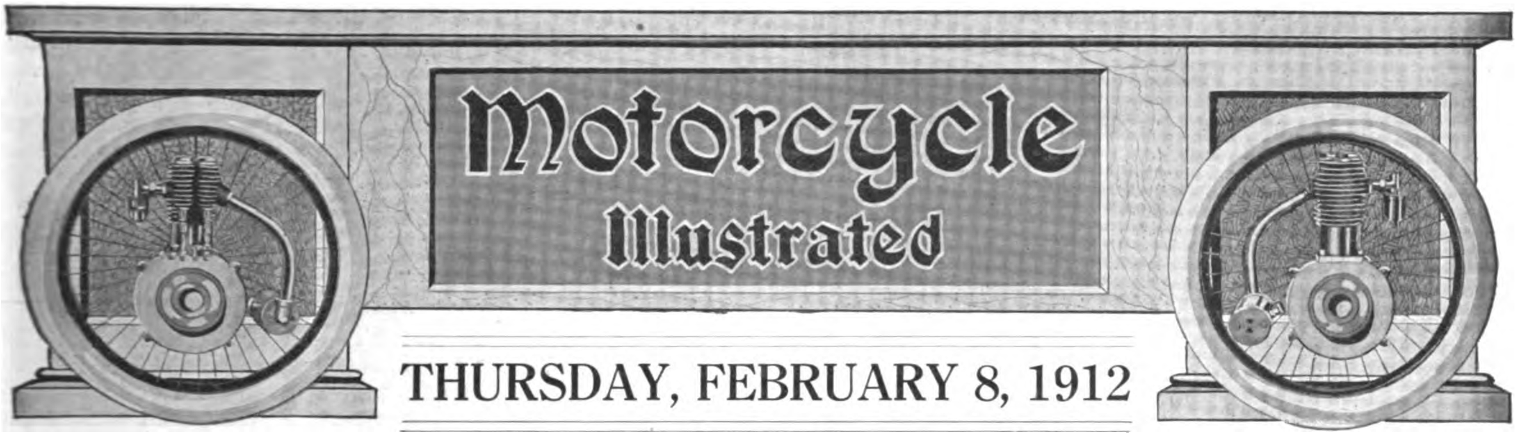
Despite their extra strength and extra service, UNITED STATES TIRES cost you nothing extra to buy.

80 per cent. of all riders use them—100 per cent. of all motorcycle makers furnish them gladly as 1912 equipment because they recognize them as

America's Predominant Tires

UNITED STATES TIRE COMPANY

New York



Motorcycle Illustrated

THURSDAY, FEBRUARY 8, 1912

THRONGS FILL THE COLISEUM

Striking Display of Motorcycles and Accessories Moves Chicago Show Visitors to Unprecedented Enthusiasm, and Returns Exceed All Expectations of the Trade—Late News from the Busy Stands.

CHICAGO—at the Show—Tuesday, February 6.—Ed. Worthington, of The Wagner Motorcycle Company, claims the distinction of having made the first sale of what promises to be by far the most successful show ever held in Chicago. Worthington, who is assisted by F. B. Campbell, made the sale in connection with the closing of a contract with A. P. Beck and Son, of Woodstock, Ill., for several counties in the northern part of the State.

The opening of the Show yesterday was featured by the biggest first day attendance of dealers in the history of motorcycle exhibitions in the United States. Exhibitors were unanimously of the opinion that the number of dealers on the job at the very start was phenomenally large, indicating an unprecedented volume of business for the week. J. C. Ferguson, of the Eclipse Machine Company, stated to a representative of MOTORCYCLE ILLUSTRATED that he closed for more business with dealers yesterday than during the first three days of the New York Show. Although there is not the slightest disposition to disparage the exhibition in the eastern metropolis, it already seems practically certain that this week's Motorcycle Show in the Coliseum Annex will be a record-breaker in every sense of the word.

The arrangements for the motorcycle end of the Chicago Show are not quite as satisfactory as they were in New York. The aisles are narrower, and the big crowds of the opening night had no little difficulty in getting from booth to booth. The motorcycle exhibits are located in a rather obscure part of the Annex Gallery and, although they are not as advantageously displayed as they were in the Eastern Show, it would be impossible to accommodate any more people than there were present in this section last night.

Eighteen makes of machines are being shown, a late-comer and an addition to the original list being the Iver-Johnson, manufactured by the Iver-Johnson Arms and Cycle Works, of Fitchburgh, Mass.

The other seventeen machines on exhibition are: The Minneapolis, Flanders, Thor, Henderson, Harley-Davidson, Excelsior, Indian, Wagner, Yale, Reading-Standard, New Era, Racycle, Emblem, Pope, Pierce, Merkel and the Schickel. The latter was staged in space 1 in the gallery of the main building. The makers of the Iver-Johnson showed their new single cylinder model. The other makes of machines exhibited are briefly described elsewhere in this issue. Motorcycle accessories, of which there are about seventy-five different makes, are mostly displayed in the gallery of the main structure.

CLOSED STATE AGENCY.

ONE of the early agency contracts placed during the show was made by C. W. Mason, sales manager of the New Era Auto-Cycle Company, who closed with the Palmer Motor Sales Company, of Jacksonville, for all of Florida. Mr. Mason is particularly enthusiastic over the outlook for the New Era delivery van, which is making a big impression. He argued that there was not the slightest reason for fearing any competition on the part of cheaply made four-wheelers, he being satisfied that the time was not far distant when the motorcycle will have demonstrated its commercial utility to thousands of hard-headed business men.

EXCELSIOR DELIVERIES.

SALES MANAGER H. N. KIRK was assisted by Art Lyon, Frank Schwinn, G. Haines and A. H. Davis, at the booth of the Excelsior Motor Manufacturing and Supply Company. President Ignatz Schwinn gave assurance that there will be no delays in the making of deliveries, very satisfactory progress having been made during the past two weeks. At the Show the new Excelsiors, with their attractive lines and sturdy construction, are making a decided hit.

DE LUXE MINNEAPOLIS.

SALES MANAGER C. B. KNUDSEN announced on Monday that the Minneapolis line had recently been increased by the addition of a de luxe big twin, fitted with a 10 h. Spacke motor. This engine has a bore of 3½, and a stroke of 3¾, its other specifications being the same as characterize the regular Minneapolis models. Fitted with a single speed the big twin retails at $250, and with spring frame at $290. Others in attendance at the Minneapolis booth are: W. E. and J. M. Michaelson, James R. Ralph and H. A. Atkinson.

REDUCE PRICE OF THOR 7.

IN the nature of a surprise came the announcement shortly after the opening of the Show that the Aurora Automatic Machinery Company had reduced the price of its 7 h. twin Thor, without two-speed, from $300 to $275. The Thor booth is presided over by Sales Manager E. J. Knight, assisted by Retail Sales Manager F. D. Freeman, "Shorty" Mathews, J. D. Hurley, E. N. Hurley and W. N. Graves. It goes without saying that the staff is kept busy.

AT THE WIGWAM.

THE Indian party, including George M. Hendee, F. J. Weschler, Oscar Hedstrom and Chas. Gustafson, which left Springfield Sunday afternoon, was five hours late in reaching Chicago. Accompanying the party were A. W. Campbell, of Waterloo, Indian distributer for Iowa, and his salesman, Mr. Pratt, who had spent two weeks at the Springfield factory. Sales Manager Weschler is satisfied that if the attendance continues as large as it was the opening night, this show will establish a new record. P. B. Whitney, manager of the Chicago branch, is in charge of the Indian exhibit, being assisted by D. E. Dunn, P. S. Newell, Roy Bowser, Don Klark, Wm. Reichert and others. Included in the Hendee exhibit is the beautiful Tourist Trophy, won last year by O. C. Godfrey. Much interest is being displayed in the side-car on exhibition in the Hendee booth, indicating that this pleasant feature of the sport is not likely to be neglected during 1912. The Hendee Company had one of its largest shipping days last Saturday, when no less than 141 machines left the factory. Other big shipments will be made soon.

SURPRISE FOR COFFMAN.

A. B. COFFMAN, of the Consolidated Manufacturing Company, makers of the Yale, came well primed to do his little publicity stunt as President of the Motorcycle Manufacturers' Association. It was not long before the size of the crowds and the interest they displayed caused him to revise his interviews for the daily press. That is, he was soon convinced that he had not made them strong enough, even though he had anticipated much in connection with this week's doings in the motorcycle section of the Coliseum Show. Sales Manager Coffman was assisted at the Yale booth by H. M. Baird and the Claussen Bros.

TO DOUBLE H-D OUTPUT.

WALTER DAVIDSON, who confesses to lonesomeness whenever he is away from the factory for more than a day, returned to Milwaukee late Monday night with the intention, however, of returning Wednesday or Thursday. He informed the writer that the Harley-Davidson Company will start excavating for its new factory about February 15. The completion of this building, about August 1, will double the company's present capacity, which was greatly increased recently.

JOHNSON DELAYED ON TRAIN.

W. A. JOHNSON, of the Pierce Cycle Company, was among those who arrived late owing to disorganized train service in the Middle Western States. A number of refinements are to be found in the 1912 Pierce models, particularly the four-cylinder machine, in which there is plainly manifest a determination on the part of the manufacturers to perfect the smallest details. Mr. Johnson was assisted by Elbert Jenkins and E. R. Durkee.

UNIQUE MERKEL DISPLAY.

INTERESTING features of the display of the Miami Cycle and Manufacturing Company, builders of the Flying Merkel, are the separate exhibits of the Merkel fork, ball-bearing motor, handlebar, tank and connecting rod design and construction, together with an attractive assortment of smaller parts. Each one evidences the excellence of the material used and the care, ingenuity and thoroughness with which they are designed and manufactured. Messrs. Buffum and Jackson are in charge, Mr. Jacoby also being among the early arrivals.

MEISER A FIRST DAY VISITOR.

AMONG the keenly interested spectators of the first day of the Show was George Meiser, designer, who was so largely instrumental in building up a reputation for the Excelsior. Mr. Meiser is now identified with the Black Hawk Motorcycle Company, of Rock Island, Ill. Meiser was not prepared to reveal anything definite about his company's plans, other than to say that their machines are now being subjected to the most expensive and thoroughgoing tests, nothing being left undone to the end of placing on the market a motorcycle which he and his associates will be justified in backing to the limit.

RAPID FIRE SALES.

SALES MANAGER KNUDSEN, of the Minneapolis Motorcycle Company, reported the sale of two machines before eleven o'clock and the placing of an order for fifteen with a Middle Ohio agent.

READING-STANDARD STAFF.

WM. F. REMPPIS is due to arrive in Chicago Wednesday. Pending his coming the demonstration of Reading-Standard models is in charge of Sales Manager W. B. Glasser, Philadelphia Agent W. G. Rhodes and M. Dewey.

THE HENDERSON FOUR.

T. W. HENDERSON, aided by H. B. David, Jr., is on duty at the Henderson display and is busy all the time. The Henderson four-cylinder reveals so many attractive novelties as to make it one of the most interesting exhibits of the Show.

SOME EARLY ARRIVALS.

AMONG the early arrivals from the East were: Dave Smith, of the Standard Company, and H. Mesinger, of the H. and F. Mesinger Company. Mr. Mesinger came over on the Twentieth Century Limited, second section, which was five hours late owing to a freight wreck and the fact that the intense cold caused many delays on account of freezing of the steam pipes and the disarrangement of the pneumatic brakes. H. T. Roberts, of the Troxel Manufacturing Company, was busily occupied on Sunday—a full day in advance of the opening of the Show. J. W. Brandt came in from Elyria this morning.

THE POPE BOOMERS.

S. W. STARR, George Cary, H. M. Musselman and M. G. Littlefield are entertaining groups of closely interested spectators at the booth where the Pope is on display.

BUSY EMBLEM CLAN.

THE handsome Emblem models are being shown under the supervision of General Manager W. G. Schack, assisted by R. P. Caldwell and L. S. Taylor.

PULS IS OPTIMISTIC.

GEORGE PULS, who travels for the Harley-Davidson Motor Company, has just returned from a trip through the South and Southwest. He reports that with improved road conditions the motorcycle outlook is being bettered every year.

MORE YALE VALUE.

IN addition to big tires and the Eclipse free-engine clutch the Consolidated Manufacturing Company has still further enhanced Yale value by including in its regular equipment on all models the Yale shock absorber.

VAN DUSEN A BENEDICT.

GEO. S. SQUIRE assisted H. D. Van Dusen at the booth of the Flanders Manufacturing Company. Squire is traveling through the Middle West, and reports that he has succeeded in interesting in the motorcycle many new automobile and supply dealers. Also demonstrating Flanders machines were B. C. Bradford and P. C. Bowne. Mr. Van Dusen, who is the company's assistant sales manager, became a benedict last Wednesday, his bride being Miss Kathleen C. Buckley, of Pontiac, Mich.

SURRE IS ENTHUSIASTIC.

SALES MANAGER W. J. SURRE, of the Continental Rubber Works, manufacturers of Continental-Erie tires, is being assisted by special factory representatives, W. S. Tullis, Chicago Manager F. W. Fee and Salesman Roland Sisson. This company is exhibiting the Continental-Erie studded tread for motorcycles, a new line of blow-out patches, outer sleeves, etc. Mr. Surre is one of those who feel that the time is not far distant when motorcycle and motorcycle accessories will be displayed in separate shows in both New York and Chicago each year, and the interest being displayed here in the motorcycle section confirms him in this belief.

LUCKY GOODYEAR STAFF.

SIX members of the Goodyear staff, including Superintendent P. W. Litchfield, Assistant Superintendent Edward Koken, H. B. Hamlen, S. A. Falor and Messrs. Darrow and Alexander, left Akron late Sunday night. Although they arrived safely, it was by a streak of good fortune that they reached Chicago. At Fort Wayne two of the cars making up their train, in one of which rode a vice-president of the Pennsylvania system, were derailed and thrown into a ditch. The Goodyear folks knew nothing of the accident until long after it had occured. Featuring their exhibit is the new Goodyear 3-inch motorcycle tire and, of course, the well-known Goodyear Quintette which has attracted its full share of attention from the opening.

GOODRICH RIB TREAD.

AN improved tread, designed as the studded, center-rib white tread for motorcycles, is being shown at the exhibit of the B. F. Goodrich Company, where the following representatives are in attendance: H. E. Raymond, W. O. Rutherford, E. P. Rowen, H. J. Morehead, B. M. Lovell, J. A. Petersen, J. S. Fishburn, H. A. Little, F. A. Oberheu, E. W. McCreery and J. F. Frank.

FEATURING SINGLE CLINCHER.

A SINGLE-CLINCH, nobby tread is the newest thing in the United States tire line. This company's motorcycle interests are being represented by J. J. Alexander and J. C. Welch, assisted by L. Baechle, of the solid tire department. Owing to the standardization of the single-clinch rim, and a recent court decision that the nobby tread is not an infringement of another make, this type of tread will be featured by the United States Tire Company. It seems fully qualified to meet every possible requirement of the most exacting manufacturers and riders.

EMPIRE FEATURES.

THE Empire Tire Company is represented by Chicago Manager E. B. McKay, assisted by M. O. Cooley, who covers Iowa, and Charles A. Wieland, who travels Indiana, together with a number of others of the Empire traveling staff. The Empire checkered tread and Peerless red inner tubes are the headliners at the Empire booth. It is the proud claim of Mr. McKay that during the past twelve months it has not been necessary to replace a single Empire motorcycle tire.

NEW MICHELIN TUBE.

A NEW motorcycle inner tube of the same quality as its automobile tube, manufactured in four different sizes, has been placed on the market by the Michelin Tire Company, of Milltown, N. J. The Company's exhibit is in charge of R. B. Tracy. The Michelin motorcycle tube is constructed exactly like the company's inner tube which has made so enviable a reputation for itself in France.

VACUUM TREADS POPULAR.

THE vacuum cup tread tire is rapidly making gains in popularity among motorcyclists, according to G. E. Hemmingway, who is in charge of the exhibit of the Pennsylvania Rubber Company.

FISK TYPES FOR 1912.

STUDDED and corrugated tread tires are shown at the booth of the Fisk Rubber Company, where there is always a group of spectators.

MOSLER BRANCH IN CHICAGO.

IT was announced at the booth of A. R. Mosler & Co., of 163 West 29th street, New York City, that its special motorcycle plugs, of which three types are now being made, are being fitted to Merkel, Wagner, Indian, Spacke and Pierce motors. Mosler plugs are made with both mica and porcelain insulators, in half-inch metric and A. L. A. M. sizes, and retail at 75 cents. A. M. Lummis is in charge of the Chicago show exhibit. The company has just opened a Chicago branch at 180 North Market street, in charge of Hastings & Anderson.

MAKING NEW FRIENDS.

SALES MANAGER J. C. MANTERNACH and Detroit Manager Chas. E. Miller, of the Standard Welding Company, received scores of friends at their company's booth. Burt Quayle and A. C. Clark, who are in charge of the Chicago branch of the Standard Welding Company, have been remarkably successful in building up a fine business in this territory. Both Quayle and Clark are adding to their already long list of friends at the show. Advertising Manager Benton G. L. Dodge attended the show the early part of last week. General Manager Gutherie and Superintendent Sessions have returned to Cleveland after viewing the Show.

BIG ECLIPSE ORDER.

J. C. FERGUSON, of the Eclipse Company, was not a little elated over the fact that in one day last week more than 1,000 orders for free-engine clutches had been received. The factory is now working day and night to meet the phenomenal demand for Eclipse clutches and coaster brakes.

THE EDWARDS-CRIST STAND.

SHOWING a complete line of machines and accessories the Edwards-Crist Manufacturing Company is exhibiting in the Armory, nearly a block away from the motorcycle section in the Coliseum Annex.

OWING to a rush of orders, the big plant of the Miami Cycle and Manufacturing Company, in Middletown, Ohio, was placed on a day and night working schedule on February 5.

LOTS OF NATHAN ORDERS.

BY Monday night E. B. Nathan, of the Nathan Novelty Company, had written just twenty-one orders. The newest feature in the Nathan line, in addition to the Koveraul garment, is an entirely new line of Norfolk coats and riding breeches of "Never-Leak" and Khaki. Another Nathan novelty is the improved legging, so designed and constructed as to absolutely protect the knees. The Napoleon legging has the usual front extension characterized, however, by being curved inward, a feature which will appeal to experienced riders. In order to protect dealers handling the Nathan line, the company's goods all bear the Nathan trade mark.

ALL RECORDS BROKEN.

MORE enthusiastic than ever, and that means something, Thomas M. Dunham talked "Old Sol" at the booth of the Hawthorne Manufacturing Company. This morning he told a representative of this paper that last month his company had done three times as much business as in January last year, and that in a week or two the orders for 1912 will have reached the total of the entire 1911 season.

OLD MEMORIES REVIVED.

VETERANS in bicycledom had an opportunity to revive old memories at the booth of the Diamond Chain & Manufacturing Company, where they are meeting Messrs. Wainwright and Barmeiss. It was Barmeiss who won the first bicycle race between Pullman and Chicago some 20 years ago. Messrs. Spray and W. C. Roby are also demonstrating the merits of Diamond chains.

BOSCH ARMORED MAGNETOS.

E. V. SWANSTROM is in charge of the booth of the Bosch Magneto Company, demonstrating the ZEV type for the twin, and the ZEI for single-cylinder machines, both armored. The Bosch plug, also shown, is distinguished by the fact that the insulator, made of steatite is pressed into the body of the plug in such a manner as to be separable from it, thus providing a particularly staunch construction.

BUSY AT WHITNEY STAND.

THE new silent motorcycle chain was responsible for much of the enthusiasm displayed at the booth of the Whitney Manufacturing Company, in charge of W. W. Totman. Clarence Whitney and Advertising Manager Sevin attended the Show the opening day.

PLANS for a racing program to be given on Washington's Birthday are being completed by the Charleston (S. C.) M. C.

EISEMAN magnetos are being shown by A. T. Le Blanc and James Rohde.

PRESIDENT WILSON ON HAND.

PRESIDENT WILSON, of the Fowler-Carnes Company, of Aurora, Ill., arrived in Chicago this morning. He will spend most of the balance of the week at the show in the interest of his company's strong line of Aurora Brand Motorcycle Clothing.

HOOKS MAKING FRIENDS.

HARRY J. HOOKS, representing the United Wire Supply Company, of Providence, R. I., manufacturers of seamless soft brass and copper tubing, is urging on the manufacturers of machines the merits of his company's products. He is an interesting and persuasive talker, and is making many friends.

SPACKE MOTORS.

F. S. LAWRIE and an assistant are being kept well occupied at the booths of the F. W. Spacke Machine company, where there is displayed a complete line of the latest Spacke motorcycle motors, from the single to the powerful 10 horsepower twins. The exhibit includes sectional motors which visitors can operate.

STAR LUGGAGE CARRIER.

A NEW luggage-carrier and tail lamp, manufactured by the Star Electric Company, of Chicago, is being shown attached to one of the machines of the Thor exhibit.

THE show staff of the Diamond Rubber Company includes C. H. Smith, F. H. Harris, Harry E. Knipp and A. H. Sangher.

THE Turner Brass Works, with Mr. Kauffman in charge, is exhibiting a full line of fittings and connections, also gasoline torches and braziers. This company's address is Sycamore, Ill.

WARNER speedometers, manufactured by the Warner Instrument Company, of Beloit, Wis., are being shown by E. J. Travers.

CHICAGO Branch Manager S. H. Pierce, is in charge of the Ajax-Grieb Rubber Company's exhibit. A Diamond tread non-skid features the Ajax tire line.

THE machines shown in the Coliseum, and a number of the accessories, are more fully described, and in some cases illustrated, in the succeeding pages, where there also will be found line drawings of several score of the leading 1912 accessories which were not shown at either New York or Chicago.

BOOM IN REDLANDS.

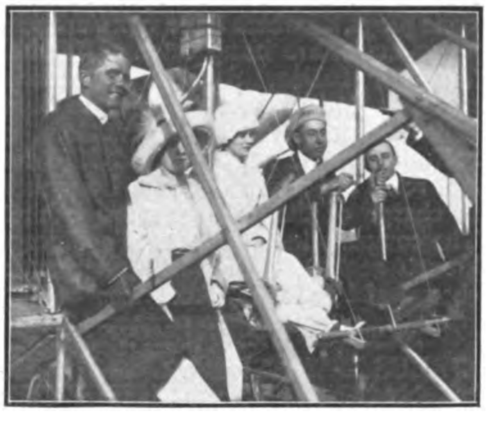
REDLANDS, CAL.—Gowland Brothers, who have the Excelsior and Indian agencies in this city, report splendid business. This enterprising firm has just added to its line the Pope motorcycle.

MARRIED IN AEROPLANE

Neal Cochran and Bride Then Enjoy a Short Aero-Honeymoon While Los Angeles Friends Cheer Them.

LOS ANGELES, CAL.—A new chapter was added to the unique history of aviation recently when Neal Cochran, a salesman for W. H. Whitsell, Excelsior agent in this city, and Miss Leona Cowan were married in a Wright bi-plane at the aviation field. The aeroplane was in charge of flyer Turpin, of the Wright company, who immediately after the ceremony took the bride and bridegroom for a short "aero-honeymoon."

Mrs. Walter de Leon acted as matron of honor, and H. L. Flurry as best man. In the crowd which surrounded the aeroplane while the novel ceremony was being performed were scores of Cochran's motorcycle friends, who cheered him lustily when he sailed off with his bride, with Turpin at the wheel. Incidentally, Turpin, who is now one of the most consistent Wright fliers, was formerly a traveling salesman for the New Era Auto-Cycle Co., of Dayton, Ohio. On the evening following the wedding Mr. and Mrs. Cochran entertained their friends at a reception in the Palms Pavilion.



WILLING TO LOSE $100.

LOS ANGELES, CAL.—Some time ago Jake DeRosier, while conversing with Superintendent Hoffer at the Excelsior factory, stated that he would be willing to pay $100 to know that his machine would do a mile in 38 seconds. Hoffer smiled sagely and stated that he could use the century note and would apply for it at the proper time. Jake told him to fire away and produce the machine. Without more ado the Excelsior superintendent got busy and as a result Balke took De Rosier's new machine to the motordrome for a try-out a few days ago and reeled off an unofficial mile in 37:02. This showing has convinced DeRosier that he can do big things with the new Excelsior racer, and it understood that he is prepared to turn over the aforementioned $100 note without argument.

1912 RACE SCHEDULE.

FOLLOWING is a list of the events the Savannah (Ga.) Motorcycle Club will run off during 1912: February 22, track meet; May 30, endurance run; July 4, track meet; September 5, track meet; October 10, road race; November 24, track meet; December 25, track meet. The plans for the opening meet are practically complete and much interest is being shown by the riders.

BALTIMORE SHOW.

THE motorcycle dealers in Baltimore, Md., are planning to have a fine exhibit at the automobile show, which will be held from February 20 to 28, inclusive. Allotment of space has just been made, and the agents who will be represented, with the machines they handle, are as follows: Howard A. French & Co. (Indian), Little Joe Wiesenfeld Company (Yale and Thor), Chase Motor Company (Harley-Davidson), F. W. Sandruck (Excelsior and Merkel), Randall Manufacturing Company (Reading-Standard and Pope). The local agency for the Reading-Standard has just been awarded to the Randall Company. The distributors are full of enthusiasm for the coming show and they firmly believe that a big boom in business will follow.

TORONTO SMOKER.

MEMBERS of the Toronto Motorcycle Club and their friends to the number of three hundred, lit their cobs on Wednesday evening, January 31, to enjoy the club's annual smoker. A lengthy programme of boxing, wrestling and music was put on, the best artists in the city being engaged for the occasion. Wednesday evening, February 21, will be "side-car" night, when special ladies' talent will be provided for the friends of the riders.

TO SHOW MOTORCYCLES.

COLUMBUS, OHIO.—Motorcycle dealers of Columbus have been invited by the Columbus Automobile Club to join with that organization in a combined automobile show to be held in the abandoned Federal building at Third and Chestnut streets during the week beginning March 2. The dealers of the Buckeye Capital are enthusiasts over the project, and will lend their aid in making the show a success. It is proposed to have motorcycles and auto accessories exhibited in the same department, which will probably be on the second floor of the building.

HELD SUCCESSFUL DANCE.

COLUMBUS, OHIO.—The second formal dance given by the Columbus Motorcycle club at A. C. R. Hall on East Gay street, February 1, was a success in every particular. More than 100 couples enjoyed the entertainment of the evening. The dance was for the club members, their families and guests. The committee on arrangements consisted of H. H. Seibold, Harley Funk and George H. Bangham.

CLUB CARD AS BOND.

COLUMBUS, OHIO.—The Columbus Motorcycle Club of Columbus, Ohio, has made arrangements with the police department of Columbus, that in case any of its members are arrested for any offense connected with motorcycling, a membership card, showing the dues paid up will be taken as a bond for appearance in police court the following day. This system is now being used by a number of clubs throughout the country, and is deserving of even wider employment.

PLAN RECORD TOUR.

HAROLD A. SHAW and John E. Hoggie, of Urbana, Ill., are planning a motorcycle trip over four continents in the Old World next summer. They intend to tour Europe, Asia Minor, Egypt and Northern Africa on their machines.

MACHINES on SHOW

READING STANDARD TYPES.

IN the characteristic golden-brown shade with ivory and black striping, and with one model in grass green with silver striping, the Reading-Standard machines attract unusual attention at Stands 133, 134 and 135. All four models are shown, the chain and flat-belt Tourist 4 h. machines, the chain twin of 7 h. and the Service, flat-belt driven single. The latter is finished in the green color.

On the flat-belt models an Eclipse clutch is fitted and control of this and the idler is by the distinctive combination hand and foot lever, the clutch being engaged after the idler has been set up or vice versa. On the chain-driven mounts, a cone clutch of Reading-Standard design is fitted. The Service model has a differently-shaped lever from that fitted on the other models, and all are noticeable for the shoe brake acting on the belt-rim or on the rear sprocket of the chain models, actuation of either form being by foot-pedal. Footrests are also seen on all but the Service model.

Those in charge of the company's stand are W. F. Remppis, secretary and manager of sales; W. B. Glasser, assistant manager of sales; W. G. Rhodes, W. G. Schaeffer and J. B. Trossel, special representatives, and W. E. Dewey, salesman.

TELLING THE POPE STORY.

DESPITE the fact that the Pope has had a comparatively limited period in which to pile up records, the company's Show staff does not lack practical arguments to back up their claims as to the reliability and efficiency of the machine. They refer to the fact that in the recent San Francisco endurance run, over 336 miles of rough roads, E. N. Moore, an amateur rider, brought a little Pope through with a perfect score. The Pope covered this route in 18 hours. They also point out that Frank Murray, riding the same Pope, entered the endurance run held from Sacramento to Colfax and return, and came through with a clean score. On the same mount Murray scored perfectly in the second endurance run of the Sacramento club on December 10, over roads which were in the worst possible state following heavy rains of the day before, and in the endurance test held by the Sacramento M. C. on January 14 the same Pope romped home with its score intact. The Pope demonstrators point out that the machine which figured in these four contests was a regular stock type.

AT THE EMBLEM STAND.

FOUR spaces, 147 to 150, display the Emblem in 7 h. twin model, 5 h. single magneto and battery and 4 h. single battery and magneto models, and W. G. Schack with a corps of able assistants is there to show that the Emblem is worthy of its name. Greater front and rear wheel mudguard clearance, longer front forks, and three-stem handlebar lock are noticeable, and a lower saddle position is afforded by the increased drop in the frame top tube. The celluloid barreled oil-pump and distinctive plunger handle serve to characterize this product while the oil retention packing for the crankshaft makes for extreme cleanliness of the motor and rider. Automatic inlet valves are used, as the Emblem designers adhere to this form of actuation and are among its chief champions.

THE TWO-STROKE SCHICKEL.

BEING unable to obtain space in the motorcycle section at the Show, the Schickel Motor Company, of Stamford, Conn., is displaying its product in space No. 1 in the Coliseum gallery, where it is an object of unfailing interest. Norbert H. Schickel, president of the company and designer of the machine, is on hand to greet visitors and he is being assisted by Robert M. Hillas and Leo. J. Carling. Heronamus J. Krackowizer is taking care of the prospects who wish to see the Schickel in action on the road. This company is concentrating its efforts upon the production of one model, a 5 h. single with completely enclosed Eiseman magneto and grip-controlled free-engine.

A motor in section, that can be put into operation by the demonstrators, is a feature of the exhibit and is proving of great value in making clear the two-cycle principle which is distinctive of the Schickel product. The decided simplicity of the valveless, two-stroke motor attracts the eye at once and a closer inspection reveals the fact that simplicity is the keynote of the whole. Not a single gear is used in the motor construction and the entire absence of lubricating mechanism and other complications appeals to the prospect.

The company's well-equipped factory in Stamford is running on a schedule which calls for the production of 500 machines. Practically all of the eastern and much of the western territory has been applied for by agents, and dealers have been promised their demonstrators on or before February 20. The firm has received its first order for a demonstrating machine from Australia and intends to give special attention to the export trade.

FOUR PIERCE MODELS SHOWN.

THE attractive exhibit of the Pierce Cycle Company in the Chicago Show embraces four models and a full line of the parts which enter into the construction of the Pierce four-cylinder and single cylinder engines and transmissions. Unusual interest is being manifested in the four-cylinder machine with two-speed, shaft drive and free-engine and in connection with this feature of the exhibit a cut out section is displayed, showing the operation of the sliding gears and the clutch. The company also shows its 12A, 5 h. model, with flat-belt drive, magneto ignition and mechanical valves, its 12B type with the same horsepower and magneto ignition, flat-belt and free-engine, by use of an idler, and its model 12C, which follows the lines of the 12B type except that it is fitted with a V-belt and Eclipse free engine clutch. A feature of the 12B model is the new style rebound cushion outside the oil gauge.

HENDERSON EXHIBIT.

THE Henderson four-cylinder motorcycle with its characteristic trapezoidal cradle frame, footboards, grip-and-pedal control and hand-operated clutch is seen at Stand 114 in the Coliseum. With T. W. Henderson in charge, assisted by H. K. Davis and W. G. Henderson, the fine points of construction are pointed out, and the machine fully demonstrated as at the New York Show. The interest shown in the East has been more than equaled by that exhibited at the present Show.

AT THE INDIAN STAND.

THE Tourist Trophy, flanked by sectional models of the Indian motor, two speed gear and other parts, is one of the drawing cards of the Hendee Manufacturing Company's exhibit. However, the chief attractions are the Indian motorcycles, which are shown in the regular 4 and 7 h. models, a single 4 h. belt-drive model, a 4 h. Tourist Trophy model and one of 7 h., and another 7 h. Tourist Trophy model with two-speed gear and with side-car attached. The stand is naturally one of the most crowded in the Show, as Indian doings and construction are of nation-wide interest in the field of the two-wheeler. The side-car outfit was voted one of the best attractions at New York, and is the subject of even more praise here. Those who chant the praises of the Indian include Geo. M. Hendee, Sales Manager F. J. Wechsler, Engineer Oscar Hedstrom, Perry S. Newell, D. E. Dunn, Roy Bowser and Don Klark. P. B. Whitney, Chicago branch manager with his assistants is there, as well as representatives of Edwards & Crist, who also have an exhibit here.

NEW ERA MODELS.

THE drop-and-loop frame, inclined motor and pedal-controlled two-speed gear are details which draw attention to the New Era product at Stands 142, 143 and 144 in the Coliseum. Those who have tried the form seat, and they number many, appreciate its comfort, while the location of the gasoline and oil tanks behind and above the motor tends to ensure positive feed of gasoline and oil. Those who have pushed a machine through the mud and sand or pedaled with vigor under the same conditions can well appreciate the handle starting and the hand and foot control for all functions of the machine. The valves are now mechanically operated and a tandem attachment which is practically part of the rear of the frame is a feature that has had success in the past and is continued for this year.

Besides the single and two-passenger models, the New Era van is also shown. The New Era booth is in charge of C. B. Hull, western representative, and Secretary C. B. Mason, assisted by Chicago agent, R. R. Hill.

IMPROVED WAGNER MODELS.

AT Space 132 in the Coliseum is to be seen the exhibit of the Wagner Motorcycle Company, embracing a "4-'12" model Wagner and an "M" model. The "4-'12" machine, the leader for this season, is noticeable for its characteristic Wagner diamond-loop frame with inclined brace bar, one-piece crowned rear belt pulley of steel with endless, stitched lagging and cemented in place, and outside exhaust tube and butterfly muffler cut-out operated by extension rods. The latter arrangement is a change from former Wagner construction, where the loop tube carried the exhaust to the muffler and the cut-out was located close to the head of the motor and operated by hand. Other features are the exhaust valve with carbon steel stem and cast iron head, three-ring piston with two rings at the head and one at the tail, vacuum force pump lubrication and automatic intake valve. This model has flat-belt and idler, with direct clutch lever control.

Model "M" has battery ignition, V-belt transmission, Eclipse clutch, with direct hand lever control, Watawata belt, two-ring piston, cut-out fitted in exhaust elbow and exhaust through loop. Both models are being demonstrated by Ed. Worthington, sales manager, aided by Frank Campbell, his assistant manager of sales.

THE NEW "X" MODELS.

CHARACTERIZED by the distinctive tanks and "X" trademark, and with the new cradle spring fork, the Excelsior is seen at Stands 131 and 132. The compact, and practically hidden, spring seat post is another feature, and it is noticeable for simplicity and accessibility for adjusting when this is necessary. A one-lever control for the belt and Eclipse free-engine clutch is shown on the 4 and 6 h. belt models at the Stand, while the same clutch, operated by a similar lever, is seen on the 4 and 7 h. chain-driven machines. These four models, one of each of which is shown, are fitted with mechanical inlet valves. The "B" models with either battery or magneto ignition are represented, but the valves are operated similarly to those of the corresponding models in 1911. Other details which appeal to the rider are the increased capacity of the tanks, to 2¾ gallons of gasoline and 1½ quarts of oil. Sales Manager Kirk is in charge of the exhibit.

MINNEAPOLIS FEATURES.

THE distinctive features of a unit-power plant with two-speed gear and clutch running in oil are to be seen at Stand 79 where the Minneapolis is located, but this by no means covers all the features of this make of motorcycle. Side-by-side mechanically-operated valves, magneto at rear of cylinder, force feed lubrication, and special one-inch Schebler carbureter are other characteristic points. The models shown include a chain-drive with two-speed gear, a flat-belt drive similarly fitted, a belt-drive machine minus the two-speed gear and a Model N with the new spring frame. The commercial side of the motorcycle is well catered to by the company's fore-car with van body. The spring frame model has the upper rear stays connected to the ends of a long rocker pivoted to the seat mast, and the shorter arm of the rocker attached to a plunger working within a tube in rear of the seat mast. A coil spring is secured within the cylinder and the plunger has a head which is fastened midway of the spiral spring. The good points of the Minneapolis are being well explained by J. M. Michaelson, W. E. Michaelson, J. R. Ralph, Sales Manager C. B. Knudsen and H. A. Atkinson.

YALES FOR 1912.

THE Consolidated Manufacturing Company shows its full line of Yale motorcycles at Stands 127, 128, 129. In the characteristic battleship gray with blue striping, are shown the two single 4 h. models, one with battery and the other with magneto ignition, the 5 h. twin and the twin 7. Both forms of transmission, V-belt and flat-belt, are there, and the distinctive two-lever clutch and idler control on the flat-belt models attracts attention at all times. The same may be said of the large, 2¾-inch tires which are stock equipment on Yale machines for 1912. A tandem attachment, for use with which these tires are especially adapted, is seen on one machine. The clutch used is the Eclipse on both flat and V-belt mounts. The exhibit is in charge of A. B. Coffman.

THE FLANDERS LINE.

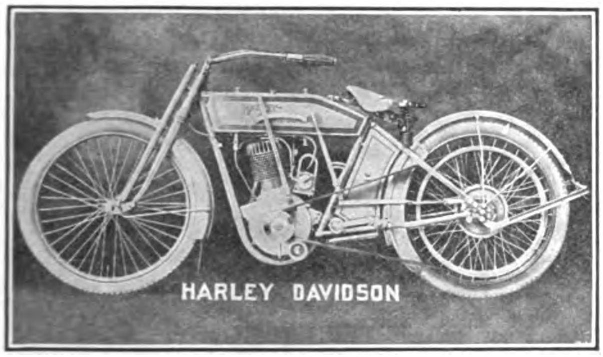
AT Stands 81 and 82 are shown the Flanders machines with their characteristic interconnection between the sight feed oiler and the throttle. Other features which attract attention are the spring fork, stream-line tanks with wide filler openings, and bronze bearings throughout. The clean crankcase and the well-designed magneto position, and drive with Splitdorf magneto mounted on all machines are features which attract the veteran as well as the novice, and the price of $175 also appeals to many. The Kingston ball-cage carbureter and scientifically designed inlet piping to the dome of the automatic inlet valve indicate the care used in the design and construction of the Flanders product. The Eclipse free engine clutch is shown fitted on the machines.

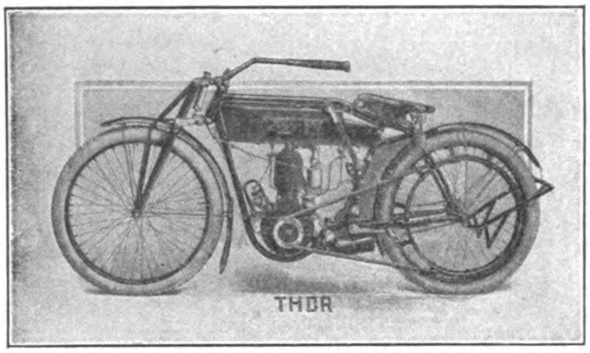
FULL WHITNEY LINE.

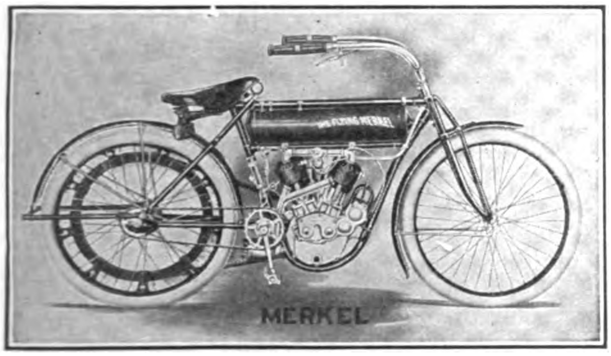
OF its comprehensive line of chains for transmitting power to the motorcyclist, Number 145, specially built for motorcycle service, is the feature of the Whitney exhibit at Stand 54. No less important, but not so well known, are the Woodruff keys for fastening pulleys to the motorshaft and for like uses, made by the Whitney Company. The keys and the chain have remained unchanged in construction for a number of seasons past.

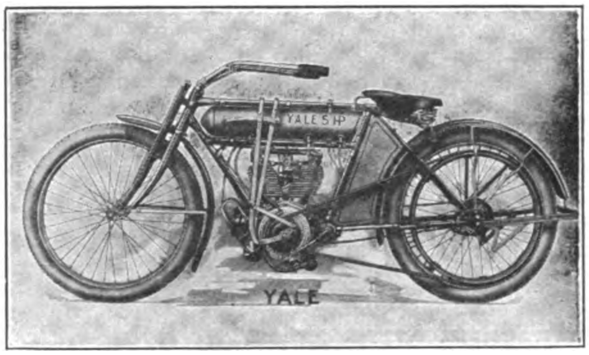
ON SHOW IN CHICAGO

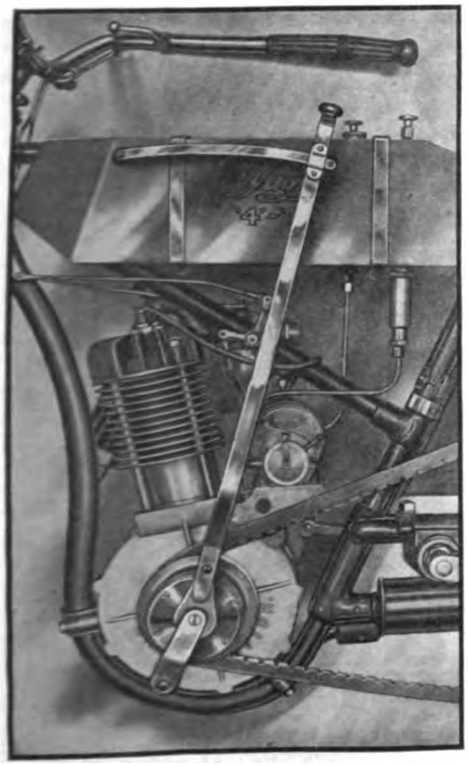
Eight of the 1912 Models Now on Exhibition in the Coliseum Annex


HARLEY DAVIDSON

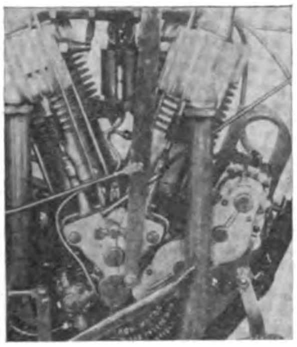




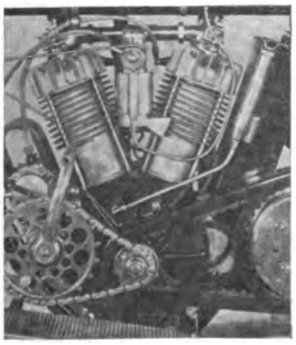

YALE 5 HP
YALE

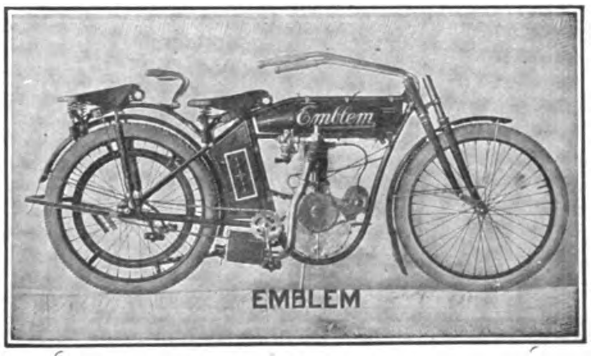


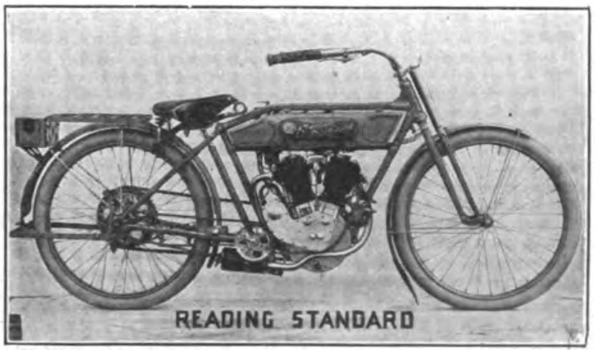
Wagner Clutch.



INDIAN TWIN MOTOR.




Emblem
EMBLEM


READING STANDARD

HARLEY-DAVIDSON TYPES.

FOUR models, showing many desirable improvements and featuring the new 7 h. chain-driven twin, make up the striking exhibit of the Harley-Davidson Motor Company at Stands 124, 125 and 126. In addition to the new chain machine the display embraces the 6½ h. twin, the 4 h. single with magneto ignition, and the same type with battery. All the models have the Bosch magneto fitted in the rear, and the exclusive Ful-Floteing seat with double springs for shock and recoil is a regular fitment. Much interest has been aroused in the Harley-Davidson free wheel with multiple disc clutch in rear hub, operated by a lever on the seat mast, in addition to a hand-operated idler lever, except on the chain-driven seven.

The transmission for the chain model is a high-grade roller chain in connection with the free wheel device. An eccentric in the countershaft allows for adjustment of the first drive chain, and the final drive chain is adjusted by means of rear axle slide screws. A second eccentric in the countershaft permits of adjustment of the pedal chain. Embracing all the standard Harley-Davidson features in conjunction with the powerful, positive chain drive, this model is proving unusually attractive and it is always under inspection by visitors to the H.-D. stands.

MERKEL MACHINES AND PARTS

FLYING MERKELS in 4 h. single and 6 and 7 h. twin spring frame models, 4 h. single of rigid frame type and a 7 h. twin machine with tandem attachment are the chief features of the exhibit of the Miami Cycle and Manufacturing Company, of Middletown, Ohio. Not less interesting to both dealer and rider is the exhibit of Merkel parts, in which the character of the various motor, transmission and frame members may be noted and the excellence in construction verified. The controlled oiling device, for example, is mounted on a board with a number of other motor parts and its regulation and operation can be seen very clearly. The parts exhibit is naturally characterized by the typical orange color of the Merkel product, and this scheme is carried out in the other features of the exhibit. The exhibit is demonstrated by the following representatives: Sales Manager Edward Buffum and J. Lee, of the sales department, and K. R. Jacoby and J. F. Merkel, also count upon renewing acquaintances at the stand toward the end of the week.

SPECIAL M. M. EXHIBIT.

BEING unable to secure space at the Coliseum, the builders of the M. M. machines are exhibiting at their Chicago salesrooms, 2724 Michigan avenue, where nearly everybody attending the Show is viewing the display. The rooms are decorated in an attractive manner, and are in charge of Guy Greene, who, with an able staff of assistants, demonstrates the qualities of the four models shown. These include the 90 deg. 8 h. twin with flat belt and variable pulley, and hand tension idler lever; the Four-fifty model, also flat belt fitted, with Eclipse clutch and 26-inch wheels; the battery special, with flat belt and hand-operated idler and the magneto special, similarly fitted. The two latter are the $140 and $160 machines, which were the most moderate in price at the New York Show and attracted a tremendous amount of interest.

NO INDIAN AT $225.

OWING to one of the errors unexplainable, but common to all publications, the price of the 7 h. Indian twin was recently given as $225 when it should have been $250. The result of this is that the Springfield firm has been in receipt of numerous additional inquiries on the subject, which indicates that the interest in the Wigwam product is at top pitch and also that prospective riders keep a close watch on MOTORCYCLE ILLUSTRATED.

CROWDS AT BOSCH STAND.

DEVOTEES of the single tracker who visited the Coliseum naturally stopped at Stand 99, and that there is a strong Bosch following among users of ignition in all lines is indicated by the crowds handled at this exhibit. The chief objects of interest are the ZEI and ZEV magnetos for single and twin motorcycles, these models being brought out to supplant in time the DA2 and DAV machines now used in every motorcycling country in large numbers. The principal dimensions are the same for the corresponding types, but the chief distinctive feature of the ZE models is in the full protection given by the end plates from wet and dirt. The plates are of aluminum and fit on the ends, packing assuring a tight joint. On the single model, the terminal is protected by vulcanite where it emerges from the plate. In addition to the full line of magnetos, the Bosch plugs are also shown.

"WHITE STRIP" BELTS.

"WHITE STRIP" is the trade name of the high-grade motorcycle belts manufactured by the Chicago Belting Company, of 124 North Green street, Chicago, Ill., and for which the firm's representatives at the Show are making many new friends. The "White Strip" feature, exclusive with the Chicago company, is now embodied in the V as well as the flat belts, and is characteristic of the company's output for the motorcycle. In the last issue of MOTORCYCLE ILLUSTRATED, "White Strip" belts were, through an error, referred to in an article describing the products of another company. By way of correction it is only necessary to state that the "White Strip" feature is patented by the Chicago Belting Company, and that as a result it is an exclusive detail in the make-up of this firm's motorcycle belting.

PLUGS AND MAGNETOS.

AT each Show it is a question which attracts more attention in the Splitdorf exhibit, the "Common Sense" sparkplugs or the motorcycle magneto, and only a personal canvass could determine this at the Coliseum. The throng at Space 49 gives proof of the interest that the plug-using public has for the products which bear the Splitdorf name. In the plugs, the center electrode is formed on the end of a taper piece around which the mica insulation is fitted. The upper part of this center piece has the retaining washer and terminal nut fitted on it. The shell has a small opening through which the center electrode protrudes and any leakage is prevented by gaskets at the shell shoulder and elsewhere. The magneto has the now-familar centrifugal circuit-breaker and large insulating surfaces on all terminals, which render it waterproof. On the Flanders motorcycles this magneto is seen regularly fitted.

VEEDER CYCLOMETERS.

THE familiar Veeder line of cyclometers for motorcycles and other vehicles are as popular as ever at Stand 42, but of particular interest is the new adjustable bracket which permits of its attachment to all makes of motorcycle. The bracket projects forward when in position and clears the truss fork members used on many machines.

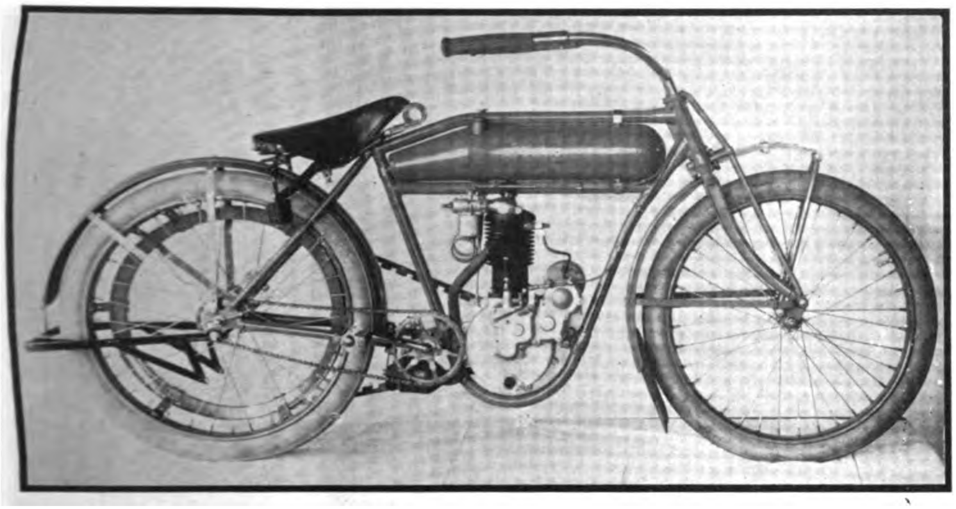
SOLAR LAMPS.

IN combined lamp and generator, and in a number of models with separate generator, the Solar lamp products are seen at Stand 41, the space given over to the Badger Brass Company. The most familiar model to riders of the two-wheeler is that with the two red jewels mounted at angles at the sides to give rear signals. The great variety of lamp brackets, for adapting the Solar products to any make of machine attracts notice almost equal to that given the lamps and generators. For the rider who wishes a greater amount of light, the smaller models of automobile lamps give a considerable range of choice without prohibitive weight.

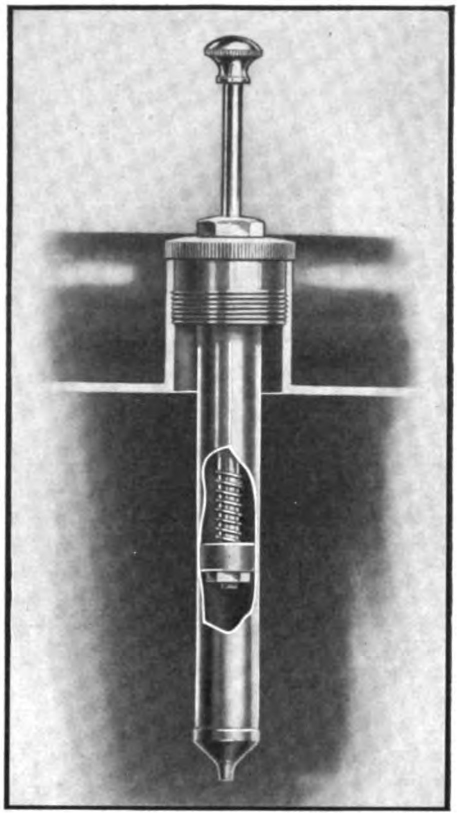
W. F. PICKETT AND SONS, of Greensboro, N. C., have just closed with the Reading Standard Company to handle the R-S machines in their territory for 1912.

A Chicago Show Quartette

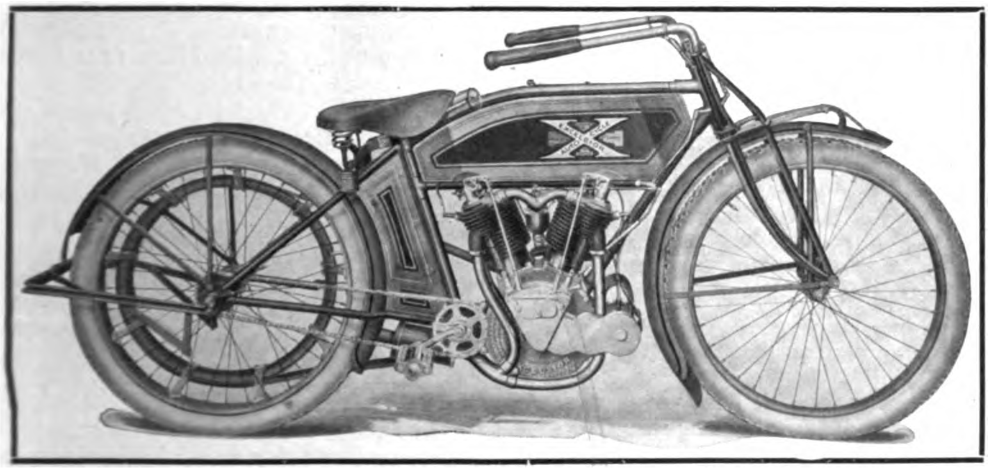
Pope, Indian, M. M. and Excelsior



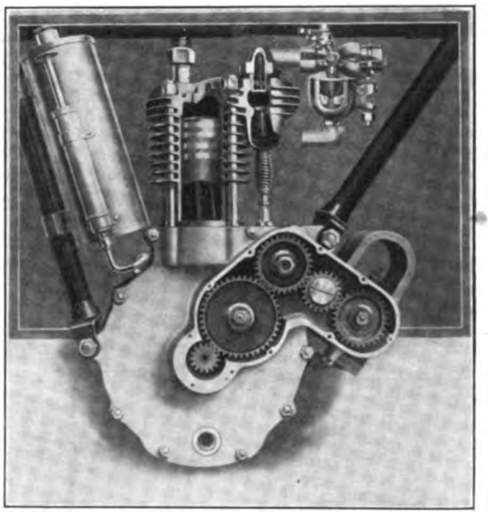
The Pope Single.



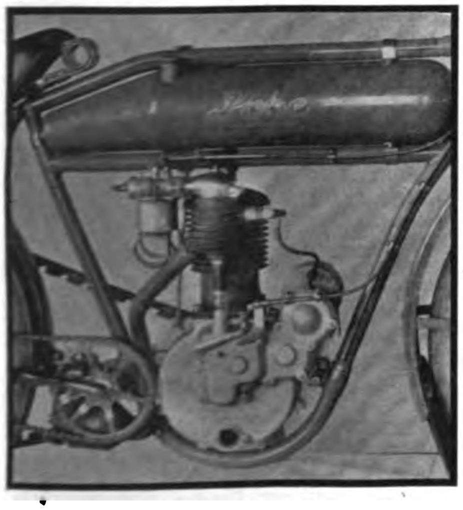
Indian Primer, Fitted Into Tank.



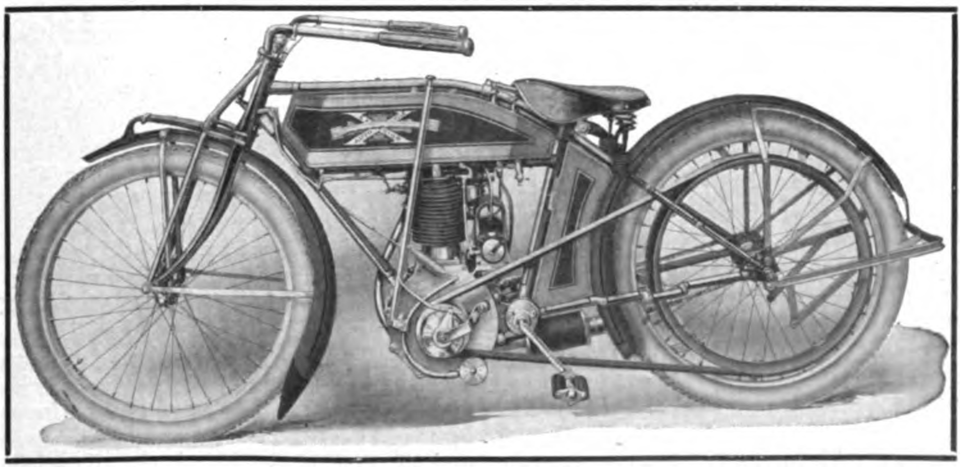
Excelsior Belt-Driven Twin.



M. M. Motor, Valves, Magneto Drive, Etc.



Pope Motor.



Excelsior 4 h. Belt Drive Magneto Single.

1911-1912 TENDENCIES COMPARED

Data Showing in What Respect and to What Extent This and Last Year's Models Differ in Design and Equipment.

HORSEPOWER.

Eight	1
Seven	10
Six and one-half	1
Six	2
Five	6
Four	11
Three and one-half	1

An increase in 5 h. motors is noticeable, two new singles and a twin having been added since last season. One of the singles is a two-stroke motor. In sevens there has been an increase in the Reading Standard and Harley twins and a new four-cylinder model in the Henderson. The 4 h. single has gained a number of recruits and is the most popular power at present. The 3½ h. Pope motor has the lowest power of any exhibited.

NUMBER OF CYLINDERS.

Four	2
Two	8
One	14

The four-cylinder advocates have another recruit to their ranks, the Henderson. There are a number of additions to the ranks of the two cylinders: Reading-Standard, Yale 5, and Harley-Davidson 7. The singles, practically, all are of 4 h., except the Schickel 5 two-stroke, Thor 5, and Pierce 5.

CYLINDER AXES ON TWINS.

Fifty Degrees	1
Forty-five Degrees	6
Forty-two Degrees	1

Motors with axes greater than forty-five degs. have one representative; the Thor, of fifty degs. To the forty-five-deg. ranks are added the Reading-Standard, Yale 5 and Harley-Davidson 7. The Indian is the sole adherent to forty-two degs.

CYLINDER POSITION.

Vertical	13
Inclined	3

The tendency is toward a vertical position for the single motor, the Wagner, New Era and Harley-Davidson only adhering to the inclined position. The Henderson and Pierce fours are both vertical, with the additions of the Yale and Emblem 5's, the Schickel and Flanders since last show.

INLET VALVES.

Mechanical	10
Automatic	7
None	1

Mechanical inlet valves predominate, additions to the ranks being seen in the New Era, Yale 5, Reading-Standard and Harley-Davidson 7's. The Flanders is the chief recruit to the automatic ranks, which number single models of certain makes which offer valves mechanically-operated in their twins or singles also or both. The Schickel two stroke is valveless.

VALVE ARRANGEMENT.

Inlet over Exhaust	12
Side by Side	3
Opposite Sides	1

The arrangement of inlet over exhaust valves and but one chamber is the predominating one; the recruits have been the Flanders, Harley-Davidson 7, Henderson, Yale 5, and Thor 5. The side by side ranks have been augmented in less proportion by the addition of the Reading-Standard twin (33⅓ per cent. as compared with 41⅔ per cent.). The opposite sides or "T"-head arrangement are seen to be represented only by the Pierce four-cylinder motor.

BORES AND STROKES.

Long Stroke	14
Square	3
Short Stroke	2

Long strokes predominate, all recruits for the present season being added to these ranks. The greatest difference between bore and stroke will be found in the Yale 5, 2¾-inch bore and 3 43/64-inch stroke and the least in the Reading-Standard, 3 13/32 bore and 3 15/32-inch stroke. The "square" ranks number the Merkel 6 twin, Schickel and Wagner 4, while the short strokes are represented in the Merkel 7 and 4 and the Pierce four-cylinder.

CYLINDER AND HEAD CASTINGS.

One Piece	14
Two Piece	2

The tendency to cast the cylinder in one piece with the head has been noticeable for several season's past and the practice continues to grow. The representatives of separate head and cylinder castings, Indian and Minneapolis, have employed this arrangement since their entry into the field and continue to be the chief advocates of the practice.

MOTOR BEARINGS.

Ball	8
Roller	3
Plain	9

While plain bearings slightly outnumber those incorporating balls or rollers, the tendency is toward the use of the ball type in greater numbers and for all bearings in the motor. Examples of this are seen in the Reading-Standard, Schickel and Merkel. Roller bearings are found in the Thors, Harley-Davidson 7 twin, and in the big-ends of the Excelsior twins.

LUBRICATION SYSTEMS.

Gravity Feed	8
Hand Pump	4
Force Feed	4
Injection	1

Gravity feed from the tank to the motor base is used on the majority of machines, usually with splash for the various bearings. Hand pump lubrication at intervals has its advocates, Emblem, Minneapolis, Yale, Pierce single, with splash for actual lubrication, while on the Indian twins, Pierce four-cylinder, Thor and Yale twins, pumps are used to force the oil to the proper points from the sump in the crankcase. The Schickel injects the oil with the gasoline and lubricates by splash.

CARBURETER.

Schebler	6
Heitger	2
Breeze	3
Kingston	1
Hedstrom	1
New Era	1
Merkel	1
Thor	1

The general tendency is toward the use of carbureters of standard makes rather than one made by the motorcycle manufacturer himself. Exceptions to this are noted in the list above; the Indian using the Hedstrom, the Thor, New Era and Merkel, carbureters of their own make or made to their special design. The Flanders employs the Kingston model, with ball-valve for the auxiliary air.

IGNITION.

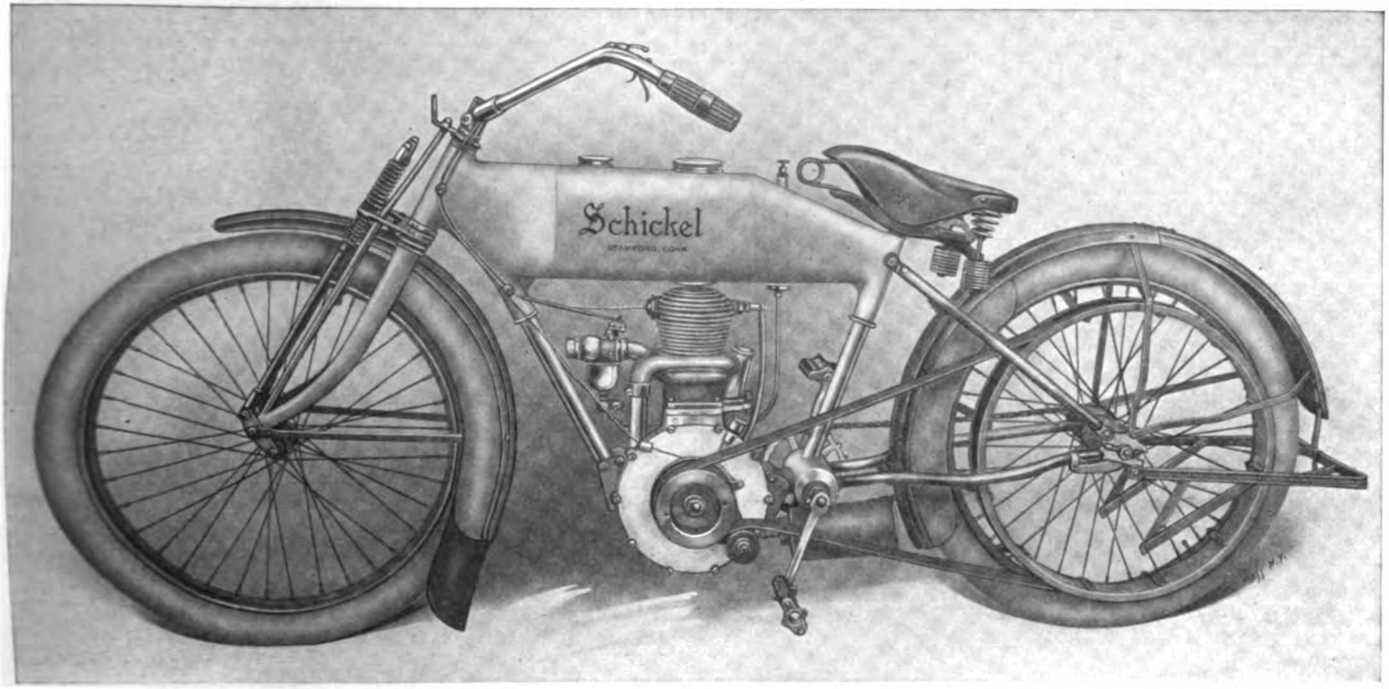
Bosch Magneto	9
Battery	4
Herz Magneto	5
Splitdorf Magneto	1
Eisemann Magneto	1

The magneto is rapidly ousting the battery and coil for two-wheeler ignition, and in most cases the latter form of ignition is employed on single cylinder models on which an alternative of the magneto is to be had at a slight increase in price. The two chief types shown are the Bosch and Herz, the former being fitted on the larger number of models. The Splitdorf magneto is fitted to the Flanders, and the Eisemann to the Schickel.

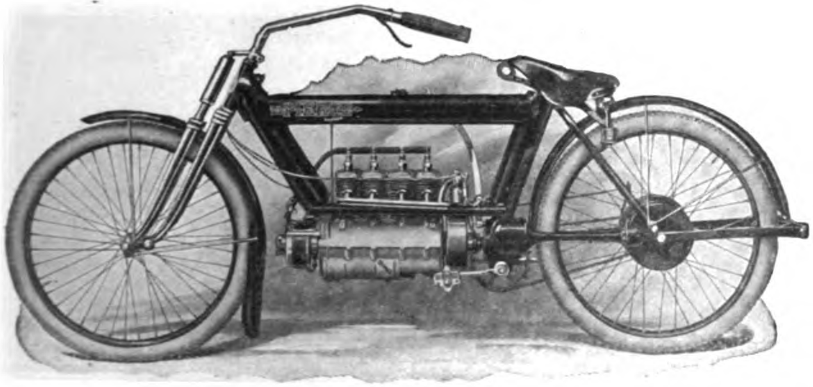
MAGNETO POSITION.

Front	11
Rear	3
At Side	2

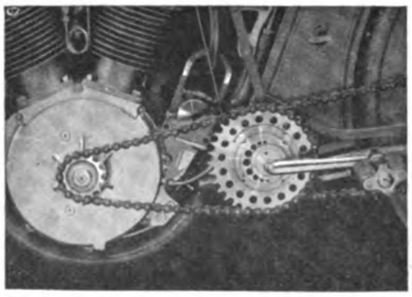
While the majority of magnetos are mounted in front of the crankcase, the rear position is by no means poorly represented, and would probably be better so did not structural difficulties necessitate the magneto being located in the forward position. The Schickel has the magneto in a casing forming part of the


Schickel
Stamford, Conn.

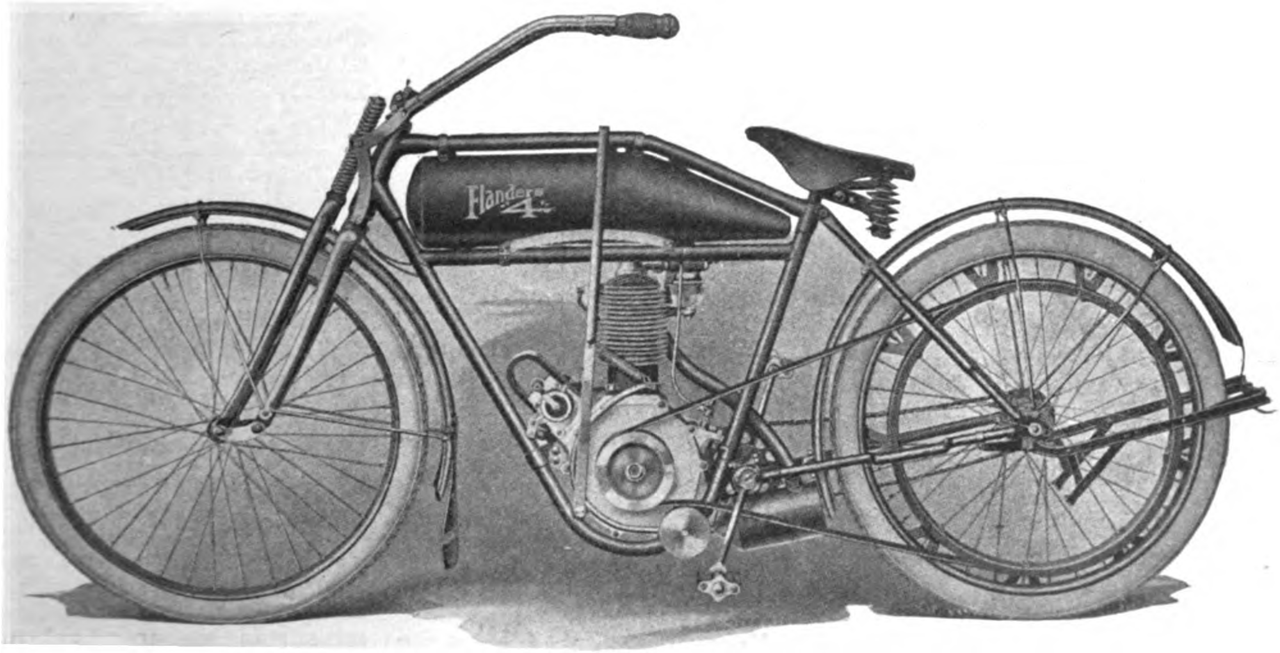
Schickel Two-Cycle Single Cylinder, Belt Drive.



The Pierce Four Cylinder.



Harley-Davidson Chain Transmission on 7 h. Twin Model.



The Flanders Four, with Belt Drive and Idler.

right side of the crankcase, and the Henderson has it placed car-fashion longitudinally at the left side of the motor.

WEIGHTS.

150 to 175 pounds	5
175 to 200 pounds	6
200 to 225 pounds	3
225 to 250 pounds	2

There is but slight tendency toward the lightweight machine, as is evinced by the greater number being between 175 and 200 pounds. The lightest machines are the Pope and Flanders at 160 pounds, while the heaviest are the Henderson 250 and Minneapolis 225 pounds.

TRANSMISSION.

Chain	9
Flat-Belt	11
V-Belt	6

Flat belts are in the majority, and are not only fitted as the sole form of transmission on several models, but as an alternative on a number of V-belt machines. The chain has shown the greatest increase in advocates, firms such as the Harley-Davidson and Excelsior having added chain models in 7 h., the latter also having a 4 h. single model with this form of transmission. It is probable that the chain will be in the majority before the 1913 season opens.

FREE-ENGINE.

Idler	10
Multiple-disc Clutch (Eclipse)	8
Multiple-disc Clutch (Hub)	1
Multiple-disc Clutch (Countershaft)	3
Multiple-disc Clutch (other types)	1
Cone Clutch	1

The multiple-disc clutch is the chief type of free-engine device to be seen on machines with all forms of transmission, the idler, operated by hand, being found on flat-belt mounts only. But a majority of flat-belt machines are fitted with Eclipse multiple-disc clutches in addition to the idler, while the Indian, Pierce, Reading-Standard and Minneapolis have clutches of their own manufacture. The Harley-Davidson clutch is fitted in the rear wheel hub.

TWO-SPEED GEAR.

Planetary	2
Dog-Clutch	1
Sliding Gear	1

Compared with the previous season, two-speed gears are notable by their infrequency, three types only being regularly fitted, and these special to each particular make of machine. The planetary advocates are the Minneapolis and New Era; the dog-clutch user is the Indian, and the sliding gear adherent the Pierce. Although there has been a retrogression in this department of motorcycle equipment, the increasing use of passenger attachments will bring about an increase in the number of these devices used.

BRAKES.

True Coaster	13
Coaster Band	8
Coaster Internal Expander	3
Band	3
Shoe	1
Internal Expansion	2

The true coaster type of brake, with operating and braking members within the hub is in the majority, but the efficacy of the coaster band type has resulted in a number of makers offering either this latter type or a true coaster brake, with the coaster band device as the secondary of the two. The coaster internal expander has smaller representation than its construction and advantages deserve, being fitted to the Yale, Reading-Standard and Emblem. Band and internal expansion brakes are used on the T. T. Indians, bands being fitted on the Pierce and New Era. The Reading-Standard is the only representative of the shoe brake, on its belt models.

TIRES.

United States	8
Goodyear	8
Goodrich	1
Diamond	4
Empire	1
Continental-Erie	5
Optional	2

The diversity in numbers given above is due to the majority of makers giving alternatives on several makes of tires. There are practically no machines fitted with only one make: the Empire is fitted to the Emblem, but the Goodrich is also offered, for example. The Reading-Standard and Harley-Davidson give option on any make of tires.

WHEELBASES.

65	1
62½	1
60	1
57½	1
57	3
56½	1
56	1
55½	1
55	5
54	1
53½	2
53	2

Fifty-five to 57 inches seem to be the chief lengths of wheelbase, while the 53 and 53½-inch wheelbase is found on both twins and singles. The longest is the Henderson with 65 inches and the shortest the Indian and Merkel.

NUMBER OF MODELS.

Six	1
Four	4
Three	5
Two	1
One	5

The tendency in this direction is toward the reduction of the number of models in most cases, three or one being the rule. The three-model machines number amongst them the Emblem, Pierce, Reading-Standard and Yale, while the Indian has six models. Wagner has the two models, 4 and 4-'12.

SPRING FRAMES AND SEAT-POSTS.

Spring Frame	1
Spring Seat Post	4

Tendencies in these lines are toward the use of spring seat-posts rather than of spring-frames. The later has only one representative, the Merkel, which incorporates a spring seat device also.

FORKS.

Single Plunger	7
Double Plunger	7
Coach Spring	3

The plunger type of spring fork is by far the most employed, but opinions differ as to which sub-type is to be the final: the single plunger or the double plunger. The coach-spring type has gained an advocate in the Excelsior, in addition to the Indian and Pope, who have had this type for several seasons.

FRAMES.

Loop	6
Keystone	5
Trapezoidal	1
Tank Keystone	1
Diamond	1
Drop-and-Loop	1

The loop frame has been steadily growing in favor and probably will supersede the keystone type in the future, if the past is any criterion. The Wagner is the only representative of the diamond type, but has an inclined brace bar from the steering head with the motor syspended in the frame loop. The tank-frame is represented by the Pierce.

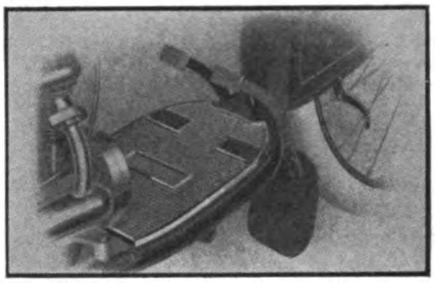
PRICES.

$400	1
$325	2
$300	2
$290	1
$285	4
$275	3
$265	1
$260	1
$250	7
$240	1
$235	2
$225	7
$210	1
$200	5
$175	5

In spite of the reduction in prices, the majority of machines will be seen to be priced around $225 and $250, although the more moderate priced machines are in a good number. The range of prices is considerable: the Pierce four-cylinder at $400 being the most expensive, while the $175 machines (Flanders, Pope 3½, and battery Thor, Emblem and Excelsior) are the most moderate in price. The Reading-Standard twin is listed at $290, and the Henderson and Indian 7 h. T. T. with two-speed gear at $325.

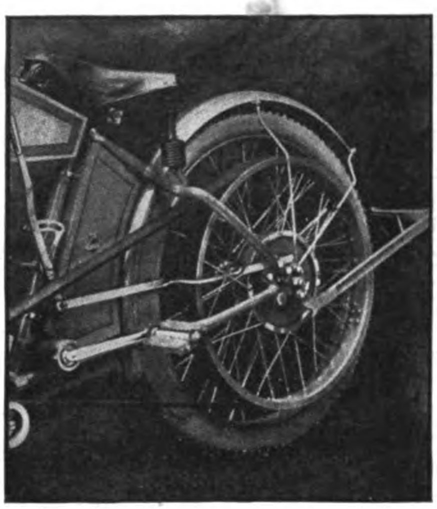
OUT-OF-THE-ORDINARY MODELS

and Special Features in Machines Now on Exhibition in Chicago— New Era, Henderson, Minneapolis, Etc.

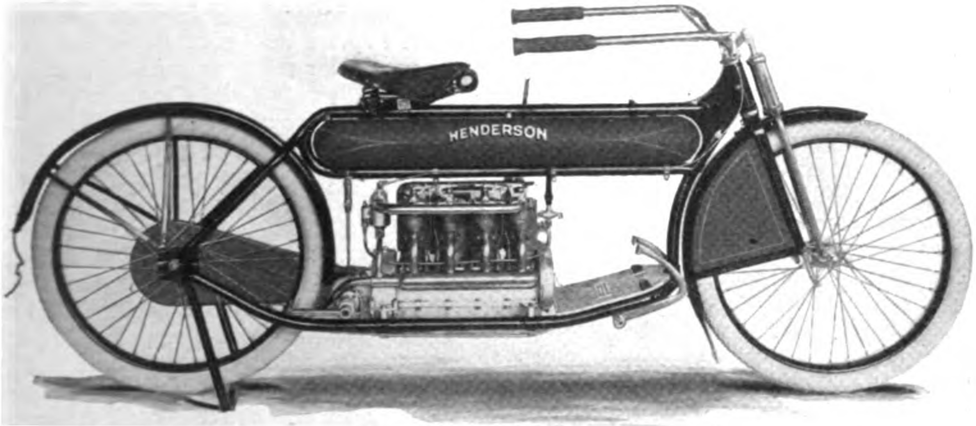


Henderson Foot-boards.

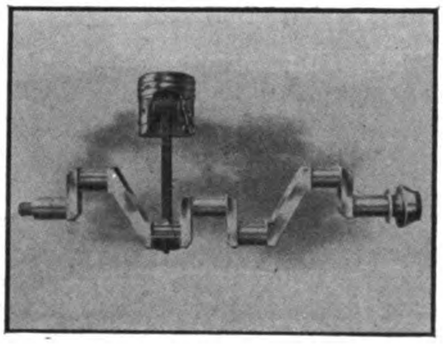
The New Era.



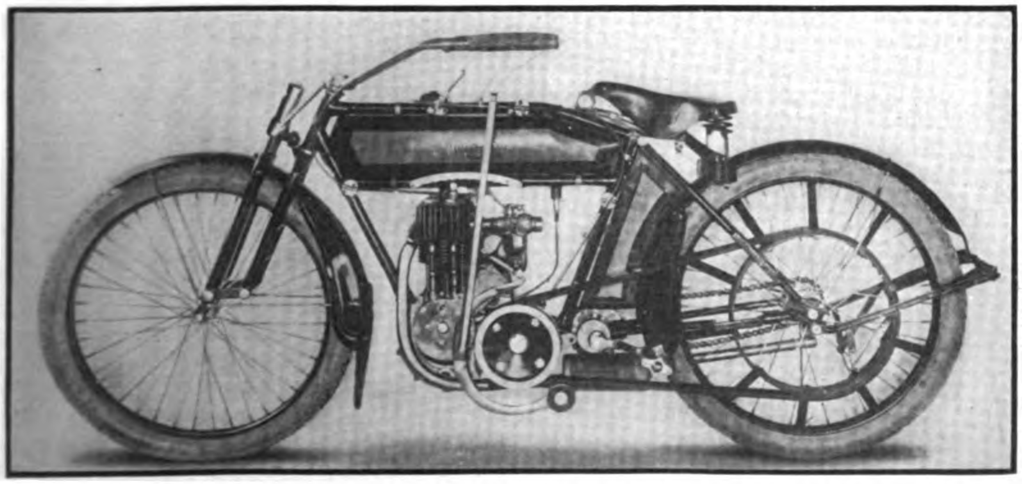
Harley-Davidson Free Wheel.



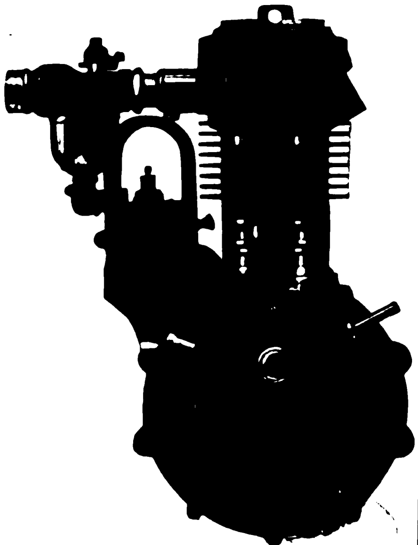
The Henderson Chain-Driven Four.



Pierce Crankshaft.

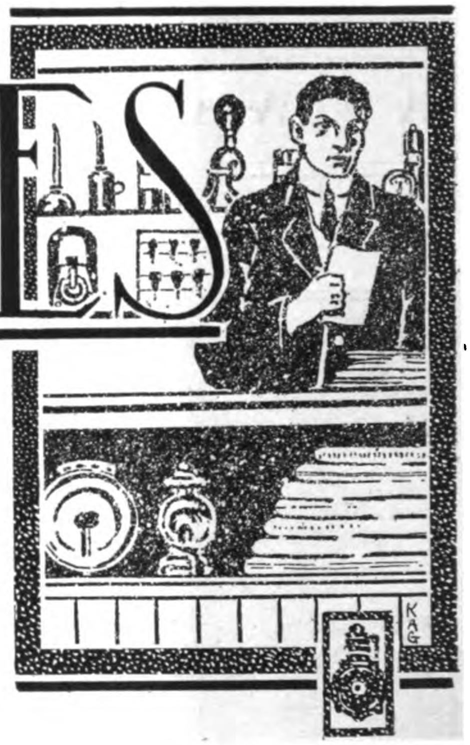


The 1912 Minneapolis, with Unit Power Plant.



The Minneapolis Motor.

ACCESSORIES



FULL ECLIPSE LINE.

THE full line of the Eclipse Machine Company, of Elmira, N. Y., featuring Morrow and Eclipse coaster brakes and free engine pulleys or clutches, is on display at the Show and is attracting its full share of interest. The Eclipse staff is calling attention to the fact that the firm's clutch is now being fitted as regular equipment on Yale, Merkel, Emblem, Excelsior, Henderson, Reading-Standard and Flanders machines. Negotiations are now pending for the regular fitting of the clutch on three other makes of machines. This means that with the exception of the Harley-Davidson, Thor and Indian, whose makers turn out their own clutches, the products of all the leading manufacturers will be fitting the Eclipse device.

"BOUGIE MERCEDES" PLUG.

STUDENTS of motorcycle ignition fitments at the Show are not overlooking the "Bougie Mercedes" spark plug in the comprehensive display of Herz & Co. This product with its special stone insulation, four sparking points of platinum-alloy and its freedom from carbon troubles has proved itself dependable in long road service under adverse conditions, and the interest manifested in it at the Show indicates that it will be in wide demand as usual for the coming season.

SPARTAN BELT EXHIBIT.

AT the Chicago Show the Graton & Knight Manufacturing Company, of Worcester, Mass., producers of the well-known Spartan belts, is being represented by W. W. Shoemaker, than whom no expert in the field is better qualified to dispense information concerning motorcycle belting. Having plenty of arguments to advance and being backed up by a standard product which has proved its claims to recognition in long service and under the most severe tests, Mr. Shoemaker is experiencing no difficulty in interesting visitors to the motorcycle section, and no period in his busy career as a representative of the Spartan line has been more fruitful of results than the present week.

In the last issue of MOTORCYCLE ILLUSTRATED an erroneous reference was made to the motorcycle belting line of the Graton & Knight Company for 1912, and by way of correction it should be stated that the firm's belt products, as in the past, are all sold under the name "Spartan." They are known by no other designation, and will at no time be listed otherwise. The company rightly points out that the term Spartan, implying sturdiness, capability and adherence to a high ideal, tells the full trade story of its belting, and the correction herein contained is intended to make clear the fact that the name will not be changed in any way.

The announcement, made recently, that Spartan belts will be found on the machines of 80 per cent. of the leading motorcycle manufacturers for 1912 is of prime importance and interest to riders and prospective riders of the single-tracker. This fact, combined with the lively and consistent campaign which is being waged by Mr. Shoemaker at the Show, has served to bring the Graton & Knight line into even greater prominence than in the past, and although the big Worcester factory is now being operated on a rush schedule, there are indications that still further arrangements for extra production will have to be made to keep abreast of 1912 business.

Despite the great demand for the firm's products and the rapidity with which its output is being prepared for the market, every detail of quality and construction which has gone to make the name "Spartan" a by-word is receiving the expert attention which has been characteristic of the company in the past. The exhaustive tests incident to the selection of material, the firm's special and exclusive system of tanning and the general efficiency derived from years of expert belt-making and attention to the requirements of motorcyclists place the Graton & Knight belts on a footing hard to equal. The large business demand which would swamp the factory of ordinary capacity is handled with facility and dispatch by their large plant.

EDWARDS-CRIST DISPLAY.

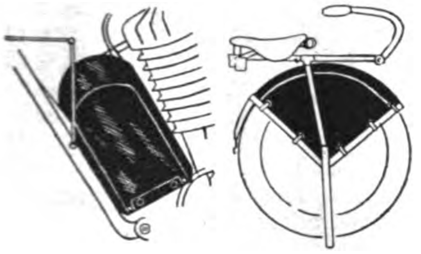
JUST over the Michigan avenue entrance to the Armory is the well-arranged exhibit of the Edwards-Crist Manufacturing Company, which embraces all 1912 models of Indian machines and a full line of motor accessories. Special attention is being called to the firm's tandem attachments, luggage carriers, leggings and lamps; one of the lamps is a special type enamelled red to match the red Indian machines. Another interesting feature is an improved spring seat post designed to meet the particular requirements of the Indian.

The Edwards-Crist Company has the Chicago agency for the Eclipse free-engine clutch which will be attached without cost at any of the firm's shops which are located as follows: 1404-1406 Michigan avenue, 1150 Jackson boulevard, 5457-5459 So. State street, 5146 Chicago avenue, 4350 Evanston avenue and 11021 Michigan avenue, in Roseland. The Edward-Crist headquarters at 1404 Michigan avenue will be kept open for an hour after the Show closes each night in order that prospective purchasers may drop in and have the machine demonstrated. Expert riders are on hand for the purpose.

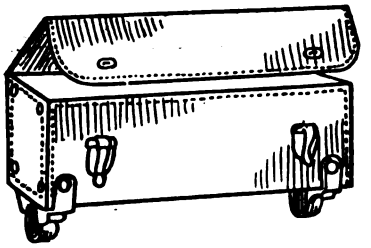
NEW DEPARTURE CHANGES.

IN the Show exhibit of the New Departure Manufacturing Company, special attention is being called to the new transfer spring which fits snugly on the shank of the actuator and prevents the annoying and often dangerous tendency of the pedals to "pick up" or "feed up." To avoid this trouble in the past it has been necessary to change the position of the pedals frequently. A new arm shown on the New Departure product is heavier and stronger than in the past, providing for increased power of the brake. Its shape has been improved upon so that it may be mounted on any make of motorcycle without interference with the frame. The new arm clip is so constructed that it is permanently fastened to the frame, forming a re-inforced

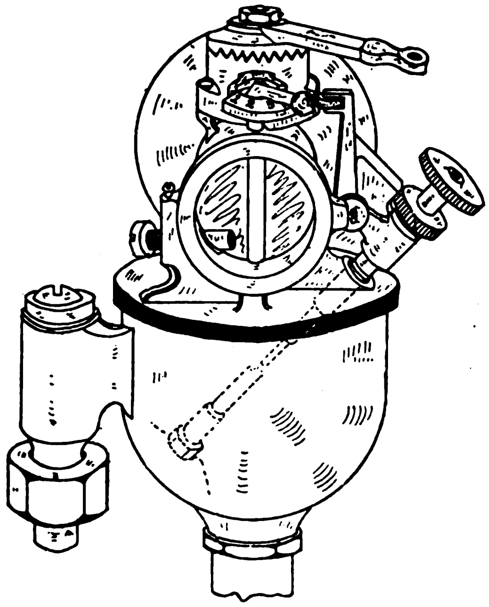
A FEW CHICAGO SHOW ACCESSORIES



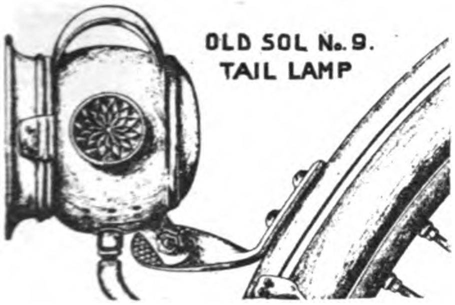
Nathan Magneto Cover and Skirt Protector. Nathan Novelty Co.

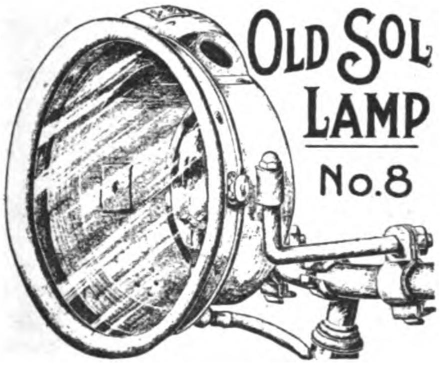


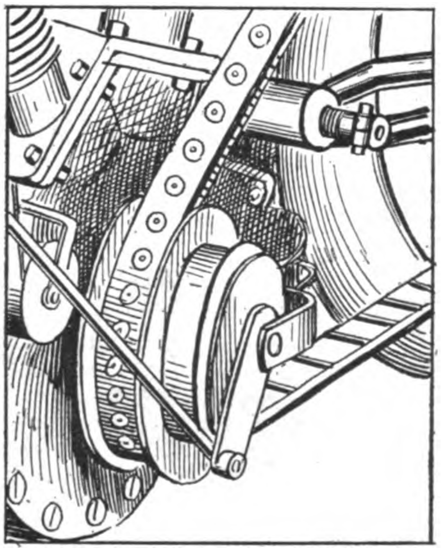
Persons Tool Bag.



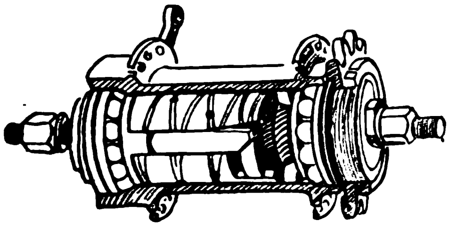
Schebler Carbureter.


OLD SOL No. 9.
TAIL LAMP

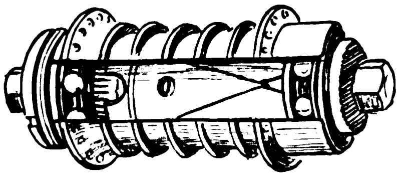

OLD SOL
LAMP
No. 8



Eclipse Free Engine.

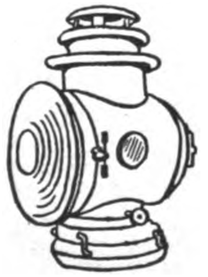


Eclipse Coaster Brake.

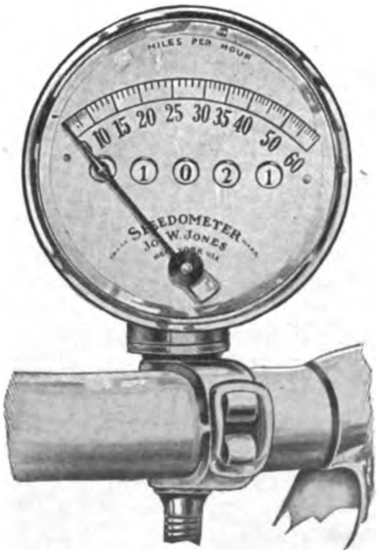


Musselman Armless Coaster Brake. Miami Cycle & Mfg. Co.

Continental Grip.

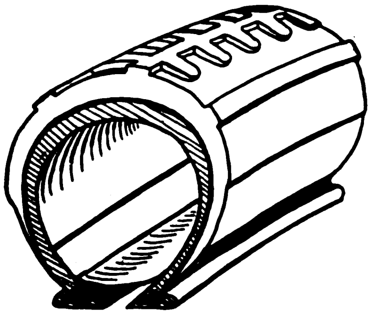


Ham Derby Lamp.

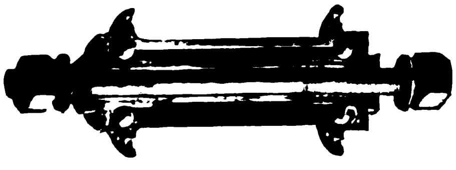

MILES PER HOUR
10 15 20 25 30 35 40 50 60
1 0 2 1
SPEEDOMETER
JOS. W. JONES

Jones Speedometer.

Standard Emergency Pedal.



Fisk Tire.



Eclipse Front Axle.

pocket into which the brake arm is easily seated in a manner that does away with leverage strains. In removing the brake for cleaning or repairs the clip is not disturbed; the brake arm is simply slipped out of the pocket.

STROMBERG CARBURETER.

THE latest product and a departure from their previous sizes of carbureters is the Stromberg motorcycle instrument, the center of attraction at Stand 76. Three jets are used and these are brought successively into communication with the mixing chamber by moving the throttle barrel. A curved pipe in this barrel effects the communication. The auxiliary air is at the end of the horizontal mixing chamber and the float is a hollow ball. The bottom of the float-chamber unscrews to adjust or examine this float.

BALL AND ROLLER BEARINGS.

FOR motors, variable gears and other motorcycle organs and for either thrust or radial loads, Standard roller bearings are shown at Stand 5b. The radial bearings are of the separator type, and there are shoulders formed on opposite faces of the inner and outer races to take up the end strain of the bearing. Thrust and load are cared for by the Grant type bearings of this make. A full line of ball-bearings suitable for motorcycle use is also shown.

PURDY EXHAUST WHISTLE.

REPRESENTATIVES of Purdy Bros., of Chicago, manufacturers of the Purdy exhaust whistle for motorcycles, are as busy at the Show as the proverbial bees, and their offering is attracting no little attention. The Purdy whistle is a powerful signal with a butterfly valve which automatically directs the full exhaust through the sound chambers when it is operated, thereby producing a clear and far-reaching note of warning.

STEWART SPEEDOMETERS.

FOR either front or rear wheel drive, Stewart and Clark speedometers, in two models, are shown at Stand 108. The rear wheel drive is by sprocket and pinion, while that for the front wheel is by pulley and belt, to take up the jar and motion of the spring fork. Of the two types, Model 44 has a 90-mile scale, with 100,000-mile season, and 100-mile trip, odometer sections, and the latter can be reset to any tenth of a mile. Model 43 has a 60-mile scale and a season odometer of the same mileage as model 44, but there is no trip register or reset.

IMPERIAL BRASS DISPLAY.

THE exhibit of the Imperial Brass Manufacturing Company in the Chicago Show is particularly attractive, being on the order of a huge picture covering the entire back wall of the firm's space. It has a beveled frame of polished brass, 24 inches deep, with a ground of rich black velvet. On this background, artistically grouped, are shown brass fittings, air, oil, and water pumps, gas and water manifolds and spinning work, which the company manufactures.

Two new specialties of interest to the motorist are being exhibited, one being a valve for regulating and reducing the pressure on acetelyne gas systems, for lighting and starting. The valve is capable of reducing the pressure as low as two ounces, and affords a steady, even flow of gas with a full or a nearly depleted tank.

The accelerator pedal which shows the segment of a circle rising just above the car floor and which operates with a forward, horizontal motion, is another novelty for automobilists. Frank Gruschow and W. S. Burgess are in charge of the Imperial exhibit.

"STA-RITE" PLUGS.

PLUGS in which breakage and leakage are eliminated, and in both mica and double porcelain cores, are shown at the exhibit of the R. E. Hardy Company, under the well-known trade mark of "Sta-Rite." The latest model is the 48A, with separable mica core and Tobin bronze shell, so that it will not stick to the hottest motor. This use of Tobin bronze is unique in spark-plug construction and furnishes, therefore, a distinctive feature for the plugs of this mark. The spindle is of Bessemer steel rod and the inner end of the shell is partly closed to protect the insulation. The head is made so as to fit Indian, Thor, and standard motorcycle terminals. The washers making up the mica core are compressed and locked in place, no shellac or other adhesive being used. Sootproof and waterproof qualities are almost a synonym for the "Sta-Rite" product. Stand 25 houses the exhibit.

STA-RITE
48A

KINGSTON CARBURETER.

THE Kingston floating ball-cage carbureter with the balls used to admit the auxiliary air for the mixture is located at Stand 75. The motorcycle carbureter of this make is nickel finished, and the primary air is taken in around the jet, both air and vapor passing through the Venturi tube construction in the center of the carbureter. The balls are of equal size and weight and the variation in suction causes the various balls to successively lift, the seats being of different taper to effect this. The Kingston carbureter is shown also on the Flanders motorcycles and is demonstrated by J. W. Johnson, secretary and treasurer of Byrne, Kingston & Co., E. E. Dean, of the engineering department, F. J. Alvin, of the Detroit branch, H. R. Brate and William Carleton, of the sales staff, and Advertising Manager Paul Burke.

DIAMOND CHAINS.

IN the large and varied assortment of chains for power requirements, the Diamond motorcycle chain attracts the attention of devotees of the two-wheeler. There have been no changes in construction since the inception of this special model, which is of ⅝-inch pitch, ¼ inch width and an ultimate strength of 3,000 pounds. The blue sides and straw-colored rollers indicate the care with which these chains are manufactured, and the uniformity of tempering, etc.

PITTSFIELD SPECIALS.

TWO-POINT sparkplugs of "Jewel" trademark for magneto ignition, and single-point plugs of similar make for battery ignition, probably interest the majority of riders more than the excellent display of coils for both single and twin cylinders at the stand of the Pittsfield Spark Coil Company. The plugs are noticeable for the large surface of the center electrode, which tends to reduce sooting, and for the staunchness of the side electrodes. They are designed for use in high speed motorcycle motors especially, but are in good service on practically all makes. James E. Frawley, Thomas J. Wetzel, D. M. Coffman, O. W. Brown and Charles H. Caine demonstrate the good qualities of the Pittsfield products.

TIMKEN ROLLER BEARINGS.

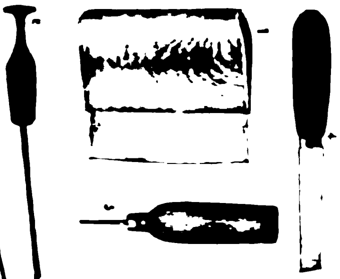
IN sizes suitable for the bearings on any part of a motorcycle and up to the carrying of the loads for heavy truck members, the Timken Roller Bearing Company shows its characteristic coned roller type of bearing, with guiding flanges and coned races, at Stand 33. One exhibit of these bearings is examined with special interest, it being in the rear hub of the T. T. model Indian machine.

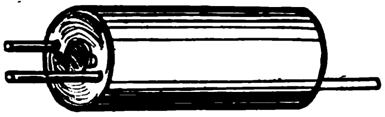
RAYBESTOS BRAKE LINING.

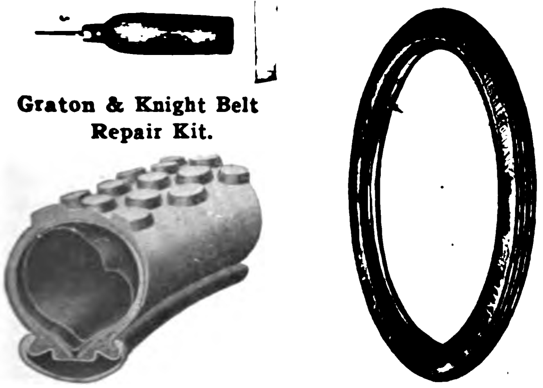
THOSE who are interested in security in riding, especially when there is a passenger involved in the security, should visit the exhibit of the Royal Equipment Company, at Stand 69a. Here the Raybestos lining for brakes and free-engine clutches is shown and its fine points are demonstrated. On machines at the Show, this lining is fitted to the clutch members of the Indians.

JOHNSON STEEL PARTS.

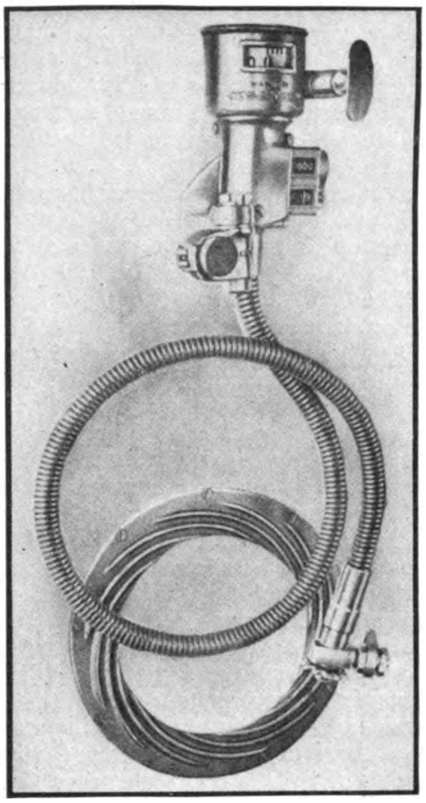
HIGH grade steel parts and a new metal for piston rings are the chief attractions at the exhibit of Issac G. Johnson & Co. The steel castings are exhibited as to strength, etc., by twisting and bending and their ability to resist vibration is demonstrated. M. F. Doty is in charge.

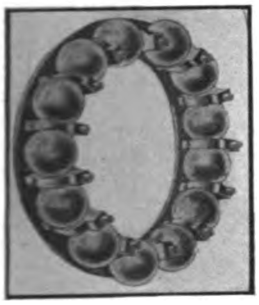

Graton & Knight Belt Repair Kit.

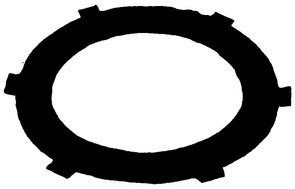

Pfanstiehl Coil.

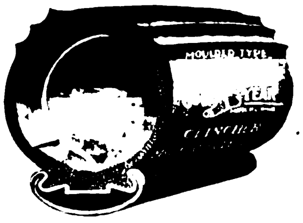

United States Tires.

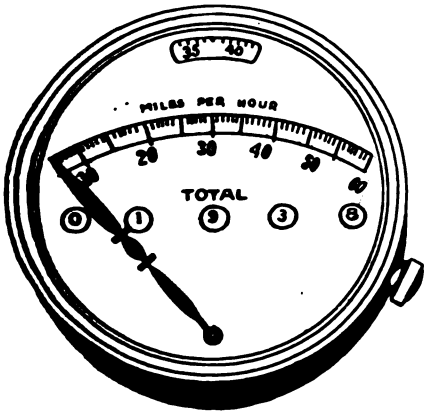
Rose Neverout Lamp.

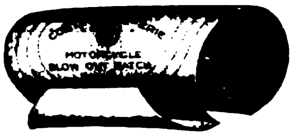

Warner Cycle-Meter.


Schaefer Ball Bearings.

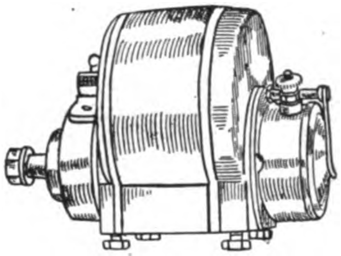

Raybestos Brake Liner.

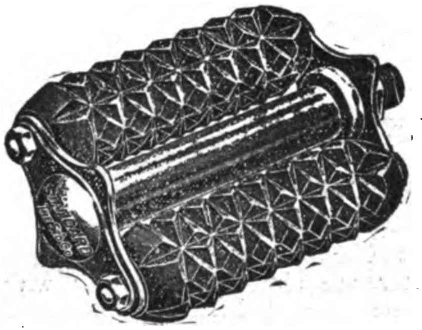

MOULDED TYPE
CLINCHER
Goodyear Tire.

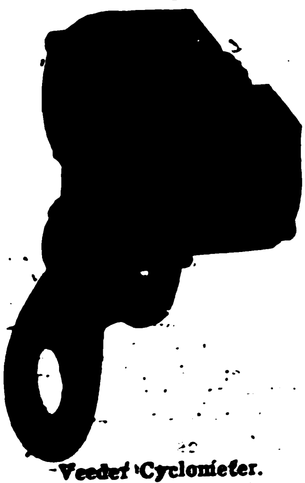

35 40
MILES PER HOUR
20
30
40
50
60
TOTAL
Standard Speedometer.

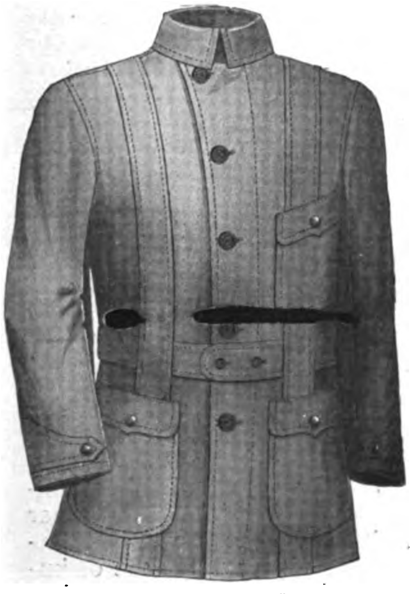

MOTORCYCLE
BLOW OUT PATCH
Continental.

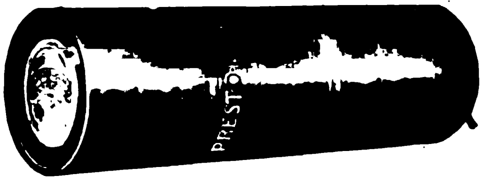
MILES PER HOUR
Stewart Speedometer.


Herz Magneto.


Standard Pedal.


Veeder Cyclometer.


Fowler-Carnes Coat.



Prest-O-Lite Tank with Gauge.

S. K. F. BEARINGS.

IN a variety of sizes and suitable for use on wrist-pin, big end and main and camshaft bearings the S. K. F. ball-bearings are adapted for use for motorcycle construction. These bearings, which are made in Sweden, are handled in the United States by the S. K. F. Ball Bearing Company, of 50 Church street, New York. A distinctive feature of construction is that which makes these bearings self-aligning, and this is accomplished as follows: The inner face of the outer race is formed as the arc of a circle whose center is at the center of the shaft and bearing. Within this arc is fitted the twin race of balls, the latter being arranged with the balls of one race opposite the separator space of the other, and the two rows are thus staggered. The inner race has its outer face formed to accommodate the balls, and is a true cylinder on its inner face. When in position, should the shaft get out of alignment, the inner race, balls and separators move radially in the outer race, and still bear the shaft but subject no part of the bearing, housing or shaft to strain by "giving" in this manner. The width of the S. K. F. bearing with twin rows of balls is no greater than that of an ordinary bearing with a single row, but it can carry practically twice the load of the latter on the same dimensions.

THE MARBURG LINE.

LODGE spark plugs and the Mea magneto are shown at the stand of Marburg Brothers, No. 3 in the Armory. The Lodge plugs are made in single and double pole types and with the latter in series with standard plugs of any make a two-point ignition is obtainable. The use of the two-point plug is recommended only where the two plugs are situated on opposite sides of the motor head or where one is in the head and the other in the regular plug aperture. The single point plug is giving good service on a large number of foreign motors. The Mea magneto by reason of its compact size is suitable for use on the two-wheeler. The S. R. O. ball-bearings in sizes suitable for motor and variable gear service are also shown.

JONES SPEEDOMETERS.

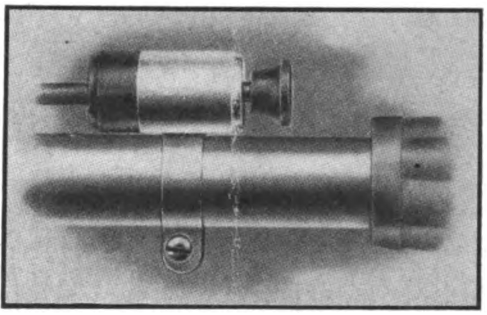
THOSE familiar with the speedometer are almost as familiar with the name Jones, and the instruments of that trademark are drawing as big crowds as any other accessory in the Show. At Stand 27 are exhibited the Jones products, which act by centrifugal force for indicating the speed, and in models suitable for all speeds and pocket books.

STANDARD TUBING.

FRAME parts of seamless steel tubing are the products of the Standard Welding Company, and the chief attraction of their exhibit at Stand 28 is a motorcycle frame made up of their parts and shown on a board. To facilitate appreciation of the strength, light weight and structure of the various parts, these are also shown on the tables at the stand ready for demonstration.

NEW MOTORCYCLE SWITCH.

IN addition to its regular line of motorcycle coils, switches, etc., the Connecticut Telephone and Electric Company, of Meriden, Conn., will exhibit its new switch for motorcycle service, which is used as standard equipment on 1912 Indian machines. The switch is cylindrical and has one lead direct to the magneto. The button has a metal shank fitted with wings which can only enter in one position into a special slot in the end opposite to that from which the lead to the magneto is taken off. When entered and given a quarter turn the rubber head projects a short distance and a slight pressure of the thumb on the button will effect a short circuit. Breaking of the circuit, the normal position for running on the magneto, is accomplished by pulling back on the button. By a quarter turn in the reverse direction, the button can be removed from the switch proper, the ignition is cut out, and the switch acts as a lock, it being impossible to start the motor without the button being in its proper position. The switch is mounted on the handlebar convenient for operation by the thumb and forefinger and is invaluable in crowded traffic riding. It is listed at $1. Extra buttons can be obtained at any time from the makers.



At the Show the company is represented by E. C. Wilcox, C. E. Stahl, Charles Rubel, W. H. Lolley, and F. C. Picker.

WARNER CYCLEMETER.

WORKING on the principle of magnetic drag instead of centrifugal force to indicate the speed, the Warner Cyclemeter is the center of attraction at Stand 102. The characteristic spiral driving-plate with the gear on the flexible shaft and the lamp attachment for lighting the indicating window are other well-known Warner features. The Cutmeter and computing instrument of this make are of importance also in motorcycle manufacture and attract the attention chiefly of the technical crowd.

MOSLER SPARK PLUGS.

"SPIT-FIRE" and "Breech-Block" plugs for the motor of the two-wheeler, as well as for motors of all kinds, attract the crowd at Stand 38, the Mosler headquarters. The former derives its name from the hollow porcelain cup with circular electrode, giving a jet of ignited mixture from the cup when the spark is passed. The body of the "Breech-Block" plug is fitted with an interrupted screw and the shell with a corresponding interrupted screw, so that the core and inner portion of the plug can be removed by a third of a turn. The shell remains in the cylinder and can be used as a priming or relief cup.

MODEL "H" SCHEBLER.

MOTORCYCLISTS center their interest upon the model H carbureter of Wheeler & Schebler make, this model being the standard Schebler motorcycle carbureter. While being called "the standard" it is not made as a stock instrument, each being adapted individually to the motor on which it is to be fitted, with special cam attachment, etc. Details and advantages of the Schebler product are explained by Sales Manager Geo. T. Briggs, assisted by Messrs. Okey, of the experimental department; Thorburgh, D. F. Wheeler, Stone, Avery, Reade, and Motsinger, manager of the Chicago branch.

USING SPACKE MOTORS.

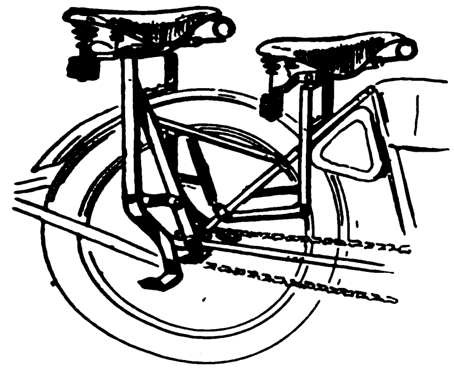
IT is reported that the English champion, C. R. Collier, has obtained Spacke motors for experimental purposes in connection with the Matchless motorcycles at the factory at Plumstead, England. Brooklands track tests will undoubtedly be made, in addition to the regular factory trials, and the results are awaited with interest. The Spacke motors, manufactured by The Spacke Motor Company, of Indianapolis, Ind., are to be seen in the Coliseum during this week.

NATIONAL CARBON PRODUCT.

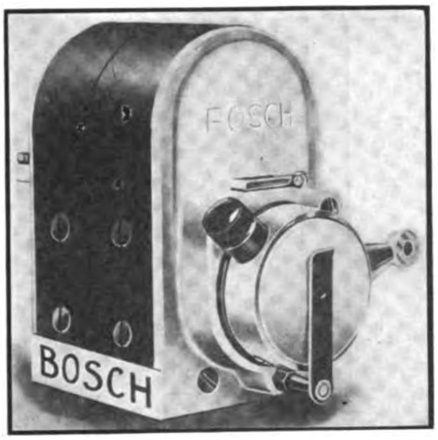
USERS of battery machines, as well as others who employ dry cells as a source of ignition, find interest in the exhibit of the National Carbon Company, at Stand 40. The product has been noted since its appearance on the market for its long life under both open and closed circuit conditions, and for its regular retention of voltage and recuperative qualities.

CORBIN SHOW STAFF.

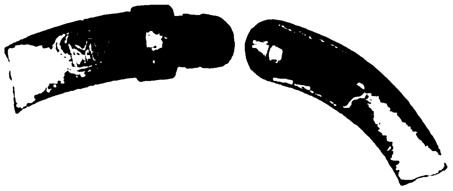
THE CORBIN SCREW CORPORATION, of New Britain, Conn., manufacturers of the famous Corbin Brakes for bicycles and motorcycles, has a strong force of representatives in Chicago for the Show. William E. Diehl will head the selling force, and his headquarters, 65-67 West Lake street, the western office of the Corbin people, will be at the disposal of the trade during the Show.



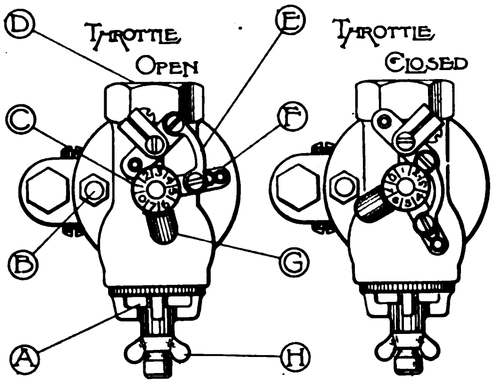
Holmes & Kittle Tandem.



BOSCH
BOSCH

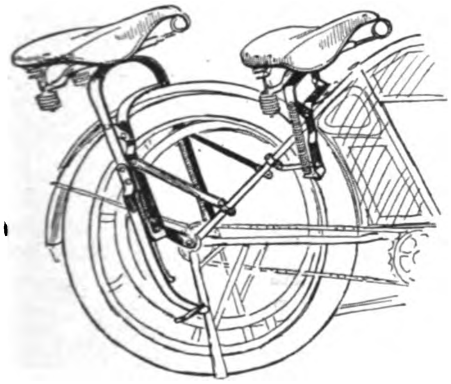


Empire Butt-End Tube.

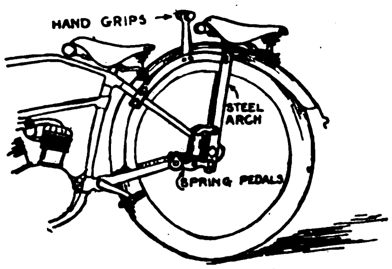


D
THROTTLE OPEN
E
THROTTLE CLOSED
C
F
B
G
A
H

Breeze Carbureter, Showing Method of Adjustment.

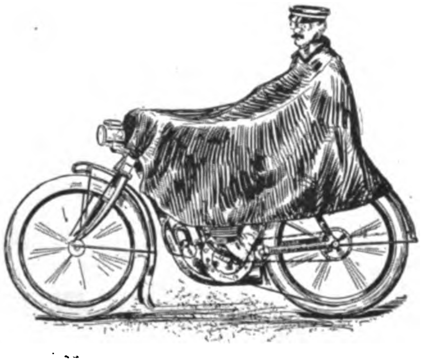


Frink "Spanker" and Tandem.

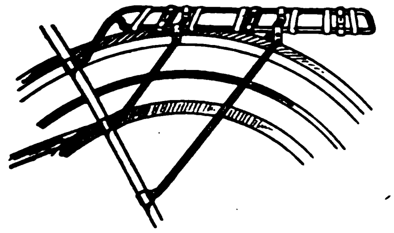


HAND GRIPS
STEEL ARCH
SPRING PEDALS

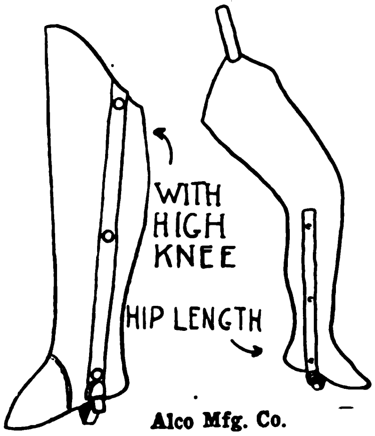
Ero Tandem Attachment.



Star Storm Cape.

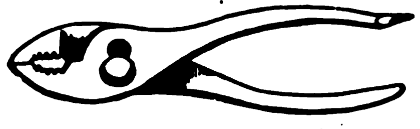


Luggage Carrier. Majestic Mfg. Co.

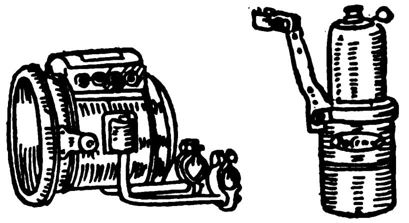


WITH HIGH KNEE
HIP LENGTH

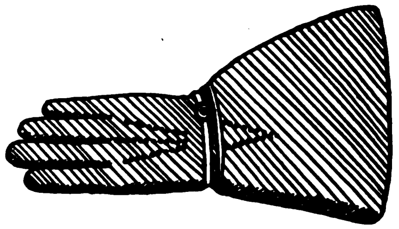
Alco Mfg. Co.



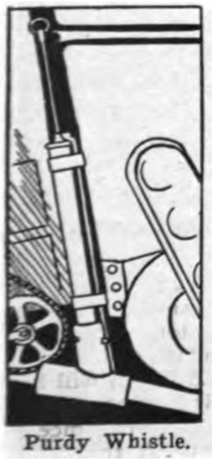
B. & S. Combination Pliers.



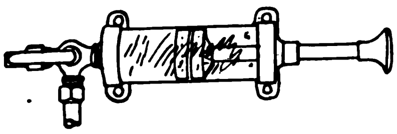
20th Century Lamp.



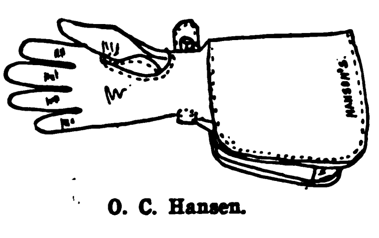
Grinnell Wrist-Fit Glove. Morrison-Ricker Co.



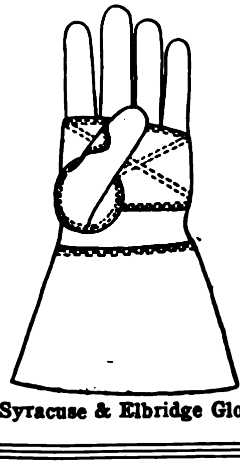
Purdy Whistle.



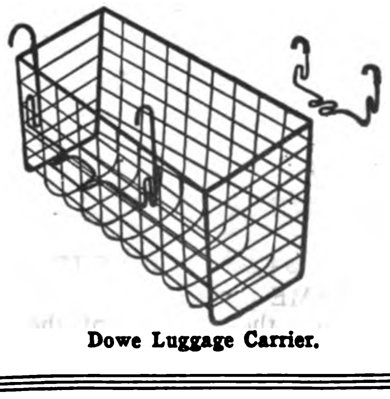
Imperial Oil Pump.



O. C. Hansen.



Syracuse & Elbridge Glove.



Dowe Luggage Carrier.

¶ These men all put their O. K. on the New Troxel Saddle, and pronounce it the finest Motorcycle Saddle built:

W. S. HARLEY,
Designer of the Harley-Davidson.

W. G. SCHACK,
General Manager of the Emblem Mfg. Company.

JOE MERKEL,
Designer of the Flying Merkle.

A. B. COFFMAN,
Sales Manager of the Consolidated, Home of the Yale.

GEO. H. MEISER,
Designer of the Excelsior and Black Hawk Motorcycles.

N. H. KIRK,
Sales Manager of the Excelsior Motor Mfg. & Supply Co.

ARTHUR DAVIDSON,
Sales Manager of the Harley-Davidson Motor Company.

GEO. W. SHERMAN,
One of the Daddies of Motorcycling.

W. F. REMPPIS,
General Manager of the Reading Standard Company.

EDW. BUFFUM,
Sales Manager of the Flying Merkel.

J. A. HANDIN,
Sales Manager of the Aurora Automatic Machinery Co.

WM. OTTAWAY,
Supt. of the Aurora Automatic Machinery Company, and Veteran Motorcyclist.

IT'S UP TO THE RIDER TO SPECIFY TROXEL SADDLES

If You Have Ever Ridden With Any Saddle Other Troxel You Know What

WE SAY THIS BECAUSE the New Troxel Motorcycle Saddle is the first real saddle that has ever been designed for the Motorcycle rider. We do not call your attention to any feature and say some fool thing about why you should ride one, but we ask you to either examine the Saddle or take the word of an expert, probably the man who builds your own motorcycle.

AT THE NEW YORK SHOW every Big man in the Motorcycle Industry put his O. K. on our New Saddle, as being the finest Motor Seat ever designed. Mind you, these Motorcycle Manufacturers are harder to please than you are, because their particular machine and reputation are at stake, and nothing but the best will wring an O. K. from them.

NEVER BEFORE IN MOTORCYCLE HISTORY has anything created so much talk as the New Patented Troxel Saddle. If you are new to the fold you probably wonder why a saddle should create such a stir in all quarters. Just remember this, every mile you ride, you ride on your saddle; of course you realize that, and if you have a New Troxel on your mount you will enjoy every mile, as far as your seat is concerned, because it is built with that object in mind.

WE WILL NOT WASTE SPACE to tell you we use only the best materials; the men at the factory demand that for you, and the reason we have 75 per cent. of all the Saddle Business is because for over a quarter of a Century we have had the confidence of all the Manufacturers and also their saddle business.

IT IS REALLY A JOKE to see the other fellow still trying to deceive the motorcycle rider with a makeshift saddle that is as complicated and funny looking as an Old Maid's Curls. There is a mechanical principle

Look Over the Saddles Shown Herewith and ufacturer More Money But Do Not Cost the Rider

"THERE IS A

TROXEL MANUFACT

a Motorcycle Equipped han the New Patented It Means to Hit Bottom

underlying the construction of a successful Saddle that every saddle maker, other than ourselves, does not seem to understand.

HERE IS A SIMPLE EXPERIMENT for you to try. Take a lead pencil or any measure about a foot long. Hold one end stationary and the other end about four inches from the table, getting a line even with the edge of the table. Now just drop the measure flat on the table and notice that it overhangs about half an inch. This is just exactly what the Saddle top does when it goes down under your weight, the two centers change, and the New Troxel is the only Saddle made that takes care of this movement. That is why everybody who has seen it marvels at the simplicity of the spring action, and proclaims it the only Real Spring Action on a Motorcycle Saddle.

THE ONLY THING THAT A NOSE COIL DOES ON A MOTORCYCLE SADDLE IS BREAK and hold your saddle up away from the frame. Our New Saddles are all made with our patented "NO NOSE COIL" and "NO BUMP" Spring Action. There are two Suspension types and one formed or Cavalry Saddle; all have the new "NO BUMP" Spring Action, and are supplied as regular equipment on all Motorcycles when specified.

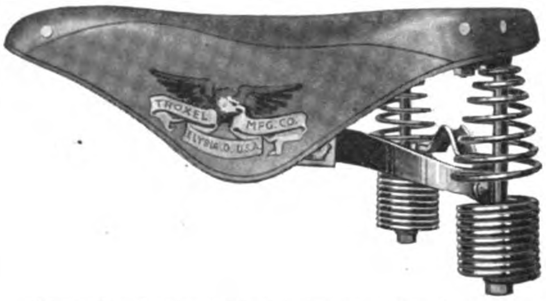
IT IS UP TO YOU TO SPECIFY A TROXEL SADDLE on your Motorcycle, because you will not be satisfied with anything else. The maker of your motorcycle is more than willing because he knows you will be satisfied only with the New Troxel, and he is anxious to please you; ALTHOUGH THE TROXEL SADDLE COSTS HIM MORE MONEY YOU CAN HAVE IT BY JUST SAYING, "I WANT A NEW TROXEL SADDLE."

emember this—Troxel Saddles Cost the Man-
ny More, So Be Sure and Specify Troxel Saddles
DIFFERENCE"

JRING CO., Elyria, O.

THREE NEW
TROXEL SADDLES

ALL PATENTED



Here is the saddle that caused all the excitement at the New York Show. Size of top, 11½ ins. wide by 13½ ins. long.

"NO BUMP SPRING ACTION."

A Great Big Handsome Brother of the Regular Troxel. Size of top, 13½ ins. wide by 15½ ins. long.

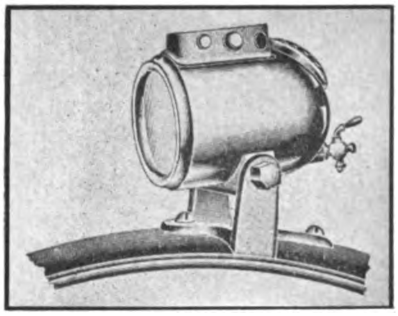
"NO BUMP SPRING ACTION."

The Largest Cavalry Saddle Made. Size of top, 12½ ins. wide by 14½ ins. long. Supplied as regular equipment.

"NO BUMP SPRING ACTION."

STAR ELECTRIC SPECIALS.

IN the accessory line which is being displayed at the Show by the Star Electric Company an improved luggage carrier and a combination head and tail lamp are the features of greatest interest to motorcyclists. The lamp body is a nickel aluminum casting, fastened to a bracket of the same material. This bracket is attachable to the rear mudguard by two bolts, and by loosening one nut the lamp may be adjusted to throw the light at any angle. The shut-off and hose connection are of brass and the gas duct and burner holder are of the same material and soldered into the shut-off, thus preventing leakage. One end of the gas duct is fastened into the burner holder which rests on the bolt connecting the body and bracket, thus avoiding vibration and breakage. There is a jewel in the rear of the lamp body so that when the lamp is used for rear lighting a gleam from the jewel illuminates the license tag, if the latter is placed upon a bracket. While the lamp is finding unusual favor for rear lighting because of its handy design it is credited with supplying plenty of light for use on the head of a machine. The firm's luggage carrier, which is of simple, sturdy and attractive makeup has been previously described in these columns.



Star Tail Light.

INSPECTED THOR PLANT.

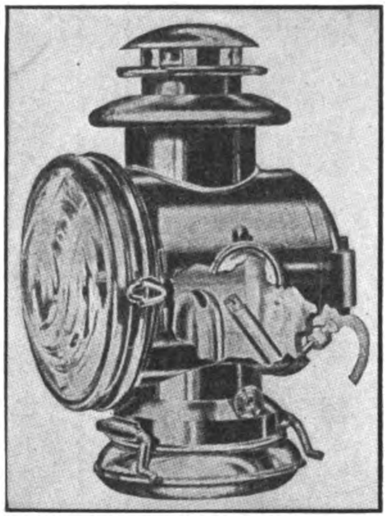
ONE of the most interesting trade events incident to Show week was an excursion to the Thor plant in Aurora, Ill., on Tuesday, February 6, when a special train of six cars carried the guests of the company to Aurora for the inspection. The party was admirably conducted by Sales Manager E. J. Knight, who saw to it that the visitors missed nothing and that all their wants were catered to. Luncheon was served at the English Kitchen in Aurora, at 12.30 and the party was then escorted to the big plant. The trip back to Chicago was made on another special train which left Aurora at 4 p. m. and arrived in Chicago at 5.30, in time for the evening show.

HAGSTROM SUCTION PRIMING CUP.

A PRIMING cup that will appeal to the rider, as do all labor-saving devices, especially where simplicity and accessibility mark the construction, is the Hagstrom suction priming cup, made by the Hagstrom Bros. Manufacturing Company, of Lindsborg, Kan. This cup has a body holding a sufficient quantity of gasoline to prime the cylinder, and the only connection between the interior of the cylinder is through a bent tube flattened at the inner end. This tube reaches nearly to the bottom of the cup, and when the lid is closed the suction of the motor effects a drainage of the gasoline through the siphon tube and the motor is primed. The cover is held closed by a coil spring. The list price is given as $1.

UNIQUE DUPLEX LAMP.

INTENDED for use either with oil or an acetylene burner attachment, and made in a neat and sturdy design, the new motorcycle lamp offered by the C. T. Ham Manufacturing Company, of Rochester, N. Y., is an offering calculated to attain wide popularity. It is on display with the company's full line at Stand 4 in the Show. For ordinary use the lamp burns oil, and is built on the coldblast principle which insures its staying lighted under all conditions of use. Where a stronger light is desired the acetylene burner is used, and the lamp is fed either from a generator or a gas tank. The burner is brought into action simply by turning on the gas, which ignites from the wick flame; the wick may be lighted in the same manner by turning it up until it comes in contact with the flame of the gas. It is stated that the rider may make this change from one burner to the other without dismounting from his machine. The accompanying illustration shows the application of the gas burner.



MAKING EXTENSIONS.

LISTER BROS., Cleveland, Ohio, have made extensive improvements in their headquarters, and have leased a fireproof building which is to be used as a repair shop. They are preparing for an early riding season and a busy one.

ADAMS SHOCK ABSORBER.

IN the Adams shock absorber for fitting to motorcycle saddles, manufactured by O. L. Adams, Denver, Col., steel bolts inside the springs extend through the hanger and keep the saddle from swaying. When the device is in action the hanger attached to the rear stays works up and down on the bolts, according to the irregularities of the road, while the rider maintains a comparatively even position. Self-aligning bronze bushings are used where the rods work through the hanger. The device is made throughout of high grade material and is nickel-plated. The rider's weight is sustained upon a pair of springs of large diameter, which give a cushioning effect and practically eliminate the transmission of vibration to the saddle proper. The saddle clamps upon a ferruled block, ferruled washers being used, but the seat post clamp is eliminated. The device may be arranged to fit any standard machine.

EXTENDING POLLOCK PLANT.

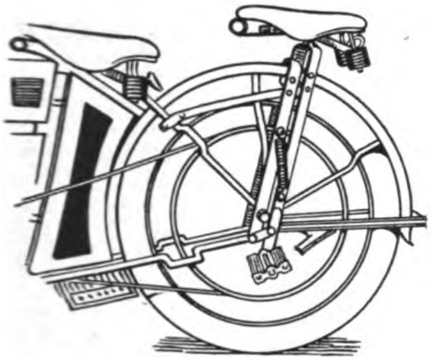
A. B. POLLOCK, president of the Pollock Manufacturing Company, Limited, of Berlin, Ontario, Can., has been in New York and Bridgeport of late for the purpose of purchasing special machinery to be used in the manufacture of Old Sol lamps, for which the firm now has the Canadian marketing rights. Recently the Pollock company entered into an agreement with the Hawthorne Manufacturing Company, of Bridgeport, for the manufacture of its well-known line of lamps in the Dominion and its success is almost as pronounced as that of the Hawthorne firm, which has been making remarkable progress in the development of its field under the department management of Thomas M. Dunham.

NEW DEPARTURE CATALOG.

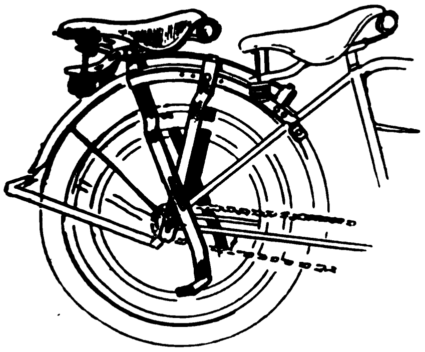
AN interesting and valuable contribution to the ball-bearing literature of the present year is the Engineering Edition or catalog treatise, issued by The New Departure Manufacturing Company, of Bristol, Conn. This is fresh from the press, contains seventy-six (76) pages, and has been prepared by the company's staff of ball-bearing specialists and engineers. It gives valuable information of a technical character, and is fully illustrated by fine engravings.

The New Departure Manufacturing Company offers to send this catalog on request to manufacturers, purchasing agents, designing and mechanical engineers, and other responsible persons who are interested. Such requests should be made on the letterhead of the firm with which they are connected. Address The New Departure Manufacturing Company, Bristol, Conn.

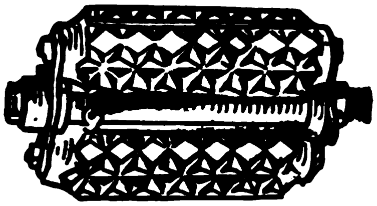
MORE 1912 ACCESSORIES



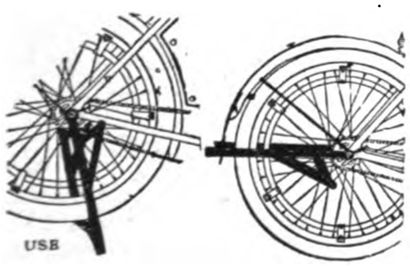
Hoffer Tandem.



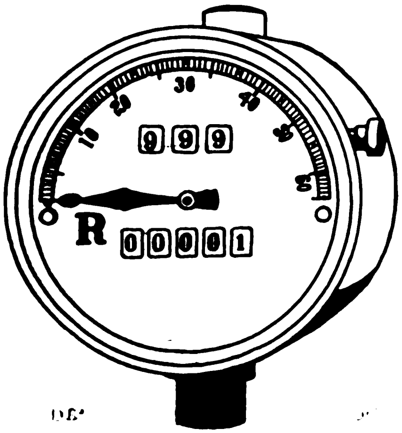
Simplex Tandem.



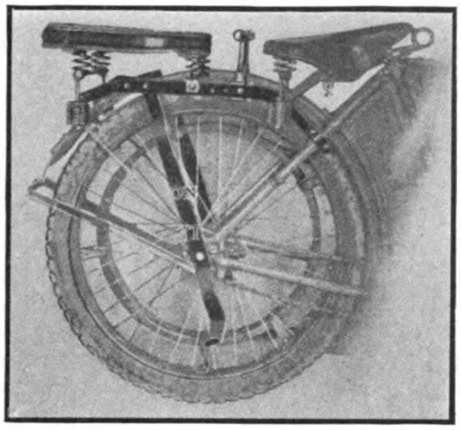
Stevens Pedal.



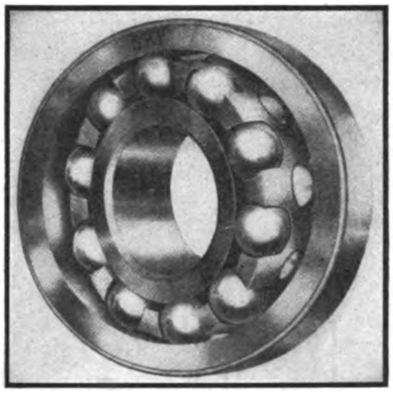
Adams Stand.



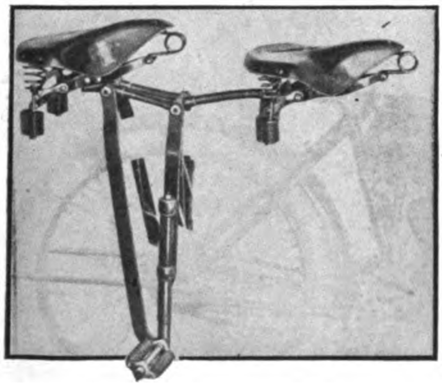
"Ever-Ready" Cyclometer.



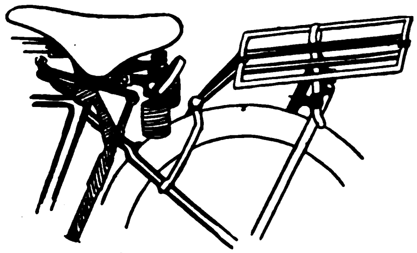
Majestic Tandem.



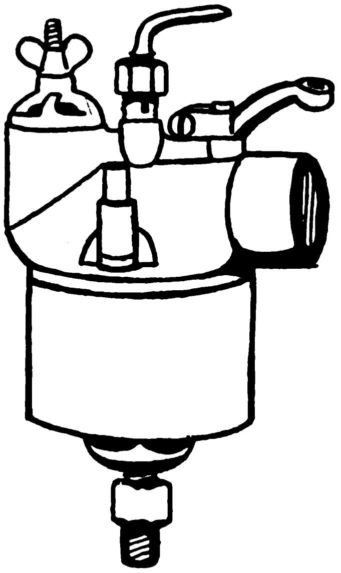
S. K. F. Ball Bearings.



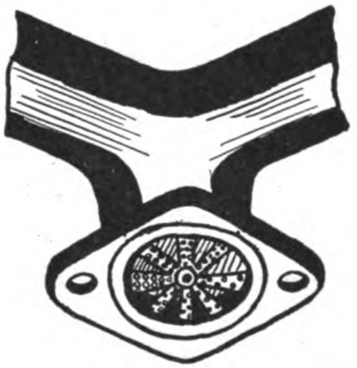
Merkel Tandem Attachment.



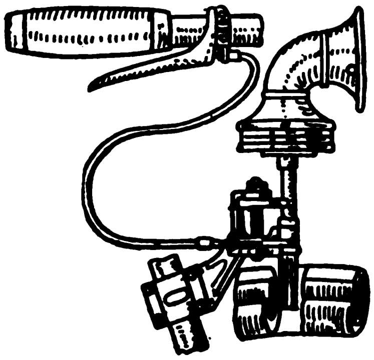
Pierce Shock-Absorber.
Pierce Mfg. Co., Los Angeles.



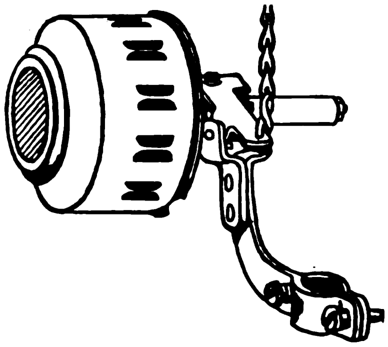
"Meco" Carbureter. Motorcycle Equipment Co.



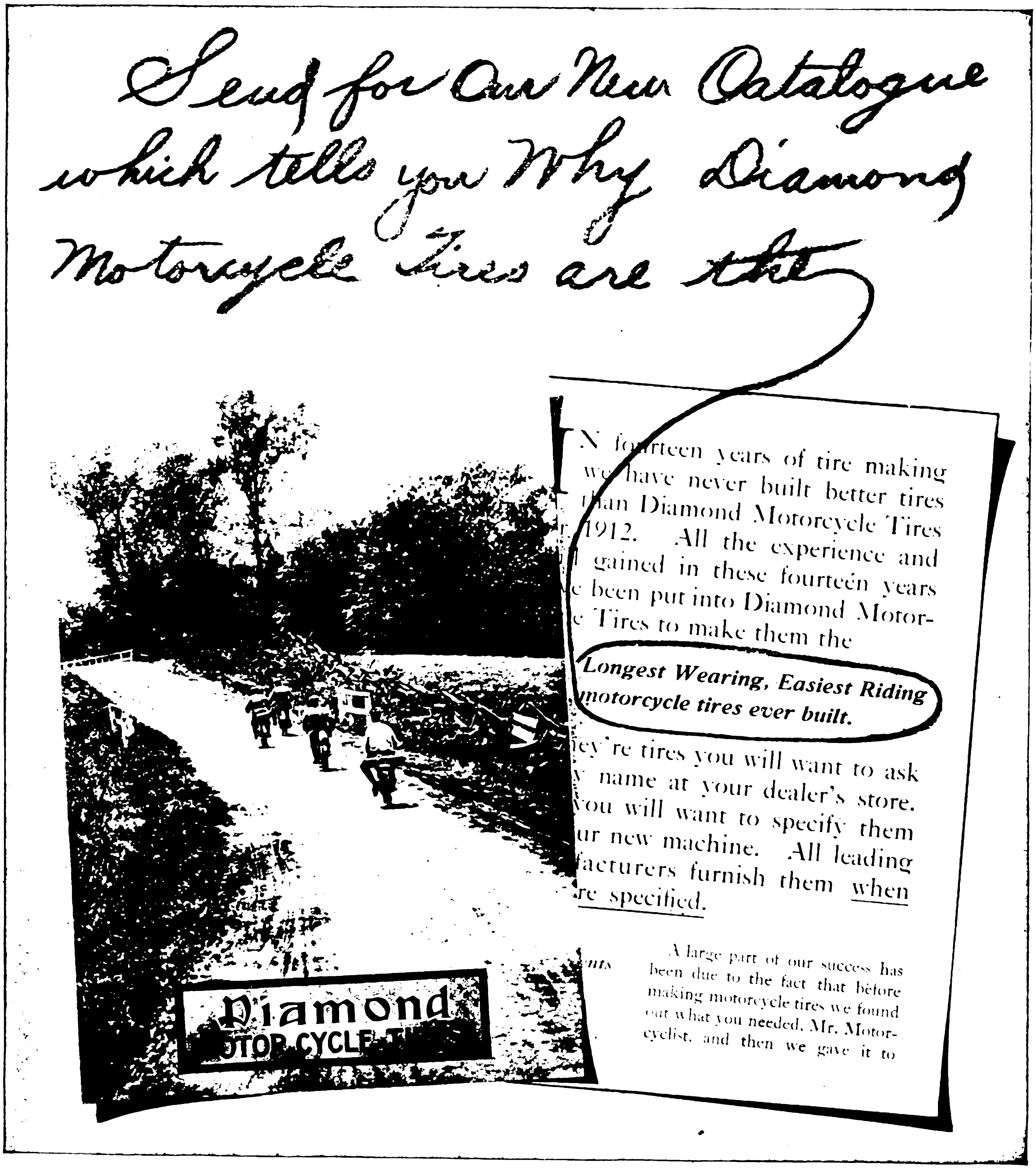
Gyrex Gasoline Mixer.



Sireno Cyclephone.



Standard Siren.



Send for Our New Catalogue which tells you Why Diamond Motorcycle Tires are the

IN fourteen years of tire making
we have never built better tires
than Diamond Motorcycle Tires
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e been put into Diamond Motor-
e Tires to make them the

Longest Wearing, Easiest Riding motorcycle tires ever built.

ey're tires you will want to ask
y name at your dealer's store.
You will want to specify them
ur new machine. All leading
facturers furnish them when
re specified.

nts

A large part of our success has been due to the fact that before making motorcycle tires we found out what you needed, Mr. Motorcyclist, and then we gave it to

DIAMOND RUBBER COMPANY, Akron, Ohio

I want to get the most mileage from tires—I prefer easy riding. Send me your 1912 catalogue, which gives full information on these points.

M.I.

I RIDE..

I SELL..

NAME..

STREET..

CITY AND STATE..

Chicago Show Report

MOTORCYCLE ILLUSTRATED

THURSDAY, FEBRUARY 8, 1912

Published every other Thursday at 51 Chambers Street, New York. Home Subscriptions, $1.00; Foreign Subscriptions, $2.00; Single Copies, 10 Cents.

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SIGNS OF THE TIMES.

WITH the last of the big Shows in progress the opening of the second month of 1912 finds the trade fully one hundred per cent. ahead of last year. Machines to the number of several thousand have already been delivered, and firms which never before made deliveries in quantities until March or April are prepared to do so now. This promising state of affairs demonstrates more effectively than anything else that the trade is on a sound footing, for it takes capital in generous quantities for a manufacturer to be in position to make big shipments while the snow is still deep. On the other hand, capital so employed is certain to be turned over quickly, thus enabling the builders of machines to cope to better advantage with next year's demands.

Second in importance among the good signs of the New Year is the fact that the motorcycle is better and more favorably known than ever heretofore. On the one hand the motorcycle has been more vigorously and more intelligently advertised; on the other, the rider is giving the sport a heartier and more sensible co-operation. That he is so doing is largely because of the development by the F. A. M. and affiliated clubs of a motorcycle spirit that is altogether on a higher plane than in previous years. As a result, much of the old public antagonism has disappeared, and in its place, in many localities, there is manifest at least a disposition not only to tolerate, but also to look into the sporting and commercial possibilities of the motorcycle. A still more favorable public sentiment is wanted and, after that, real public enthusiasm from coast to coast.

ON YOUR GUARD.

UPON the State Commissioners of the F. A. M. rests the responsibility of at least keeping the chairman of the National Committee on Legal Action informed as to the prospect of the introduction of bills aiming to regulate the operation of motorcycles. Many legislatures are now in session and, unless the State Commissioners keep their eyes open, their law-makers are not at all unlikely to "slip something over" in the way of an unreasonable law. On the other hand, it may be wise, in some States, to propose a bill that will safeguard the interests of the public as well as of riders of motorcycles. The co-operation of the legal committee is assured to all State Commissioners who show the slightest disposition to work hand in hand with the Federation's national officials.

PROVIDENCE BANQUET

Club Members and Guests Dispose of Feast and Then Enjoy an Excellent Entertainment Program.

FORTY members and guests of the Providence (R. I.) M. C. attended the seventh annual banquet of the club on Sunday, January 28, and pronounced it the most successful affair of the kind in the history of the organization. E. L. Buffington, president and toastmaster, saw to it that the excellent dinner was spiced with just the proper number of speeches and witty stories of the road, and it goes without saying that there was not a dull moment.

B. A. Swenson, dean of motorcyclists in his district and an ardent worker for the advancement of the Providence Club, spoke of the progress made by the motor two-wheeler throughout Rhode Island, and outlined plans for future activity. Following the dinner a high-class entertainment program was provided by the committee, which was made up of A. R. Magee, chairman; L. P. Whitcher and John Kay.

CLUB GROWS RAPIDLY.

THE Jacksonville (Fla.) M. C. has grown during the last year from a membership of twenty to a hustling squad of eighty riders, and its 1912 plans promise continued increases.

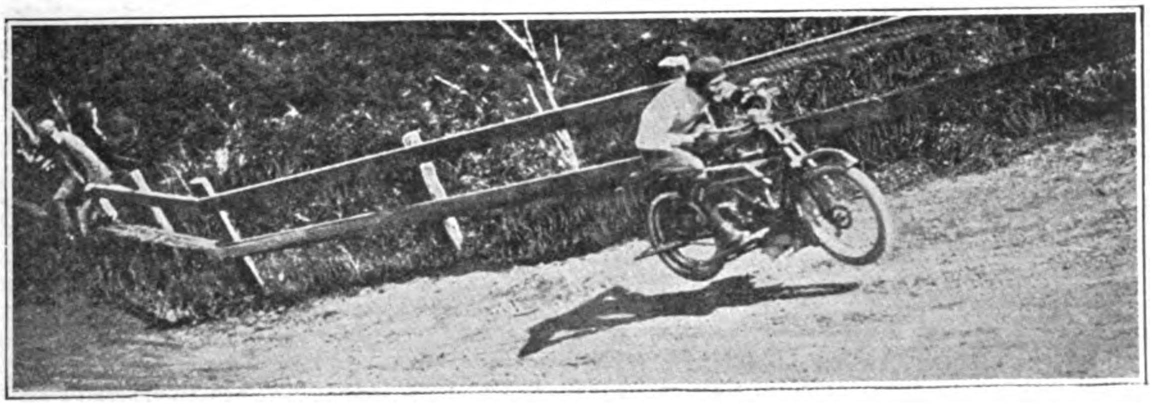
JOIN MOTORCYCLE RANKS.

THE Capital City Wheelmen, of Sacramento, Cal., formerly devoted exclusively to the bicycle, will reorganize shortly as a full-fledged motorcycle club.

P. J. CARLTON will continue to handle the Emblem machines in Cleveland, Ohio, for 1912.

ACCORDING to the census collectors for 1911, Chicago has 3,000 active motorcyclists.

A REMARKABLE PICTURE.



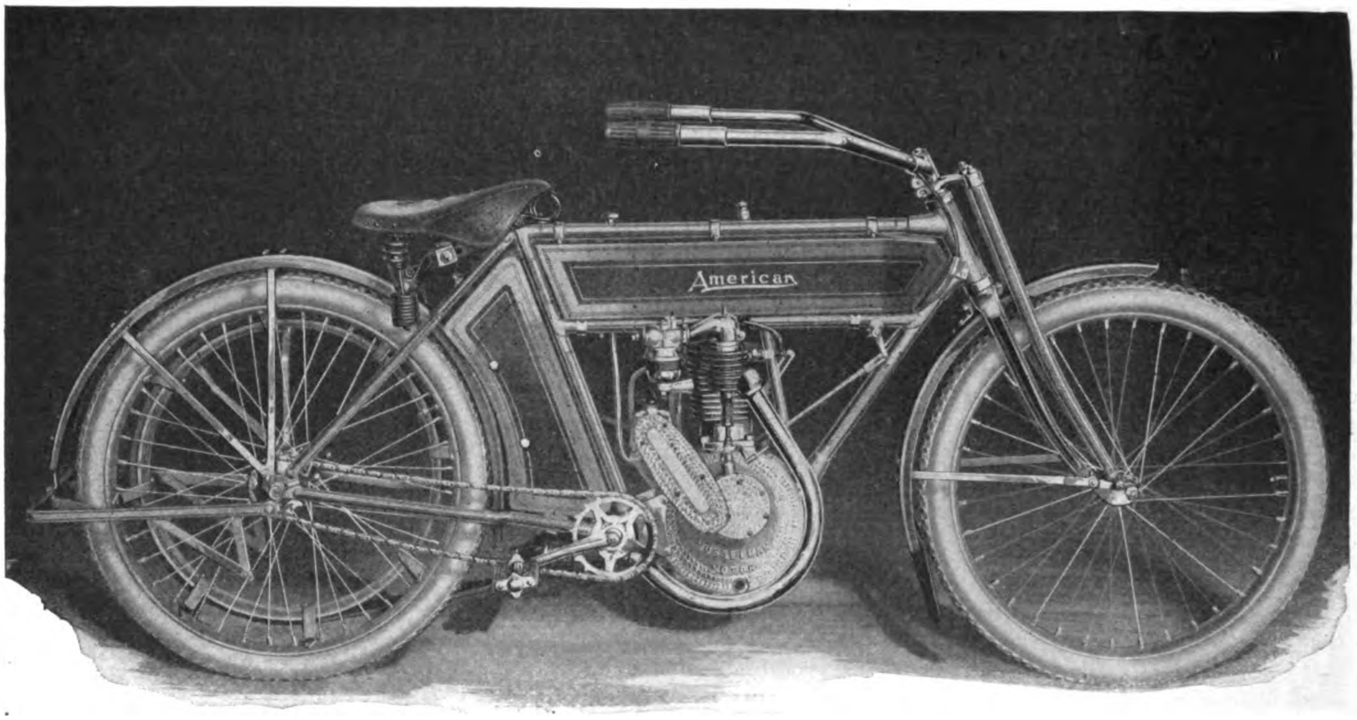
THE remarkable photograph shown herewith depicts a rider named Jenkins recovering after taking the sharp turn at the left of the picture during a contest on the celebrated Rayorback Hill at Pokeno, New Zealand. The surface was so bad that both wheels left the ground and at that instant the camera exposure was made. The machine used was an L. M. C. roadster of 3½ h. without pedals and equipped with the Auto-Varia change-gear. Jenkins won first place on hill-climbing formula and made the fastest time for the single cylinder class. We are indebted to the Lloyd Motor Engineering Co., Ltd., of 132 Monument Road, Birmingham, England, the makers of the L. M. C. machines, for the information and photograph.

BIG COUNTRY SALES.

"CITY sales are up to expectations," says Sales Manager John Yoke, of the Flanders Manufacturing Company, "but for rapid-fire orders give me the country. We count upon selling 80 per cent. of our entire output for 1912 to farmers and riders in towns having less than 5,000 inhabitants."

B. A. SWENSON opened his 1912 sales campaign in Providence, R. I., recently by selling several Indians before they were out of the crates.

BRUSHART & FLOSOM is the name of a new firm in Portsmouth, Ohio, formed to handle the Harley-Davidson line of motorcycles.



AMERICAN HILL-CLIMBER.

KNOWN as the Model 33 "Hill Climber," the product of the American Motorcycle Company, of 1354-8 Wells street, Chicago, presents a number of attractive features for the 1912 season. The frame is built on square lines, with a big drop, allowing for a low saddle position without cutting off the top or seat members. The motor has a stroke of 3⅞ inches, and the crankcase is large. While rated at 4 h. the motor has developed considerably more. The control is enclosed in the handlebars and is operated by twisting grips for the spark and throttle. Magneto ignition only is fitted and the Eclipse free engine pulley is standard.

Every frame connection is a forging and all machined parts are given a crocus finish. The equipment speaks for the high quality of the machine, the Musselman coaster brake, Troxel saddle, Continental-Erie tires and Standard pedals being fitted. The mudguards are formed with wide raised centers, the braces are flat, and the magneto used is the Bosch enclosed type. The motor is after the design of A. J. Musselman, who is president of the company, and whose inventions are well known in the motorcycle field.

NATIONAL TOUR PLANS TAKING FORM

Project Launched At New York Show Arouses Interest of Manufacturers, Dealers, Riders and F. A. M. Officials—Early Action Is Needed.

THE Coffman-Musselman annual motorcycle tour, for which plans were launched at the New York Show, is beginning to take form, and with every F. A. M. official and leading riders throughout the country giving the project their hearty support the success of the undertaking seems already to be assured. The value of the publicity which will be obtained for the motorcycle through this tour can hardly be estimated, and wide-awake dealers from coast to coast are appreciating this fact and falling into line with the boosters.

In order to have the route touch their cities and towns dealers are advised to act at once, and if possible offer some inducement in the way of entertainment or a welcome. In addition to assisting the individual dealer such an arrangement will contribute to the general success of the enterprise, and the promoters are anxious to have dealers throughout the country take up the matter in this spirit.

Inasmuch as the two trophies will be of greater value than any heretofore offered for a motorcycle tour in this country it is likely that competition will be very keen. The contest for the handsome trade riders' cup promises to be a desperate one from start to finish, while the private owners will not be less enthusiastic in their efforts to carry off the trophy for their division. Bought at wholesale rates the cups will cost $150 and $100, respectively, and if purchased ordinarily they would run considerably higher.

It has been suggested that each club on or near the route of the tour delegate at least one rider to compete for the private owners' cup, under his club colors. The winner of this trophy holds it permanently, and it is argued that it will be no small honor for a club to capture it. The trade riders' trophy must be won three times consecutively in order to become the permanent property of a rider. Messrs Coffman and Musselman will welcome suggestions and expressions of opinion from clubs throughout the country with reference to the tour. A. J. Musselman may be addressed at 1356 Wells street, Chicago, and A. B. Coffman at 120 10th street, Toledo, Ohio.

TOURING IN THE OLD WORLD

Five-Thousand-Mile Trip of Esler and Streiff Over Continental Roads Ends in Milan, From Which Point They Return by Train to France and Embark for Home Shores—Streiff on Side Trip to Venice.

FOLLOWING is the last instalment of Joseph Esler's article recounting his experiences on the European tour which he made in company with William Streiff during the past summer. It carries the American tourists through picturesque Italy, deals with their journey by train back to Boulogne, France, where they embarked for the ocean trip homeward, and closes with their arrival in New York.

On a sightseeing tour of Milan we saw many women washing clothes along the banks of the canal, and here and there we found groups of men flipping pennies, a small form of gambling which is quite popular among the poorer classes in this part of Italy. We paid ten centimes each to ride through the city in a trolley car, and when we started back the conductor demanded twenty centimes each for the return trip. Streiff and the traction employee had a wordy argument, neither understanding the other, but we finally paid the rate asked.

We rode into the country for about ten miles and had dinner before returning. At night we found great throngs of people parading the streets and learned that in Milan and other large Italian cities it is customary for the inhabitants to enjoy Sunday evening promenades. We visited the Victor Emmanuel Arcade, a huge structure three stories in height and covered by a glass roof, and later inspected the cathedral, the latter being the city's greatest attraction for tourists.

Preparing for Homeward Trip.

We were up bright and early on Monday morning to accompany the N. S. U. agent, P. Ghirlanda, on a carriage ride through the city. We went to the customs office to inquire about the suit case and tires I had shipped from Neckarsulm, Germany, weeks before, and found that they had just arrived. Several officials unwound much red tape before the car was opened so that we might get the goods. Later we hunted up the American Consul to obtain information concerning the shipping of our machines back to the States. He informed us that he had experienced difficulty in getting several parties of American motorcyclists out of tangles during the summer, and was glad to learn that we were not in trouble.

In the meantime the N. S. U. agent had fallen in love with my Indian and finally bought it, thus relieving me of the bother of getting it back to our home shores. When we tried to obtain return tickets we ran into difficulties. All the agents assured us that the second-class berths were sold out for weeks ahead and we finally telegraphed to Paris to obtain accommodations by way of Boulogne.

Shabby Hotel Treatment.

When I turned out on the following morning I found Streiff "all het up," as we say in the States, because of treatment he had received at the hands of the hotel attendants. He was writing a letter on a table in the dining room when a waiter took his ink without warning and gave it to another patron. Streiff explained that his letter was not finished, but could obtain no more ink. We counted upon paying eight francs to settle our bill, four francs each for two nights' lodging, but instead received a bill for ten francs. Then came another argument, and we finally compromised on nine francs and left without tipping the waiters, an unspeakable offense.

While going downtown on a trolley car we found that only five centimes each was charged when we had previously paid ten. Inquiries brought the information that during the early morning hours when the workers of the city are using the traction lines the lower rate is in effect. Can we ever hope for such an arrangement in the States?

Sidelights on Milan.

Telephone service in Milan and in most Italian cities is beyond words. Talk about slow operators in American exchanges! Why, a tourist will wear out an ordinary voice yelling "pronto" before he can get attention from an Italian telephone girl. The co-operative store idea has taken root in Italy, and big establishments, run on modern lines, are to be seen on all sides. Six stories seems to be the maximum height for buildings, and where they are used as dwellings every window is full of clothes, hung out to dry. Apparently there are no yards in the city districts. I spent considerable time watching hundreds of pet doves feeding near the cathedral and found many little touches of human nature to impress me as I passed through the streets.

While Streiff made a side trip to Venice I remained behind to arrange for the steamer tickets, obtaining them for $65. However, we had to travel by rail all the way to Boulogne and pay extra for this transportation. I noticed that motorcycles are quite popular in Milan, the lightweight types being preferred.

Streiff in Venice.

After four hours of travel Streiff arrived in Venice and visited several of the most famous points of interest. He spent an hour in a gondola on the Grand Canal, viewed the Doges' palace and stopped for a time in St. Mark's Place where thousands of pigeons come daily to be fed. Although his time was short he managed to see a great deal and was deeply impressed by his visit. On his return to Milan he found all the hotel attendants in bed and was half frozen before he succeeded in getting a response to the bell.

We left Milan on Thursday at 4 p. m., or 16 o'clock, as the natives call it. They use the Canadian system of keeping time, numbering the hours from 1 to 24, instead of dividing the day into a. m. and p. m. We were loaded down with a big box containing Streiff's baggage, a suitcase filled with our mutual belongings, another large package and a pair of old Goodrich tires, but the cab driver charged only one franc, 30 cents, to carry us to the station, a distance of three miles.

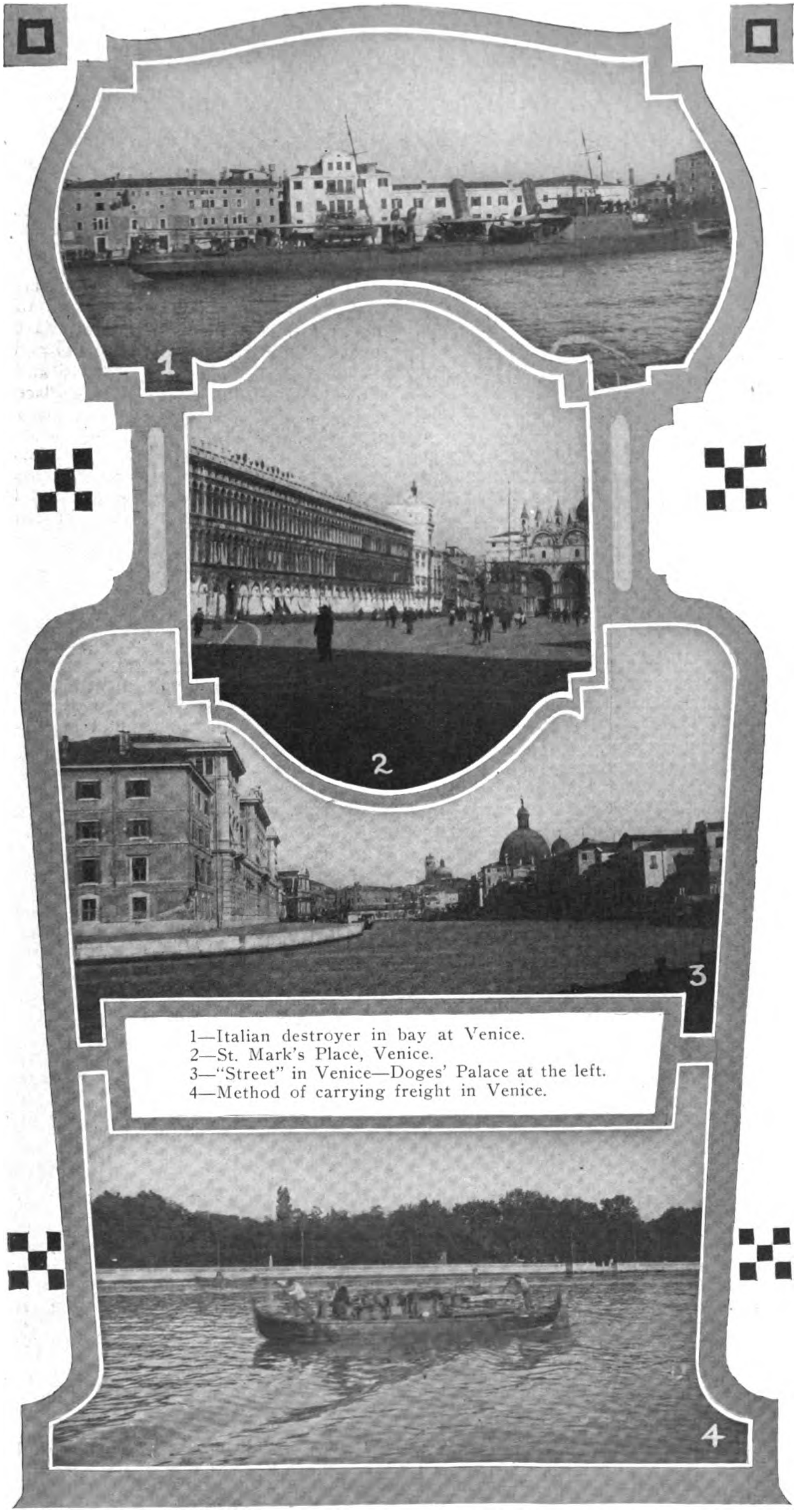
The Trip to Boulogne.

On the train I had the honor to be mistaken for a priest by a passenger who seemed troubled and wanted the aid of a churchman, but I gently informed him that he had made a serious mistake. We settled down for the run to Boulogne and managed to while away the time by watching the scenery, which was unusually attractive. We noticed that all orders posted in the train were printed in four languages, English, French, German and Italian. A lady who sat opposite us throughout the trip puffed contentedly at a cigarette and attracted no attention.

We were under the impression that we would have to change only once, perhaps not at all, on the way to Boulogne, but we found that no such comfort is to be had on Italian railways. The first train was slower and more noisy than some of the famous slow trains of Arkansas, and to cap the climax we learned that we would have to lay over at Zurich, Switzerland.

Italian Rapid Transit.

It was explained that we could spend the night in Zurich and leave at 7:16 the next morning. We turned out at that unholy hour and reached Basel in due



1—Italian destroyer in bay at Venice.
2—St. Mark's Place, Venice.
3—"Street" in Venice—Doges' Palace at the left.
4—Method of carrying freight in Venice.

time. There we had to change again and go through the Swiss and German customs before taking another train for Mulhausen, Germany. At the latter point we changed once more, and this time we got as far as the French border at Petit Croix, where we had to pass the French customs and change trains again. We were told that we would reach Paris at 10 o'clock at night, and it was also explained that if we had left Milàn an hour earlier the day before we would reach Paris ten hours earlier, all this time being lost along the line by the trains we had used.

In Italy it seems that a conductor punches your ticket at every station, while in Germany and France the ticket is punched when you board the train and when you leave. No one bothers you during the trip. We were surprised at Petit Croix to have the customs officials demand our American passports; we showed them and passed through without further difficulty. This was the first time during our tour that the passports had been asked for.

On the Steamer at Last.

We hunted up the hotel at which we had stopped before when we arrived in Paris late that night, but found it crowded, so put up at another hotel in the neighborhood. On the next morning we went to the Hamburg-American office and obtained our tickets and made arrangements to have our baggage forwarded to Boulogne. We met some of the friends we had made while in the French capital before and enjoyed a short sight-seeing trip. Here's a little joke on Streiff. In an underground station he invested 10 centimes in a slot machine for a piece of chocolate, and instead received a small box of face powder and a tiny puff. What he said is better left unrecorded.

We left by special boat on the next day, Sunday, for Boulogne where we were to embark at 3 o'clock on the steamer *President Lincoln.* As we arrived in Boulogne it was raining heavily and we found that we were several blocks from the quay at which the tender *Holland* was supposed to be waiting to take us out to the steamer. Every cab had been gobbled up, so we had to walk to the waterfront in the rain, thereby getting soaked to the skin. When we arrived at the wharf we learned that the tender could not go out that night, owing to a very low tide, and we were advised to go back to a hotel to wait. It was almost noon the next day when we finally got out to the ship; in the meantime we had been guests of the Hamburg-American Line.

We left Boulogne at noon on Monday and had a rough passage down the English Channel to Southampton, where another tender brought a few passengers out to us. For several days the rough weather continued, but neither of us suffered from sea-sickness. Many novel amusements were devised by the passengers and the trip over was very pleasant.

Back in Old New York.

We reached New York about 8 o'clock on Thursday night and were told that we would have to land at once, although we had been informed previously that we were to remain on the ship overnight and land in the morning. There was considerable grumbling, but the customs officials were aboard, so there was nothing to do but go ashore. We put up at a hotel in Hoboken and on the following morning went over to New York.

We felt very well satisfied with our tour, despite the fact that we were glad to be back on American soil. We had ridden 5,128 miles in Europe on our machines and had collected a vast store of information concerning the countries we visited and their inhabitants. Our trip had not cost us as much as such a tour would ordinarily, owing to the fact that we were entertained by the motorcycle agents in nearly every city. Still, had the outlay been twice as large, we should have felt justified in making it in order to go through the experiences which have been briefly recorded in this series of articles.

AMERICAN MACHINES LEAD.

TORONTO, CAN., has over 500 motorcycles. Twenty-six makes are represented, of which nine are English machines. The growing preference for American built machines is illustrated by the fact that out of a total of 518 motorcycles in the city, only 239 are of foreign makes.

RELIANCE DIVIDEND.

REFEREE BENJAMIN BAKER has made announcement that a first dividend of five per cent. on the business of the Reliance Motorcycle Company, of Owego, N. Y., will be forthcoming to the company's creditors at the office of Fred J. Davis, Owego, on February 10. The meeting is called for 9 a. m.

McBRIDE A BUSY AGENT.

PERCY A. McBRIDE, one of Toronto's up-to-the-minute retailers, has secured the Ontario agency for the new Excelsior product. His territory will include the whole of the Province of Ontario and he is placing agencies in Ottawa, Hamilton, London, Brantford and other centers. He will continue to retail the Excelsior in the city of Toronto, where he is also dispensing Majestic side-cars.

PLANS FOR A RUN.

A MEETING of the Visalia (Cal.) M. C. was held on January 22 for the purpose of taking up plans for a run to be held in the near future. There was also some talk of a banquet to be held in a few weeks.

MINER & HOUSEKNECHT are showing the new 1912 Indians in Batavia, N. Y.

5—Harbor scene in the City of Canals.
6—Steamer Abraham Lincoln on which tourists returned.
7—A striking view of old Venice.
8—Feeding the pigeons in front of Cathedral in Venice.

LOUISVILLE RIDERS BUSY DESPITE SNOW

Motorcycles In Commercial Service Chug Merrily Through Drifts, Dealers Find Prospects Bright for Spring Sales and Louisville M. C. Is Laying Plans for Early Endurance Run—Agents At Chicago Show.

LOUISVILLE, KY.—Owing to the fact that the regular meeting date of the Louisville (Ky.) M. C. fell on New Year's Day the session was held a week later, and practically all the members were in attendance. Vice-President J. B. Coblens occupied the chair in the absence of President E. M. Hughes, who was attending the Automobile Show in New York. There are indications that the club will open the riding season auspiciously and that the summer will be an unusually busy one. Much interest is being taken in the annual election of officers which will be held in March.

Chicagoan in Louisville.

Frank Harris, an officer of the Washington Park M. C., of Chicago, is now in Louisville and expects to be held here by business for the coming year. He has brought his Merkel 6 with him, which is an indication that he means to stay a while. Of late he has had several interesting experiences in riding through Louisville snow. On one trip he traveled through twelve inches of "the beautiful" for some distance and then discovered that his machine was imbued with quite a few of the characteristics of a Texas broncho. It not only refused to stay upright, but lay down and rolled over with him, according to reputable witnesses. Harris insists that Louisville snow is totally different from the brand he is accustomed to riding through in the Windy City, but, nothing daunted, he may be seen on the road almost any day.

Commercial Machines in Use.

Despite the heavy fall of snow and subsequent bad roads, motorcycles in business service have been seen making their rounds of the city daily, but pleasure riders, as might be expected, are conspicuous by their absence. The men of the Louisville Lighting Co., which recently supplied its inspection staff with motorcycles, have ploughed through the snow on their two-wheelers, even to outlying points, and accomplished many emergency tasks that would otherwise have been greatly delayed. Although forced to do considerable "rough riding," they state that few drifts can balk them since they have fitted their mounts with free engines.

Attending Chicago Show.

News of the New York exhibit so stimulated interest in the Chicago Show that a number of Louisville dealers and agents have left for the Windy City, among them R. L. Davis, Louisville agent for Reading Standard, Pierce and Pope machines; Albert Wolke, agent for the Excelsior and Emblem; P. J. Kline, of Kline Bros., Harley-Davidson agents, and Frank Marshall, of the Sutcliffe Co., Indian agents.

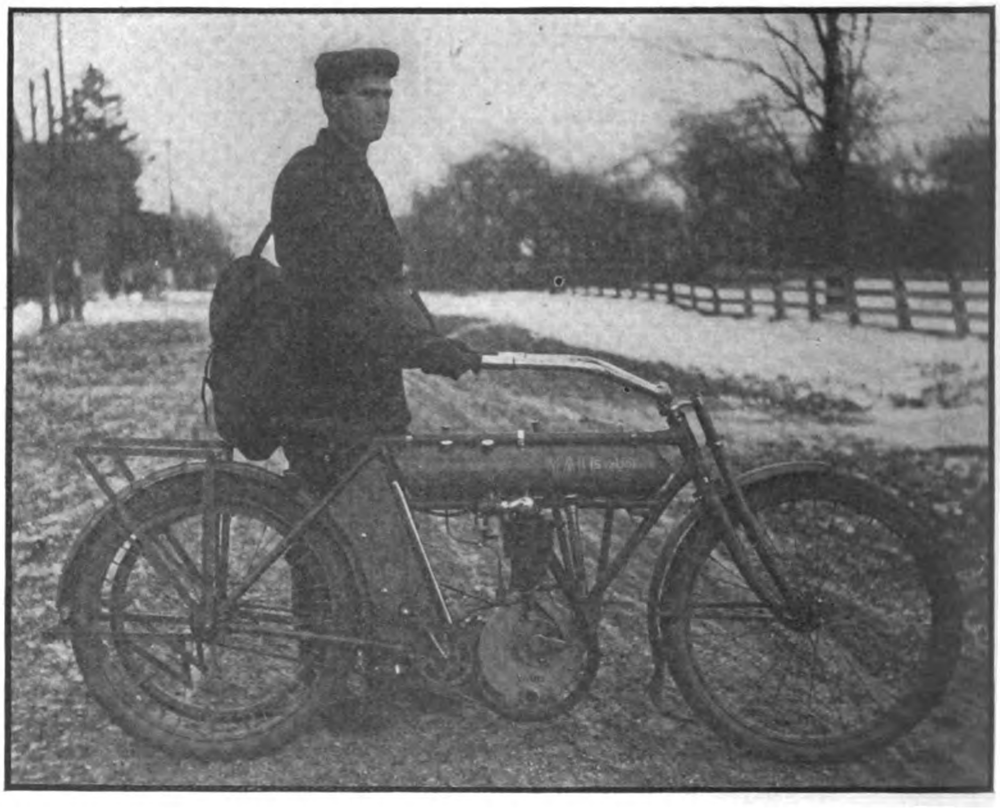
E. M. Hughes, president of the Louisville M. C., combined business with pleasure while at the New York Show and contracted for his 1912 supply of Indians, for which he is agent in Ashland, Ky. Mr. Hughes' home is in Louisville, but, being a railroad man, he spends about half his time in Ashland.

That Dark and Stormy Night.

A well-meaning but thoughtless correspondent caused one of the motorcycle journals to announce recently that the regular meeting of the Louisville club would be held on New Year's night, and that the session would be featured by that generosity for which Kentucky is famous. Thereon hangs a tale. The fateful night arrived; with it came snow and biting winds. A tottering form, shrouded in snow, approached the clubrooms and tried the door. It was locked and the visitor had no key. He crouched as far as possible out of the wind and snow and waited. In time another form appeared, but still there was no key. Others came, waited and shivered, but there was no officer in the party and consequently no key. Finally the forms stumbled off into the night thinking of that meeting notice—thinking hard. All of which is accounted for by the fact that the meeting had been set ahead a week because of the New Year's holiday.

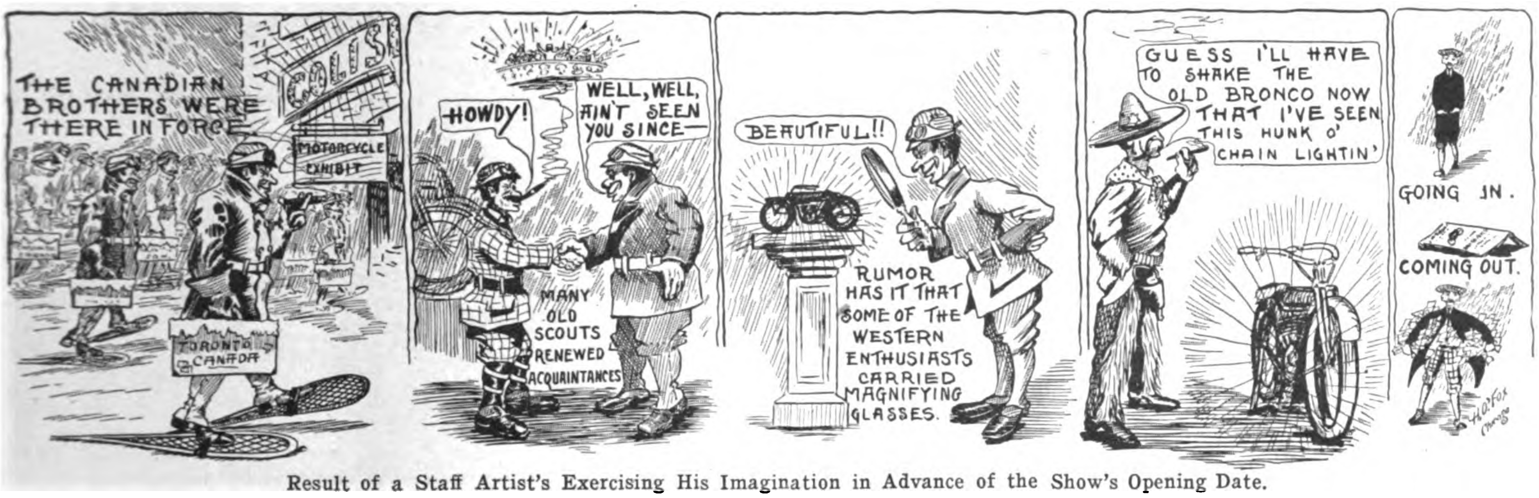
A True Motorist.

P. J. Kuhn, one of the best known motorcyclists in Louisville, is up a tree, so to speak. For several years he has been a Reading Standard rider, and recently he decided to divide his attention between the R.-S. and a Harley-Davidson. So far, so good, but now he wants either a motorboat or an automobile runabout, and can't make a choice. His friends have advised him to solve the problem by sticking to the motorcycles, and P. J. just about agrees with them.



A CARRIER'S STORY.

WILL KERR, an R. F. D. carrier out of Monclova, Ohio, writes a highly interesting letter concerning the record he has established with a motorcycle on his route, and adds another argument to the hundreds already advanced for the power two-wheeler as a vehicle for other than pleasure service. He purchased one of the first Yales sold in 1909 and has since used the machine on his route every day when it was possible to ride. It is still in running order. He covers a route of 25 miles in two and a half hours and makes 125 stops on an average. To make the trip with a horse and buggy would require six hours. Some time ago Kerr purchased a 1911 Yale, and he now feels prepared to meet all the demands of his route for some time to come. He reports that in addition to saving much time he has about cut his expenses in half, the motorcycle giving him practically no trouble. The amount of mail ordinarily carried is seen in the photograph.


THE CANADIAN BROTHERS WERE THERE IN FORCE
MOTORCYCLE EXHIBIT
TORONTO CANADA
HOWDY!
WELL, WELL, AIN'T SEEN YOU SINCE—
MANY OLD SCOUTS RENEWED ACQUAINTANCES
BEAUTIFUL!!
RUMOR HAS IT THAT SOME OF THE WESTERN ENTHUSIASTS CARRIED MAGNIFYING GLASSES.
GUESS I'LL HAVE TO SHAKE THE OLD BRONCO NOW THAT I'VE SEEN THIS HUNK O' CHAIN LIGHTIN'
GOING IN.
COMING OUT.

Result of a Staff Artist's Exercising His Imagination in Advance of the Show's Opening Date.

WITH THE COLUMBUS TRADE.

COLUMBUS, Ohio.—The Franklin Cycle & Supply Company, 142 East Gay street, Ohio agents for the Excelsior, Thor and Harley-Davidson machines, booked six orders during the past week for motorcycles to be delivered in the spring. The concern will receive several models of the chain-driven Excelsior in a few days.

The Pharis Bros. Rubber Company has been organized in Columbus, to take over the tire business formerly operated under the name of the Columbus-Mansfield Rubber Company. The new storeroom will be located at 121 East Gay street. Motorcycle tires will be included in the stock.

P. I. Haynes & Co., central Ohio agents for the Harley-Davidson, have removed from their old location at 51 East Gay street, Columbus, Ohio, to a new building at 45 North Third street. The new building, which was built especially for the company, is 20 by 50 feet and two stories in height. The salesroom and offices are on the first floor, and the repair shop on the second, and one of the conveniences is an elevator.

Motorcycle dealers of Columbus have been asked to join with the automobile dealers to give a combined automobile and motorcycle show at the old postoffice building at Third and Chestnut streets some time in February. Although the plans have not been worked out in detail as yet, the motorcycle dealers have assured the automobile men of their support. At least a half dozen of the Columbus motorcycle dealers will participate in the Show.

BIG CANADIAN ORDER.

THE T. EATON CO., LTD., with main stores in Toronto and Winnipeg, Canada, and branch stores throughout the larger European cities, are Reading-Standard distributors for most of the Dominion of Canada. They have placed a large order and to partially satisfy the growing demand for R-S machines in that locality it was necessary to express to the firm a number of machines in advance of their first carload.

MARYLAND DISTRIBUTORS.

THE RANDALL MFG. CO., of Baltimore, Md., has just taken the exclusive agency as distributor for Reading-Standard machines in Maryland. They have placed a large order and promise to boom things in their territory.

ON THE HOP IN TORONTO

President Johnson Has His Squad Hard at Work on Summer Plans, and Great Doings Are Promised.

IN the first month of his reign, President Fred Johnston, of the Toronto M. C., proved himself to be a real live-wire and already his whole board of officers are hustling preparations for the coming season. So anxious did Johnston become regarding the plans for the approaching season, that he has issued a decree to the effect that the last two social events of the club's winter program, scheduled for April, be substituted by business meetings when final arrangements for the summer should be announced. Special sessions of the executive board are being held at regular intervals and everybody is on the hop.

President Johnston.

For the purpose of carrying on an advertising campaign, President Johnston has appointed W. M. Gladish as publicity agent, while Captain McCarthy has been made club archivist to keep records of all happenings.

Last summer the Toronto club held only two meets, but it is the intention to put on a race carnival at least once a month this year. The time between the track meets will be occupied in Sunday jaunts and endurance runs. To encourage the riders to take part special restrictive rules are being set, so that the excursions will not become too strenuous. With their energetic president at the tiller, the members of the Toronto organization have been whipped into a bustling crew of obedient and enthusiastic workers and great ends are being hoped for.

BOWLING LEAGUE SCORES.

THE Motorcycle Bowling League, of Columbus, Ohio, has now bowled twenty-four games and the official averages of the players taking part in the four teams are: Amos, Harley-Davidsons, 185; Werner, Harley-Davidsons, 179; Birkenback, Indians, 162; Achatz, Excelsiors, 162; Bounce, Flying Merkels, 158; Knecht, Indians, 157; Monroe, Harley-Davidsons, 157; Keifer, Excelsiors, 155; Sarver, Indians, 155; Dell, Harley-Davidsons, 155; Redden, Indians, 154; Edwards, Flying Merkels, 153; Haynes, Harley-Davidsons, 151; Fletcher, Indians, 150; Barr, Indians, 150; Enke, Flying Merkels, 149; Knight, Flying Merkels, 149; Frank, Excelsiors. 149; Sugar, Harley-Davidsons, 149; Kinselman, Flying Merkels, 141; Hare, Flying Merkels, 138; Siebold, Excelsiors, 138; Leighton, Excelsiors, 137; Inskeep, Harley-Davidsons, 137; Woodrow, Harley-Davidsons, 134; Osgood, Harley-Davidsons, 126; Stierhoff, Excelsiors, 123; Sunderman, Excelsiors, 123; Fadley, Harley-Davidsons, 122; C. Tressmer, Flying Merkels, 121; Morrow, Flying Merkels, 112; Blose, Harley-Davidsons, 111; Munkle, Harley-Davidsons, 108; A. Tressmer, Indians, 108.

LING BUYS MOTOR-VAN.

HARRY LING, Toronto's progressive Celestial merchant and a stanch supporter of the new Chinese republic, has decided to give the motorcycle a trial as a business proposition. Ling rode an Excelsior all last summer for pleasure, but the sight of a side-car gave him an idea of the possibilities of a delivery car attachment, and forthwith he placed an order for a "wagon" equipment. This has been attached and Ling hopes to put his motor-cart into commission in the very near future.

PLUGGING DOVER MUD

Novel Photograph Shows Machines of New Hampshire Enthusiasts On a Strenuous Trail.

FROM Dover, New Hampshire, comes the unique photograph reproduced herewith. It shows the machines of two Dover riders plugging mud which almost stalled them during a run into the country on December 10. As the mud was the chief object of attention at the time the Doverites didn't bother to get into the picture themselves, only the presence of their nether limbs indicating that they are sticking to their mounts through thick and thin—mostly thick, judging from the photograph.

An unusually successful banquet was held by the club on December 21, when plans were discussed for the coming season. During 1911 the squad enjoyed 29 runs, covering a total of 1,994 miles, and it is stated that there was not a single mishap of moment to a rider or machine.

TROUBLES OF A MOTOR COP

"Sunny Jim" Margeson, of San Jose, Has His Share, But No More Than Police Riders Throughout Country.

SAN JOSE, CAL.—That the life of a motorcycle officer is not one long series of joy rides, shorn of cares and sponbilities, is proved by the daily record of "Sunny Jim" Margeson, pilot of the single-tracker in the service of the local police department. Margeson's assignments for one day recently embraced the following:

"Mrs. Blank, in the Gardner District, complains that Mrs. Dash's chickens are trespassing in her garden. See these women and settle the trouble; people in North Twelfth street report that a young man rides a bicycle on the sidewalks in this section daily. Catch him and bring him in; restaurant proprietor on Second street shuts dog in storehouse in rear of his premises, and dog howls all night—no one in Third Ward can sleep. See that this nuisance is abated; proprietor of saloon on San Fernando breaks city ordinance by leaving electric sign out in the daytime. Watch him and when he offends again bring him in; boys on Jackson street are shooting chickens and breaking windows with a rifle. Get the gun, and scare the life out of the kids. If they are 'sassy' take their names to the Probation Officer or bring the boys in."

These with a few other odd assignments kept "Sunny Jim" and his motorcycle on the jump on the day in question, and other days show about the same line-up of troubles for the San Jose motor cop.

MACHINES GOING RAPIDLY.

SAN FRANCISCO, CAL.—Zimmerlin Brothers have received a carload of the new Flanders machines, and they have sold twelve machines in San Francisco alone. This company also handles the Yale, and during the past year sold 25 of these machines.

F. A. M. BREVITIES.

WAUCHOPE BROS., enthusiastic motorcyclists of Lodi, Cal., and members of the Stockton M. C. and the F. A. M., are planning to celebrate their sixth anniversary in business. They purpose organizing a local club, and have set the date for its accomplishment April 7, which also marks their sixth year in business in Lodi. They are making an early start so as to have everything in readiness on the above date, and plan to give prospective club members and friends a fine banquet with entertainment.

Leon F. Riche, of Great Barrington, Mass., reports local conditions as favorable for an F. A. M. club early in the riding season. There are about forty riders in the immediate vicinity of Great Barrington, many of whom have expressed a desire to join a local club.

C. A. Jenner, physical director at the Brush Union High School, Brush, Colo., is an enthusiastic motorcyclist, and reports the local road and other conditions as exceptionally fine for the sport. He has it in mind to organize the local riders into a club in order that sight-seeing runs and short tours may be made more enjoyable.

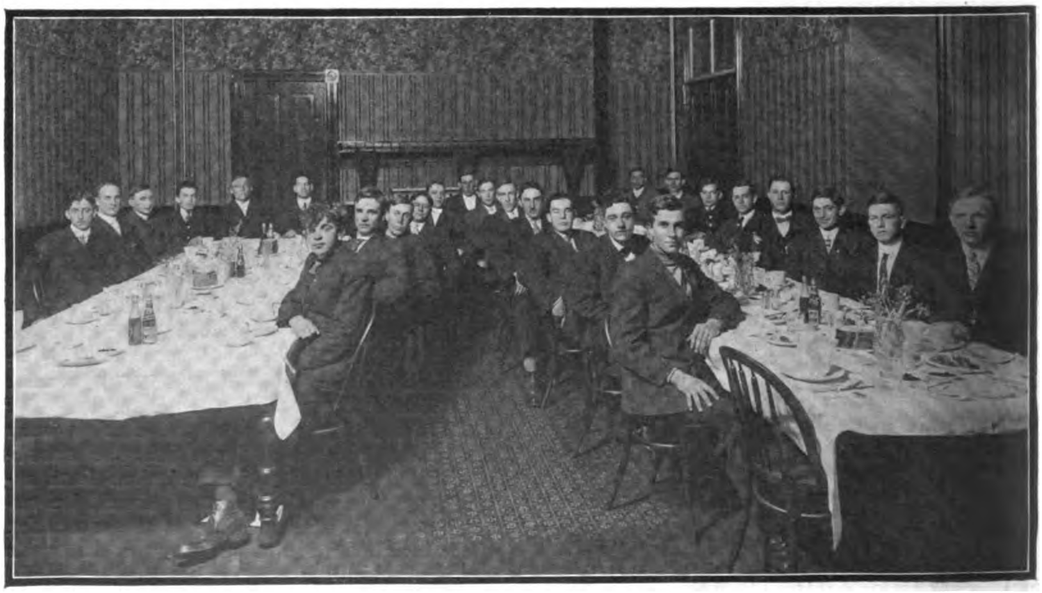
Henry Fisher, of Southold, N. Y., believes in sociability, clean sport and companionship in motorcycle trips and tours, and is working to organize a local club in his town.

OVER SAN JACINTO PASS.

ONE of the latest unusual accomplishments of the motorcycle is a trip over the San Jacinto mountains of northern California. The pass was covered with snow and at times the machine was hub-deep, but the rider succeeded in getting through in ten hours, thereby setting a remarkable record for endurance and consistent running under conditions which could hardly be more discouraging.

CAMDEN CLUB ELECTS.

AFTER electing its 1912 staff of officers recently the Camden (N. J.) M. C. held an enjoyable banquet and talked over plans for runs and contests to be held throughout the summer. The officers follow: Charles Kenfer, president; William Smith, vice-president, William T. Reed, treasurer; Robert Smith, financial and recording secretary; George Hardy, road captain; W. Harris, first lieutenant; R. Ward, second lieutenant; B. F. Bryant, A. L. Hilaman, William Heckenhorn and W. Dunn, executive committee.



LA PORTE BANQUET.

THERE was a full turn-out of the members of the LaPorte (Ind.) M. C. at the club's annual banquet which was held recently and the affair was a success from turkey to cranberry sauce, so to speak. The photograph shows the diners in repose after assisting several juicy "turks" and their trimmings in the performance of a disappearing act.

Thor
Thor
Thor
1307
Thor MOTORCYCLES

FINE DISPLAY OF THORS

New Models at Headquarters in Chicago Make Splendid Showing and Keep Salesroom Crowded.

AN unusually effective display of the Thor models for 1912 is now attracting attention at the headquarters of the Aurora Automatic Machinery Co., 1307 Michigan avenue, Chicago. Two of the new "White Hopes," a 5 h. single and a big twin 7, occupy the center of the show window and to one side are a few of the handsome trophies captured by Thor speedsters during the last season. With their dazzling white frames and racy lines the new machines are calculated to catch the eye of every passerby, and many Chicagoans who have hitherto given the power two-wheeler little or no attention may now be seen studying the window display carefully.

Mr. Freeman, Cook County sales manager for the company, is shown at the entrance to the establishment. He states that so many inquiries have been received of late with reference to the 1912 models that he has been conducting a motorcycle show of his own. He is selling Thors for cash or on easy payments, and is experiencing difficulty in keeping up with the rush of business.

NEW CLUB BOOMING

Philadelphia Squad of Harley-Davidson Riders Holds Lively Meeting and Plans for Permanent Quarters.

THIRTY-FIVE members within six weeks is the record of the newly organized Harley-Davidson M. C., in Philadelphia, Pa. The club held its opening reception on January 4 and entertained a large number of guests. It is the intention to occupy permanent quarters in the near future and to this end a benefit performance will be given in the Grand Opera House. There is every indication that before the riding season opens the club will be very close to the century mark in membership.

Officers have been elected as follows: H. B. Sellers, president; Elwood C. Rorer, vice-president; F. Ralph Shenk, secretary; Howard Kolp, treasurer; Alexander Klein, captain; William Jaggards, first lieutenant; Vincent Buhl, second lieutenant.

THE Columbus (Ohio) M. C. held its second annual dance in A. C. R. Hall, over Keith's theatre, on the evening of February 1.

THE Howard Cycle Company, of Trenton, N. J., has added the Merkel Flyer to its list of machines.

FAVOR ROAD TRIPS.

W. B. KINNEY heads the new official staff of the Newark (Ohio) M. C. and his associate workers, elected on January 25, are as follows: E. R. Francis, vice-president; L. G. McCormick, secretary-treasurer, and Wilbur Perks, road captain. The club now has about fifty members and it is not unlikely that this number will be doubled during the 1912 season. The organization has decided that club runs shall have more attention than track work for the coming season. While racing will not be entirely overlooked it is the intention of the riders to specialize on road trips in the belief that this is the best method of popularizing the motorcycle with the general public.

RACERS GO TO LOS ANGELES.

SAN FRANCISCO, CAL.—Ed. Hasha, accompanied by his wife, has gone to Los Angeles in order to be on hand with his Indian at the opening of the new motordrome. San Francisco race fans are disappointed because they did not get an opportunity to witness this speedy racer here but owing to the close of the Oakland meet Hasha did not get a chance to show just how meteoric he is.

Johnnie Albright has also left San Francisco with his racing machines, and will appear on the new track at Los Angeles at the opening.

ROCHESTER HAS NEW CLUB

Flower City M. C. Enters the Field Under Auspicious Conditions and Will Hold Series of Runs and Trials.

ORGANIZED under the name of the Flower City M. C., a new motorcycle squad has been rounded up in Rochester, N. Y., and officers are in charge as follows: H. George Hammon, president; J. J. Malone, vice-president; William Krieg, secretary; A. D. Cook, financial secretary, and C. Akin, treasurer. It is the intention to avoid all side issues, such as dances, card and pool tournaments and the like, and to concentrate upon the development of real motorcycle interest. The club officials do not contend that all social features are detrimental, but believe that a live motorcycle club should find plenty to interest its members at all times in the single-tracker itself.

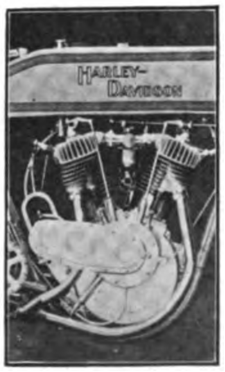
Meetings will be held on the first and third Mondays of each month at the headquarters on Monroe avenue. Plans are being laid for promoting runs, economy tests and hill climbs throughout the summer, particularly on Saturday afternoons.

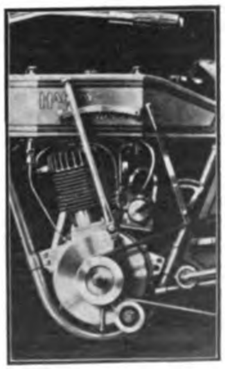
"SHORTY" STARTS HOUSEKEEPING.

E. W. MATTHEWS, known to race followers as "Shorty," announces that he has settled down to married life and that his friends will find him at home at 4300 Ellis avenue, Chicago. Although Mrs. Matthews is a motorcycle enthusiast she has suggested that "Shorty" give up racing and confine himself to road work. To this the little speedster replies that he wouldn't feel quite right without a white Thor racer in his hands now and then, and when the eastern racing season opens "Shorty" will wheel out his new mount and continue to worry old Father Time as in the past.

A CORRECTION.

IN our analysis of 1912 machines in the last issue we inadvertently classed the Harley-Davidson machine as having the magneto at the front, instead of at the rear. The latter position is the correct one for this machine, and the makers state that the Harley-Davidson was the first American motorcycle to so locate the magneto. Considerable time and money was spent in perfecting this system of magneto drive, as will be evident to those familiar with Harley-Davidson construction. Since first fitting the magneto at the rear, the makers have advocated and retained this location, which will be seen in the accompanying photographs of the twin and single cylinder machines.





HAD ROUSING SESSION

Toledo M. C. Elected Staff of Energetic Officers at Annual Meeting and Enjoyed Supper.

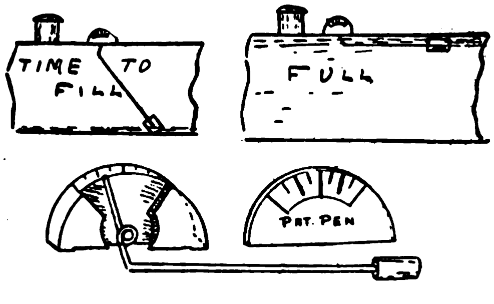
AT the annual meeting of the Toledo (Ohio) M. C., held on January 26, much routine busines was conducted and six new members were admitted. The election of officers for 1912 resulted as follows: E. Ehingen, president; A. B. Coffman, vice-president; J. W. Siler, treasurer; H. H. Giese, recording secretary; E. F. Miller, financial secretary; S. J. Chubbuck, road captain.

The financial secretary's report showed a healthy condition of the exchequer, and the recording secretary's list of new members taken in during 1911 was very gratifying. The new club rooms in the Colonade Building are more easy of access than the old club house at the corner of Ashland avenue and Prescott street.

After the meeting all hands repaired to the Spitzer Cafe, where a buffet lunch was enjoyed in the "motorcycle cave." Speeches were made by several of the members, and a general discussion was held toward boosting the Toledo M. C. Mr. Chubbuck, one of the oldest endurance riders in the country, F. A. M. member No. 187, entertained the boys by relating a few of his experiences of the old days, when large saddles, spring forks and a long wheel base (easy riding features) were unheard of. At this time, Vice-President Coffman discussed the Coffman-Musselman annual motorcycle tour, explaining in detail the great benefit it would be to the trade at large and asking the club's support.

NOVEL FUEL GAUGE.

CHASTINE JOHNSTON, of St. Joe, Ind., is the inventor of a new gasoline gauge for use in motorcycle tanks. It is made up of two main parts, a float and a combined float lever, indicator rod and bearing for the same. The bearing is formed by a loop in the wire float lever and swings on an axle or rivet through the lower part of the gauge. As the float sinks with the gasoline in the tank the indicator moves across the small dial, which is placed upright on top of the tank, and shows the point to which the fuel supply has been lowered. Examination of the accompanying drawings will show the manner in which the indicator is operated. A patent for the device is pending. It is sold for $1.50 by System, of St. Joe.



F. H. Bente has gone to Los Angeles to spend a three weeks' vacation. He will attend the aviation meet and motorcycle races while there.

CLUB TAKES ACTION

San Jose Riders Assist In Preparation of Anti-Noise Ordinance—Working On New Saucer.

SAN JOSE, CAL.—L. Sorrenson and W. Hermann, two local motorcyclists, and members of the San Jose M. C., recently attended a conference with the Mayor and City Council of the city and presented a petition requesting that an ordinance be adopted to prohibit the use of the muffler cut-out within the city limits. As a result the City Fathers have framed a measure under the direction of the city attorney and it is believed that a quietus will soon be placed upon the open muffler fiend. Charles D. Reade, president of the San Jose club, and one of the best known coast riders, assisted in the preparation of the ordinance, which has the support of all the local dealers as well as that of the club.

Working on New Motordrome.

The famous old driving park at the southern end of the city is the site of the new motordrome on which work has already been started. A local firm, headed by Emil Agraz, county traffic officer, is promoting the enterprise, which promises to be highly successful. Some excellent riding has been seen on the old dirt track, and it is believed that the fans of the district are primed for saucer exhibitions.

DINED HIS PATRONS.

J. E. SWANK, of Bucyrus, Ohio, one of the best known agents and supply men in his district, recently gave a fine chicken dinner at the Hotel Elberson and had as his guests all the riders who purchased new machines from him during the 1911 season. Needless to state, the feast was thoroughly appreciated, and the occasion proved a complete success. Following the dinner there was a discussion with reference to organizing an F. A. M. club, and it is likely that the riders of the district will soon bring a squad under the Federation banner. Mr. Swank intends to make his supper an annual affair and believes he will have twice as many guests to entertain a year hence.

EXCELSIOR IN CALGARY.

STEWART & MUNROE, of 135A 8th avenue E., Calgary, have taken the agency for the Excelsior for the province of Alberta in Canada. Wesley Munroe, a member of this firm, reports that many of the roads in that part of the country are good in season and that on not a few occasions a motorcyclist has actually doubled train-time between towns.

WANTS TO GREET FRIENDS.

J. S. WOODWARD, well known in Chicago and vicinity through his former connection with the Excelsior Supply Co., is now handling Ford automobiles in Jasper and Crawford counties, Illinois. His address is Palestine, Crawford County. "Woody" reports lively business, and invites his many motorcycling friends to drop in on him when in his neighborhood.

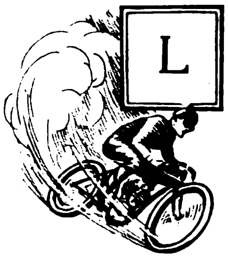
A PERCENTAGE of the receipts from races held at the Tampa (Fla.) Motordrome recently went to a fund which is being raised for the purchase of a town clock.

NOVEL USE FOR INDIAN.

"I COULD not get along without the motorcycle," says A. J. Kennedy, of Providence, R. I., who uses an Indian in selling vacuum cleaners, washing machines, washing wringers, etc.

FORMING STOCK COMPANY

Newark Motorcyclists Will Assist in Raising Funds for Erection of New Board Track.



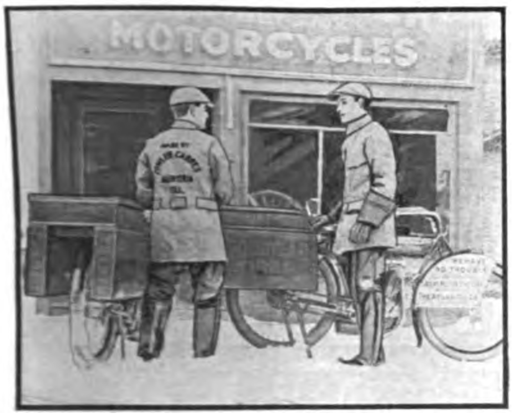
LATEST reports from the promoters of the board track to be erected in Newark, N. J., are to the effect that satisfactory progress is being made with the preliminary arrangements and that there appears to be no serious obstacle in the way of the plans. George I. Kreamer, whose proposition for the construction of the saucer has been accepted, announces that he will organize a stock company to finance the undertaking, issuing 15,000 shares of stock at $1 each. The New Jersey M. C., of Newark, will receive 1,000 shares of stock gratis as a bonus for its moral support, and club members also will be given an opportunity to purchase stock. At the last meeting of the club fifteen members pledged themselves to subscribe for fifty shares or more.

Kreamer places the cost of the track roughly at $15,000, and states that $6,500 of this will go for lumber. His plans call for a four-lap bowl, built on an angle of 56 degrees, and making a perfectly circular course. It will be banked to a height of sixteen feet, and will be capable of holding motorcycles at the highest speeds they are now giving.

WITH THE INDIAN RACERS.

SAN FRANCISCO, CAL.—Ivan Linn, who is connected with the Hendee Manufacturing Company, has gone to Los Angeles to take care of the Indian machines that will be entered in the races there.

MOTORCYCLISTS of Phoenix, Ariz., have formed a club and named temporary officers. Twenty-five riders have been lined up and the squad enters the field with bright prospects.



OFF ON SOUTHERN TRIP.

CARL H. INGWES and Berton Hunter, shown in the photograph, left Elyria, Ohio, recently for a trip through the Southern and Pacific States. They are riding Indian sevens fitted with Goodyear tires and Troxel saddles, and their natty uniforms are from the factory of the Fowler Carnes Company.

BANTA GETS HIS CHECK.

A. C. BANTA, of San Jose, Cal., has just received from Secretary Gibson the fourth $25 check which has been paid by the F. A. M. for the recovery of motorcycles stolen from Federation members. On November 6, 1911, a machine owned by O. E. Chase, of San Francisco, was stolen and three days later Banta caused the arrest of the thief, who confessed that he had taken the motorcycle. He proved to be a fugitive from justice, having escaped from a New Jersey prison, and in due time he was taken back to serve out his term.

The F. A. M. regulations provide that the reward shall be paid only after the thief has been convicted, but in the case in question it was decided that as the prisoner was serving time the technical argument that he had not been convicted for the motorcycle theft should not be entertained, and the F. A. M. Board of Directors authorized the payment of the reward to Banta.

JANUARY GAINS OF F. A. M.

SECRETARY GIBSON'S report on the growth of the F. A. M. in January is as follows: New members by districts, New England, affiliated, 4; unaffiliated, 12; Atlantic, affiliated, 45; unaffiliated, 22; Peninsular, affiliated, 2; unaffiliated, 13; Gulf, affiliated, 29; unaffiliated, 2; Lake, affiliated, 75; unaffiliated, 32; Central, affiliated, 11; unaffiliated, 14; Southwestern, affiliated, 95; unaffiliated, 13; Pacific, affiliated, 23; unaffiliated, 4; Insular, unaffiliated, 3; Canadian, affiliated, 2; unaffiliated, 1; total, 402.

The renewals by districts were as follows: New England, 17; Atlantic, 55; Peninsular, 4; Gulf, 2; Lake, 42; Central, 2; Southwestern, 20; Pacific, 11; total, 153. The last card issued in January was No. 12,466.

READING STANDARD OFFICERS.

AT a meeting held on January 19 the directors of the Reading Standard Company, Reading, Pa., elected the following officers to serve for the coming year: Abner S. Deysher, president; Jacob B. Fricker, vice-president; William F. Remppis, secretary, and John H. Mull, treasurer. All the officials reside in Reading.

BURRELL A LIVE ONE.

GUY BURRELL, of Jackson, Miss., an active F. A. M. worker in his district, is striving to have a bill introduced in the Mississippi legislature which will prohibit the use of the motorcycle cut-out in cities and towns, and at any time when its operation might excite a fractious horse. Officials in adjoining states have similar measures under consideration, and Burrell is assisting them in every way possible, in the belief that indiscriminate use of the muffler cut-out is working great harm to the interests of the motor two-wheeler.

WHY CONSTANT SMILED.

JOHN U. CONSTANT, the well-known Brooklyn speedster, might have been seen going about his duties a few days ago wearing a $4,500 smile, or in other words a smile which followed the closing of a contract to that amount for Goodyear rubber horse pads to be used by the New York street cleaning department. It is not unusual for Johnnie to close good-sized contracts, but the $4,500 sale was a bit above the average, thereby demonstrating that he is capable of cutting out as fast a clip on the trail of business as on a speed bowl, which, by the way, is saying something.

PLANNING BIG RUN.

THERE are indications that the first big road event in the metropolitan district for the 1912 season will be a single and double century run on Long Island under the auspices of the Invincible M. C., of Brooklyn. Plans have been under discussion for some time past and it has practically been decided that the run will be held on May 5. A meeting of the competition committee of the club was held on February 6 at which the proposition was taken up in detail. It has also been suggested that the squad may manage a road race on the Long Island Motor Parkway some time in May.

BUTTE HAS NEW CLUB.

BUTTE, MONT., has a motorcycle club, recently organized, with the following officers at its head: Leo Bens, president; Curnow, the Indian, vice-president; Joe Seaker, secretary, and Edward O'Brien, captain. After the first meeting a smoker was held with an interesting entertainment program. Meetings will be held every two weeks, and the club plans to keep things moving in its bailiwick throughout the coming summer.

LOCAL WORKERS NAMED.

R. Y. LESLIE, of Pasadena, State F. A. M. commissioner for California, has just appointed A. W. Taylor as local representative in Watsonville, and P. E. Marlott in Santa Rosa. Taylor is captain of the Watsonville M. C., and both he and Marlott are F. A. M. boosters of the first order.

IT is the intention of Safety Director Benner, of Akron, Ohio, to add several new motorcycles to the equipment of his department.

FOUR motorcycle officers will be added to the force in Chester County, Pa., for service in the outlying districts.

NEWSPAPER PUBLICITY.

THE Louisville club expects to derive a great deal of benefit and encouragement from a weekly motorcycle column recently started in the *Evening Post*, a local newspaper. Several of the Louisville papers have heretofore published motorcycle news in the regular automobile columns, but a separate department for the single-trackers is an innovation here. The club is strongly in favor of the idea and is aiding the *Post* in every way possible.

Now that real winter weather has driven the club members to the shelter of their headquarters many informal meetings are held around the stove, and plans have been pretty thoroughly threshed out for an endurance run to be held in about a month. One local tire firm has offered to donate a set of standard casings and other firms have signified their willingness to contribute prizes when the project takes definite form.

OSHKOSH TO HAVE SHOW.

THE OSHKOSH (WIS.) M. C. held a special meeting and smoker at its rooms recently and named the new officers. Plans were taken up for a series of card parties and a banquet to be held before the riding season opens. The club is in good financial standing and is one of the busiest in the State. The automobile men of Oshkosh are to hold a show late in February, and it is likely that the motorcycle dealers of the city will also be represented by displays.

SYRACUSE OFFICERS.

THE Syracuse (N. Y.) M. C. has elected the following officers: H. W. Cook, president; Percy Adams, vice-president; J. M. C. Gillespie, secretary; George W. Fenner, treasurer; and Frank E. Scoville, captain.

Defying the Elements.

RACES FOR SANTA CRUZ.

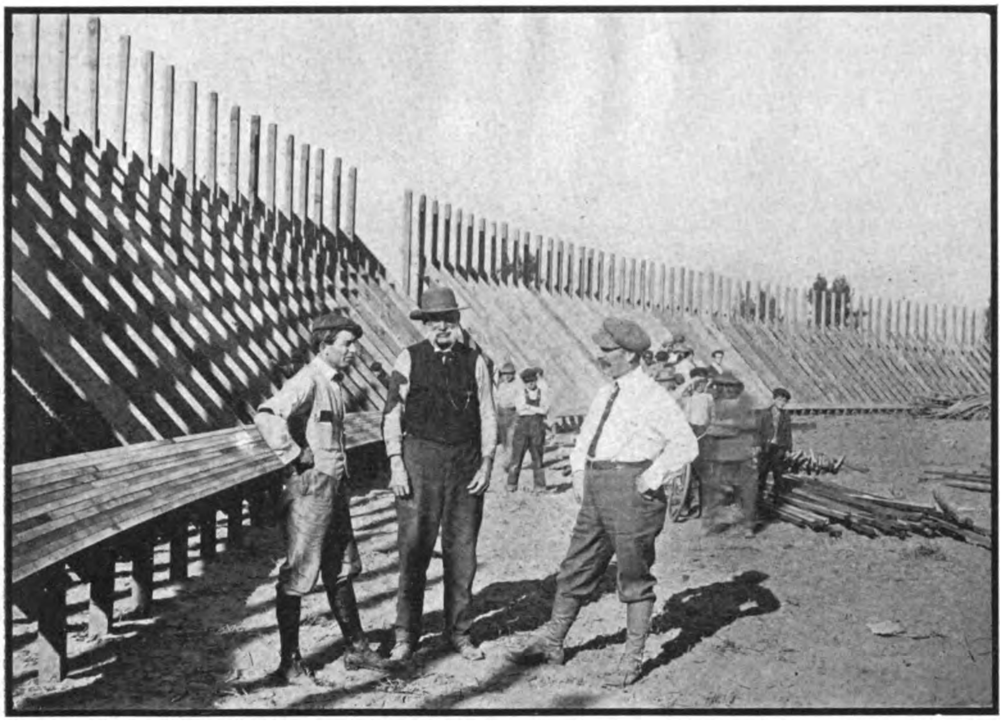
SANTA CRUZ, CAL., recently stepped into line with a motorcycle club of twenty members. Interest in the single-tracker runs high and a series of races is being planned for the near future. The Santa Cruz Driving Club is building a track near the city, and the motorcyclists will use it for their meets. Officers have been elected by the club as follows: Ray Moliter, president; Ralph Naiken, vice-president; Victor Buckman, secretary; E. W. Fields, treasurer; George Griffin, captain; Ray C. Lanfear and Edward Millard, lieutenants.

THIRD RUN IN SERIES

Six Sacramento Riders Score Perfectly On Trip to Stockton in Contest for Season Gold Medal.

SIX riders finished with perfect scores in the endurance run held by the Sacramento (Cal.) M. C. on January 15, the third contest in a series of twelve. The route was from Sacramento to Stockton and return, an hour being allowed for lunch at the turning point. There were three secret controls on the run, which was not nearly as severe as the two previous ones. The rider having the best general score at the close of the series will be awarded a gold medal. Those who finished perfectly in the January 15 test were as follows: E. Shoemaker, Excelsior 6; Roy Emery, Excelsior 6; W. A. Langley, Excelsior 6; Frank Murray, Pope; D. Galloway, Excelsior 6; R. S. Mackey, Excelsior 6.

Following are the contestants who made perfect scores in the two previous runs: E. Shoemaker, Roy Emery, W. A. Langley, Frank Murray and D. Galloway.



AT THE NEW SAUCER.

THAT Jack Prince is losing no time in the construction of his new Los Angeles motordrome is evident from the accompanying photographs which were taken recently. The larger picture shows Paul Derkum, Prince's manager at Los Angeles, on the left and Prince at the right. In the center is one of the stockholders in the new track. The fact that the men are not wearing coats speaks volumes for January weather in southern California.

The other picture shows John Farrell, well known as a racing official on the coast, and Manager Derkum of the motordrome. It is explained that Farrell had covered his face with his hand not because of extreme modesty, but because he could not withstand the glare of the California sun in his eyes. They are seated outside of the new track.

OAKLAND OFFICERS.

THE Oakland (Cal.) M. C. has chosen its new staff of officers as follows: W. G. Clough, president; V. B. Stone, vice-president; E. S. LaPierre, secretary-treasurer; I. W. Story, recording secretary; Al. Makas, sergeant-at-arms; E. L. Cramer, George Hill, T. W. Schulhoff, H. Conboy and H. E. Parker, trustees; H. Conboy, publicity agent.

DETROIT RIDERS DANCED.

MOTORCYCLISTS of Detroit, Mich., gathered under the club name of "The Motorcycle Boys," held their first annual dance in the Coliseum on January 31 and entertained a large crowd. J. B. Gault and W. E. Sanburn made up the arrangements committee.

REORGANIZE EL PASO CLUB.

THE El Paso (Tex.) M. C. elected F. H. Bailey, president; S. S. Schafer, secretary; and Sam Vaughn, treasurer. The club is to be reorganized and the constitution and by-laws will be revised.

FIRST AUGUSTA RUN

New Georgia Squad Made Sunday Trip Over Series of Fine Roads.—Fitting Well-Located Quarters.

THE first club run of the recently organized Augusta (Ga.) M. C. was held on Sunday, January 28. Although the day was cloudy and threatening rain, fifteen of the fifty members of the club reported. The run was held to no special point, but a very pleasant ride lasting for half the day was had over the perfect net-work of good roads of which Augusta is the center. A ride was taken along the historic Sand Bar Ferry road, the motorcyclists making a short stop at the United States Army Aviation Camp which the War Department is maintaining here. All the boys took a close view of the four government flying machines, which on week days can be seen flying over the city doing the spiral glide and other "stunts" practiced by the airmen.

The club will have roomy and nicely equipped quarters in the Irish-American Bank Building, which will be ready for occupation within the next few days. The club rooms will be newly painted throughout and furnished in mission style. The quarters selected are located in the center of the business district. In the rear of the building the club members will have the use of a garage for the storage of their machines.

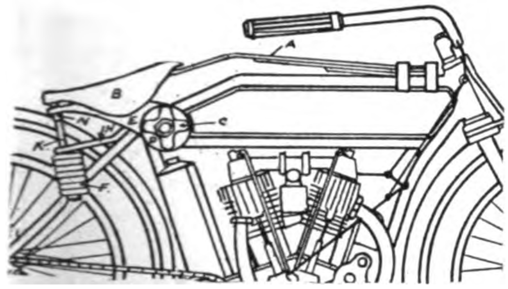
BARRETT WANTS RACERS.

JOE PIERCE BARRETT, known as a promoter of motor races, is desirous of getting into communication with a number of motorcycle speedsters who are prepared to travel through the New England States and Canada to ride in novelty and short speed races and long distance events. He figures on giving exhibitions on every Saturday and Sunday and on holidays throughout the summer, and intends to start on the circuit early in the riding season if he can obtain a suitable squad of racers. He announces that expenses will be paid to professional riders and that only top-notchers need apply. Pierce may be addressed at 107 West 45th street, New York City.

NOVEL SPRING SEAT

Chicago Designer Would Avoid Road Shocks by New Application of a Long Leaf Spring.

R. A. BECKWITH, of 506 East 33rd place, Chicago, forwards the accompanying illustration of an original spring saddle device which, if it did not prove too cumbersome, would no doubt afford easy riding. The leaf springs A are attached to the top bar of the frame close to the head by two clamps. They extend back under the saddle and connect with a frame to which the rod K also is fastened. The rod K passes into the coil spring F on either side. As the coil spring F is also connected to the brace H it takes part of the load on the saddle direct which reduces the strain upon the long leaf spring A. The designer argues that this construction, while thoroughly dependable, would permit of unusually free action of the saddle.



C, D and E make up the saddle guide and also a shock-absorber, C and D acting as the absorber when C is tightened to the round plate D which is a finished face of arm E. The other end of the arm E is a fork running between two small rollers N1 and N2, and at the same time it acts as a guide to prevent any sidewise motion of the saddle. As there is no saddle post it would be practically out of the question for any shock to be transmitted to the rider, who is supported, as it were, upon the end of the long leaf spring.

HILAMAN'S BUSY SHOP.

ONE of the most thoroughly equipped repair shops in Camden, N. J., and vicinity is presided over by A. L. Hilaman, who forwards the accompanying photograph of the establishment. Hilaman is agent for Thor motorcycles and Pierce bicycles, and in addition to operating a busy shop he conducts a lively sales campaign throughout his territory. He states that he is prepared to supply small parts for all standard makes of machines, and that his *supply line* is always up to date. Hilaman is *located* at 320 Market street, Camden, where *he may* be found easily by visiting riders. *His* shop is on the F. A. M. registered list

A.L. HILAMAN
Thor
STANLEY MARINE MOTORS.
LE REPAIRING.

IN NEW HEADQUARTERS.

THE Chicago Cycle Supply Company has just moved into its new building at 22 West Lake street, Chicago. The firm occupies three floors, each 26 feet wide by 140 feet deep, so that about 10,000 square feet of floor space is afforded. Many of those identified with the Chicago company were at one time in the employ of the old Excelsior Supply Company, and they have had plenty of experience. Plans are being laid to issue a complete catalog in the near future, and the company will be pleased to forward it to manufacturers, jobbers, dealers and repairmen, to whom their business will be confined. No goods will be sold at retail. The company is prepared to entertain propositions from Eastern manufacturers who are in the field for a live Western representative.

PITTSBURGH TRADE NOTES.

A. G. SCHMIDT, manager of the Motorcycle Exchange, Pittsburgh, Pa., reports that he has booked fifty orders for 1912 machines, and that to date the present season has gone far beyond all previous records. This is borne out by the statements of other dealers and agents throughout the city, all of whom announce that they are prepared to meet the greatest demand so far known for motorcycles.

Harry L. Neff has opened his new motorcycle headquarters on Federal street, N. W., Pittsburgh, Pa., and is entering upon a busy sales campaign. With a thoroughly up-to-date repair shop and an attractive store he counts upon getting a good share of the rapidly developing motorcycle business in his district. Neff has about 600 square feet of floor space on the first floor of his new quarters, which are located in a fine brick building of fireproof construction. His big show window is now occupied by a 1912 white Thor and an attractive display of accessories.

ANOTHER OLD SOL LAMP.

ALL models of the Old Sol lamps, produced by the Hawthorne Manufacturing Company, of Bridgeport, Conn., are being shown at Stand 113 in the Show, and unusual interest has been aroused in a new feature, the Old Sol tail lamp No. 15 which is made like the firm's No. 9, but with a funnel-shaped shell projecting from the rear to throw the light upon the license plate. This is a detail of special value in communities where the statutes provide for illumination of the license number. The new lamp is as compact and sturdy as the other well-known members of the Old Sol family, which means that in general construction it cannot be improved upon.

An interesting feature of the Hawthorne company's exhibit is a motorcycle fitted with Old Sol searchlight, generator and tail lamp, all in place and in working order. This has been arranged with a view to showing how the usually troublesome bracket problems have been solved by the Hawthorne company. Sales Manager Thomas M. Dunham is in charge of the exhibit.

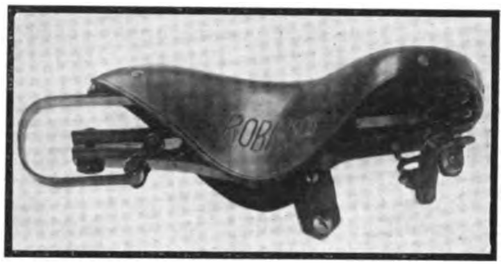
DISTRIBUTORS FOR EXCELSIOR.

THE Oberwegner Motor Company, of Toledo, Ohio, distributes the Excelsior Autocycle in Northwestern Ohio and Southern Michigan, and does not handle the Yale machines as was inadvertently stated in these columns recently.

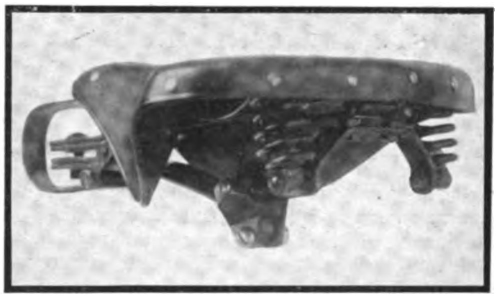
NEW ROBINSON SADDLE

Unique Chicago Product Permits of Horizontal as Well as Vertical Movement To Dispose of Vibration.

A RADICAL departure from most commonly used types of saddle frames and springing devices is shown in the new Robinson product, manufactured by Fred Robinson, 9822 Avenue H, Chicago, which will be ready for the market early in the spring. As will be seen from the accompanying illustrations, the Robinson saddle is suspended from a set of double-leaf springs in such a manner as to give it a forward and backward movement, thus overcoming the horizontal vibrations that have been almost entirely overlooked in previous saddle designs.



The combination of a double-leaf spring with the coil springs permits of an up and down action of four inches, which the inventor believes is sufficient to absorb all ordinary road shocks and afford "automobile comfort." The leaf springs are adjustable as to tension by means of a bolt and can be made to suit the rider's weight. The saddle is patented and has been perfected after tests extending over two years. With four inches of vertical and half an inch of horizontal movement it is argued that little or no vibration can be transmitted to the rider.



TWO NEW BRANCHES.

THE Edwards-Crist Manufacturing Company, which some time ago took over the agency for the Indian motorcycle, has established two new agencies in Chicago, making six in all. On February 1 the concern opened a new sales headquarters at 4350 Evanston avenue and another at 11021 Michigan avenue, Roseland.

FRISCO AGENTS BUSY.

SAN FRANCISCO, CAL.—Bente & Baumgardner, the local agents, have received their 1912 Merkels. The first shipment arrived in San Francisco on January 20, and the firm sold several machines before they were unpacked. Bente & Baumgardner are also agents for the Excelsior machines in this territory, and have a shipment of twenty-five of the 1912 models on the way.

FRISCO MOTORCYCLE SHOW

Club in Golden Gate City Fathers Movement to Have Big Exhibition During First Week of March.

SAN FRANCISCO, CAL.—San Francisco is to have a motorcycle show the first week of March. It will be held on Market street, in the downtown district, and will be under the auspices of the San Francisco Motorcycle Club. W. G. Collins is at the head of the project, and is working with all his energy to insure success. This is the first motorcycle show that has been planned on the coast. It will be a big thing, and is to be held upon the lines of the shows in the East.

Motorcycles, tires and accessories will be the features, and the following will have exhibits: Aurora Automatic Machinery Company (Thor); Hendee Manufacturing Company (Indian); Bill & Co., E. F. Merry, Bill & Bill, Zimmerlin Brothers, J. Halley, United States Tire Company, Goodyear Tire and Rubber Company, Diamond Tire Company, Fisk Rubber Company, Republic Rubber Company, Pennsylvania Rubber Company, Bosch Magneto Company, Monarch Oil, Monogram Oil, Bean Sons & Co., Mohrig Brothers, L. H. & B. I. Bill, and Baker & Hamilton. The club is now hard at work upon the preliminary details.

The show promises to be a great thing for the motorcycle trade in the West, and the San Francisco club cannot be lauded too highly for the work that has already been done. The first of March has been decided upon for the opening, to enable all motorcycle dealers to have the new models ready for the show.

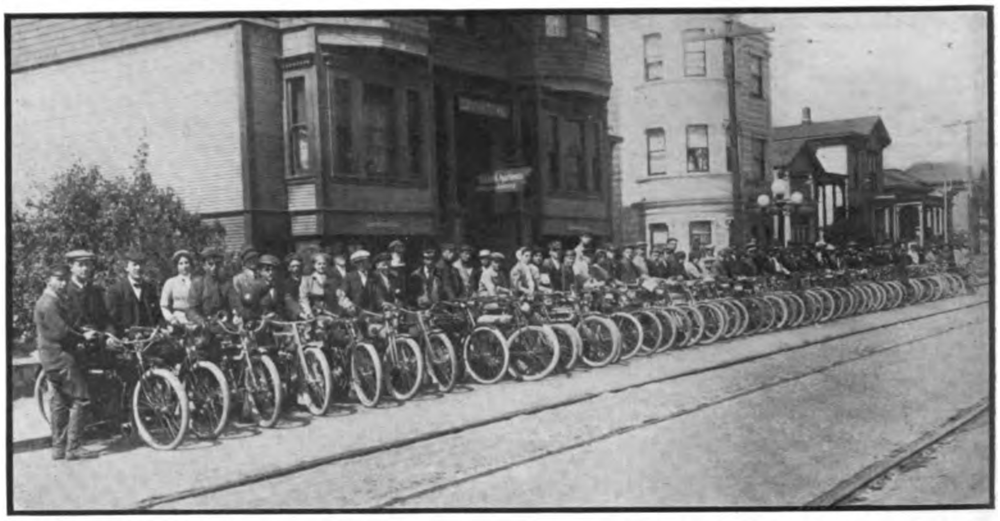
EIGHTY PER CENT. INCREASE.

SAN FRANCISCO, CAL.—The San Francisco branch of John T. Bill & Co. reports excellent business during 1911. This is the second year for the firm in San Francisco, and an increase of 80 per cent. over the first year's business is announced in the statement made by Branch Manager M. B. Moriarty. Bill & Co. have just received their "Reading Standard" demonstrator, 1912 model, and the machine has caused much comment. A carload of the new machines is on the way to the San Francisco branch. The firm also has the agency for Pierce and Emblem motorcycles.

In 1911 this company sold 150 Emblems, 60 Pierce machines and 80 Reading Standards. The San Francisco branch has made extensive improvements in the store, and it now has an excellently equipped office and a neat and attractive shop.

DANCED IN SAN JOSE.

SAN JOSE, CAL.—Two hundred and fifty Knights of the Spark and nearly as many ladies, representing the beauty of the famous Santa Clara Valley, gathered in Germania Hall on January 27 and participated in the "event of the season," as it has been rightly called by local enthusiasts. Hundreds of riders came over from the surrounding Bay cities on their motorcycles, the roads being in good condition and the mercury standing above 60 in the evening. Visitors from the San Francisco Club, the Oakland Club and riders from Berkeley and Alameda made the trip and returned in the early hours of the morning.



READY FOR THE ROAD.

JUST before the Oakland (Cal.) M. C. started on a social run to Mission San Jose recently the camera man got in some good work and as a result the club members are displaying copies of the accompanying photograph. It will be noticed that quite a few tandems are shown and that the ladies of the party seem to be enjoying the situation every bit as much as their escorts.

UNION FOR RACERS?

"Walking Delegate" Who Represents Some of the Coast Speedsters Gets Cold Reception From Track Owners.

LOS ANGELES, CAL.—A new condition now looms up in motorcycle racing, that of unionism with walking delegates. Jim Gunn, who was one of the Salt Lake City bicycle racing men, and who last summer tried his hand at managing one of the tracks there, has come to Los Angeles to organize a union of racing men and has persuaded a half dozen of the professional riders to engage him as manager for a year, to protect them, as he says, from the promoters and referees.

When he called on Manager Paul Derkum, of the new Los Angeles Stadium, that promoter informed him that he had already told the professionals personally that if they sent Gunn to him to transact business for them that they would have to buy tickets to get into the new track, and those who did not care to deal direct with the management would not be needed.

The walking delegate consulted Referee Charles Fuller Gates, who is now in charge of racing on the Pacific Coast, and that official informed Mr. Gunn that under the new system of the F. A. M. racing men were practically guaranteed their prizes. The official referee collects all prize money and pays the riders individually before they leave the track, so that third parties are not needed to protect racers. Referee Gates also stated that the F. A. M., as far as it is represented in California, will deal only with riders and promoters direct.

Some of the professionals who are not riding fast enough to win may try, as at the Oakland Motordrome, to obtain a guarantee from the promoters, but Manager Derkum, who is backed up by Jack Prince and the owners of the new track, says that the fellows who cannot win anything ought to go into some other line of business.

E. L. DURHAM & CO., Charlotte, N. C., have taken the exclusive agency for Reading-Standard machines for that section.

RECORDS ARE UNOFFICIAL

Wolters' Failure to Have His Machine Measured Before Oakland Trials Disappoints His Friends on Coast.

SAN FRANCISCO, CAL.—The fact that the chairman of the F. A. M. Competition Committee does not officially recognize the records made by Joe Wolters at the Oakland Motordrome, in which he lowered all official marks up to ten miles, comes as a surprise to many, but the truth was known in San Francisco for some time by those closely in touch with the situation. The fault, if there is any, rests with Wolters himself, according to a statement made by Referee Carroll. Wolters was notified that if he wished official count on his records arrangements could be made to have his machine measured in the presence of the proper authorities, but this was not done. The timers certified to the time, each record was signed, and all other requirements were looked after, but according to Referee Carroll, Wolters said that he would wait until he appeared in Los Angeles against De Rosier, before going after official records.

It seems a shame that the records made here were not officially recognized, as there seems to be no doubt as to their authenticity. Wolters is sanguine of success in Los Angeles, however, and his friends here believe he will duplicate his Oakland performances.

CLUB TRANSFER CARDS.

OFFICIALS of the Oakland M. C., Oakland, Cal., are corresponding with other clubs throughout the state with a view to outlining a transfer card system so that a member who moves from one town to another may still be a member of a club. The idea is to arrange the cards so that a rider in good standing when the transfer is issued may become affiliated with the club in the town to which he moves without being obliged to pay another initiation fee. The plan has been approved by the San Francisco M. C. and other clubs in the vicinity.

WANT RACES IN SAVANNAH

Movement Is Under Way to Improve Present Horse Racing Course for Use By Motorcycle Speedsters.

SAVANNAH, GA.—If present plans do not miscarry this city will be in a position to hold out inducements for the motorcycle speed kings during the coming racing season. Efforts are being made to have a half-mile track, now used exclusively for horse racing, improved so that it will be suitable for the single-trackers, and there are indications that the movement will be successful. The motorcycle has always stood high in this city and vicinity, and it is believed that races would be well patronized. Both the Savannah and Augusta clubs are now under the F. A. M. banner and there appears to be nothing in the way of a thoroughly satisfactory arrangement for all concerned.

The present track has a good grandstand and the course itself is in fair condition, so it is argued that only a small outlay would be necessary to start the ball rolling. There has been some talk of carrying the plans through so that the opening meet may be held on Memorial Day, but it is likely that a later date will be decided upon for the first races if the scheme goes through.

The annual election of officers of the Savannah club will be held in June and a number of candidates are already in the field.

Savannah Agencies for 1912.

Agents in this city have closed contracts as follows for 1912: Oakman & O'Neil, Yale, Pope and Merkel; George W. Thomas, Pierce; Balfour Hardware Company, Harley-Davidson and Excelsior; O'Neil & Burch, Flanders; Wiliams Motorcycle Company, M. M. and Thor; Harris Tire Company, Indian.

New Police Machine.

The Savannah police department has added a new Excelsior machine to its equipment, making three motorcycles of this type now in use by the bluecoats. The motorcycle officers have rendered excellent service in the past and so deeply impressed are the city officials that still another machine may be purchased before the summer is over.

CAUGHT "BURGLAR" RED-HANDED.

RECENTLY the Dayton (Ohio) police headquarters was notified that a burglar was trying to enter a house in a section of the city two miles distant. A motorcycle officer leaped into his saddle and covered the ground so quickly that he caught the intruder "red-handed." It developed that the "burglar" was a reputable citizen who had gone to a neighbor's home to obtain water, but that did not detract from the fact that the motorcycle cop arrived on time.

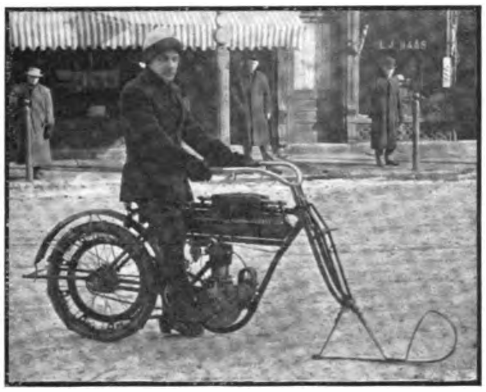
SANTA ROSA OFFICERS.

SANTA ROSA (CAL.) motorcyclists have organized a club and elected the following officers: A. Dont, president; H. Coppedge, vice-president; H. Bruner, secretary; A. Bowden, treasurer. The club will be affiliated with the F. A. M. at an early date.

A HYBRID OUTFIT

Merkel With Front Wheel Replaced By Sleigh Runner Makes Good Time and Attracts Much Attention.

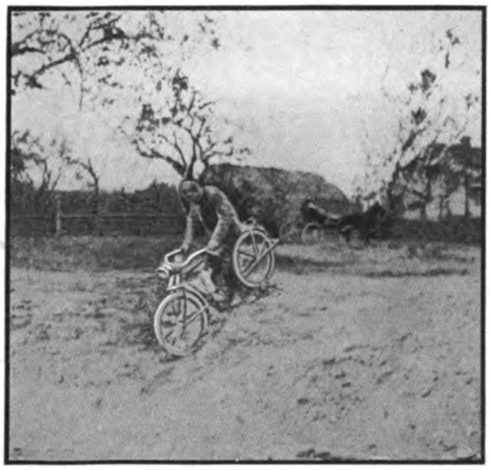
OF late the attention of motorcyclists in Middletown, Ohio, has been attracted to the unique outfit which is shown in the accompanying photograph. As will be noted a standard Merkel single has had its front wheel replaced by a sleigh runner of unusual design, and except in this regard the machine has not been altered.



Ford Sanford, of the Miami Cycle & Mfg. Company's staff, who made and adapted the attachment, states that he is able to make good time over ordinary snow surfaces and that steering is not as difficult as might be imagined. The rear wheel is fitted with an anti-skid chain to provide additional traction when driving up grades and on particularly slippery stretches.

MOTORCYCLE MILK DELIVERY.

ONE of the leading dairy companies in Tacoma, Wash., has been using a motorcycle of late to deliver rush orders of milk to its patrons, and the scheme has proved so successful that a machine with a specially built container will probably be used on a suburban milk route during the coming summer.



KIPP IN NEW STUNT.

HERB KIPP, the Toronto speedster and Indian representative, is shown in the performance of a new stunt in the accompanying photograph. He is plunging down the side of a sand dune at Burlington Beach, Ontario, on an Indian machine, a hazardous undertaking even for a rider of Kipp's skill and daring.

MECCA FOR MOTORISTS

San Jose District Now Offers Some of the Best Roads in California.—Pushing Improvement Work.

SAN JOSE, CAL.—That San Jose is soon to be a Mecca for motorcyclists and automobilists is an assured fact. It is certain that the new Valley Circuit Road will be built in the near future, and together with the new State Highway of the "Wishbone Route," as it has been called, will make the roads and highways of this district the best in the State of California, if not on the continent. There is a constant stream of vehicles pouring into San Jose from the bay cities and as a pleasant halting place this city and its environment is unsurpassed. Every touring party which travels over the El Camino Real passes through Santa Clara County, and the assurance of even better roads has done much to stir up enthusiasm in local circles.

A Chamber of Commerce boosting party is arousing enthusiasm in the districts over which it is proposed to run the route and all the property owners are promising to give free right-of-way for the roadway, while hearty co-operation of every improvement club and county organization is being given to aid the work.

MORE REGISTERED SHOPS.

FOLLOWING is the list of registered F. A. M. repair shops for week ending Jan. 27: E. R. Kahrs, 850 Ellis St., Augusta, Ga.; West End Electric & Cycle Co., Green and Maclay Sts., Harrisburg, Pa.; Miner & Houseknecht, 46 Main St., Batavia, N. Y.; F. Schwarz, 447 West North Ave., Chicago, Ill.; South Side Cycle Co., 1623 So. Broadway, St. Louis, Mo.; Holdridge & Gordon, 903 H St., Modesto, Cal.; Thomas Tauber, 628 Walnut St., McKeesport, Pa.; H. Von Der Linden, 52 Market St., Poughkeepsie, N. Y.; Walker Bros., 105 Court St., Bowling Green, Ohio; R. H. Hofheinz, 220 East Commerce St., San Antonio, Tex.; Chase Motor Co., Charles and Read Sts., Baltimore, Md.; R. E. Rodgers, 409 Chess St., Monongahela, Pa.; Chicago Motorcycle Works, 738 Sheridan Road, Chicago, Ill.; Excelsior Autocycle Co., 473 Woodward Ave., Detroit, Mich.; T. W. Long, 43 East Wheeling St., Washington, Pa.; Thomas Bouchie, 903 N. 7th St., Vincennes, Ind.; J. M. Williams, 18 Seventh St., Franklin, Pa.; Wm. H. Danner, Washington Ave., Siegfried, Pa.; R. G. Brazenor, 1507 Bushwick Ave., Brooklyn, N. Y.

SERIES OF NOVEL TESTS.

RECENTLY the Wichita (Kans.) M. C. held a series of unique tests in various parts of the city. The first contest was a slow race for a distance of one block, and then followed a "quick stop" test, a pedaling race, a speed trial around a city block, a race around a circle formed by four men standing in the middle of the street, a slow hill climb and a foot race, each man being obliged to push his machine for a block. Later the club members rode through the city in single file, with mufflers closed and almost at a walking pace to prove that their motorcycles "could behave themselves." The program proved so successful that another one along similar lines will probably be arranged before the coming riding season is far under way.

Pictures may look nice, but they

JUST at present about all that some manufacturers are showing in the way of 1912 models are pictures.

No one who has investigated as he should is going to hand over money to any manufacturer now-a-days on the strength of hand-made dummies stuck together for show purposes. Dealers are no longer interested in models that have never been built, because there is no profit in the sale of something they can't get.

Thanks to bitter past experiences most dealers know that "financial difficulties," "re-organizations," "disputes" and constant internal friction will raise the dickens with the *production* end of any factory.

Today it is not only the machines that count but the people back of them as well. The dealers won't be fooled again by any manufacturer, whether it is the same one or not.

HARLEY-DAVIDSON MOTOR CO

make mighty slim bank accounts

THE motorcycle business will be good next summer. There is no question about that, but what the dealer wants is machines *when he needs them,* not simply pictures to look at or promises which may or may not materialize.

As for ourselves, we're *alive.* We need no flowers or sympathy. Neither do our dealers. So far this season we have built and shipped twice as many machines as we ever did in like time before.

Still more property acquired—old buildings cleared—temporary buildings utilized for immediate needs—complete plans for another $100,000.00 addition—such happenings tell *our* story. *We* are making *motorcycles*—not promises—and we are looking for more *business,* not trouble.

If you ask yourself "What's this advertisement for?" just investigate *your own* proposition. You'll find out. Four or five months hence don't blame us if we come back and say "we told you so." It won't do you any good then.

MPANY, MILWAUKEE, WISCONSIN

QUESTIONS & ANSWERS

COMPRESSION PRESSURE.

R. A. WHITSIDE.—A motor of 4-inch bore and stroke, at 800 revolutions per minute, should give off about 4 horsepower. Pressures in the cylinder are various. There is the compression pressure, that of the charge at the beginning of the explosion stroke, that of the charge at the finish of the explosion stroke, and finally a pressure on the piston due to the action of the flywheel in turning over through the connecting rod, wrist-pin, etc. We presume you mean the compression pressure. This can be calculated by the relation of the volume of the entire cylinder to that of the compression space, figuring the pressure on the interior of the cylinder with the piston at the beginning of the compression stroke at 14.72 pounds per square inch and using the formula $v:V::P:p$. In this, v is the volume of the compression space and V that of the cylinder including the compression space; p is the compression pressure and P the pressure at the beginning of the compression stroke (14.72 pounds per square inch). A gauge can be used to get the compression pressure direct. We cannot give you the explosion pressures as you do not give us the volume of the compression space, the compression pressure, etc. The pressure due to flywheel inertia will be found in any good work on the internal combustion engine, and is too long to be given here.

ELYRIA, O., TO GREENSBORO, N. C.

L. A. OSBORNE.—We suggest that you go from Elyria to Wheeling, W. Va., via Akron, Canton and Steubenville, and then from Wheeling go to Cumberland, Ind., via West Alexander, Washington Pa., Beallsville, Brownsville, Uniontown, Addison, Grantsville and Frostburg. To Cumberland the route is over the National Pike and there are a number of steep ascents and descents on the way. From Cumberland go to South Cumberland, then to Frankfort, Springfield, Romney, Frenchburg, Capon Bridge, Parishville, Gore, Hayfield, Chambersville into Winchester, Va. Go next to Stephen City, Middletown, Strassburg, Maurertown, Woodstock, Edinburg, Mount Jackson, New Market, Lacey Springs, Harrisonburg, Mount Crawford, Burkstown, Mount Sidney, Verona, and Staunton. There are 19 toll gates between Winchester and Staunton. From Staunton go to Minte Springs, Greenville, Midway, Fairfield, Lexington, Fancy Hill, Natural Bridge, Buchanan, Troutville, Cloverdale, Boonsac, and finally Roanoke.

From Roanoke go to Rocky Mount, then to Syndorville, Martinsvale, Ridgeway, Stoneville, Madison, Ellisboro, Stokesboro, and Kernersville, N. C. From the latter place go to Greensboro. This route is varied, dirt and macadam roads, with fords and dangerous railroad crossings.

If the numerous toll-gates between Winchester and Staunton are not to be passed, go on to Washington, D. C., via Berryville, Leesburg and Falls Church. The extra distance is 70 miles. From Washington go to Fairfax, Centerville, Middleburg, Plains Station, Academy, Warrenton, Jeffersonton, Culpepper, Locustdale, Orange, Gordonsville; then to Charlottesville, Rock Fish Gap, Waynesboro and into Staunton. The route from Staunton to Greensboro, N. C., is thereafter the same as before. We cannot recommend your going via Parkersburg and Charleston, W. Va., as some of the roads you would encounter might be too much for any wheeled vehicle. In parts of that State horses only are used, with some roads only capable of being driven over in a light buggy. The routes given are fair-to-good, and include some fine country.

Riders in West Virginia, if from Ohio, and carrying Ohio license and plates, are exempt from taxation, as non-residents. An Ohio license can be obtained from the Secretary of State at Columbus. For 1912 regulations, write the secretary. Virginia and North Carolina, at the present writing, give exemption to non-resident riders from Ohio, under the same conditions as in the case of West Virginia. See our forthcoming Motorcycle Manual for State laws on motorcycles, etc.

LICENSE AGE LIMIT.

W. G. D.—(1) The age limit for licenses in your State is 18 years and we doubt very much if you could get the necessary papers without misrepresenting your age. If you are qualified as a rider, an exception might be made in your favor, but this is seldom done. Write the Secretary of State, at Hartford.

(2) The International News Company, 31 Chambers street, New York, can procure subscriptions to the *Motorcycle* and *Motorcycling* (London), for you. The price of each is, we understand, $2.50 per year.

FOR SIDE-CAR WORK.

HARRY H. RAYMOND.—A four horsepower motor will be capable of caring for the load of 130-pound passenger and 160-pound rider, plus the weight of the side-car, but more than a moderate speed need not be expected unless the roads are good. Ordinary hills can be surmounted without pedaling assistance or dropping the passenger, but on rough roads and steep hills a clutch will be found to be necessary in most cases. In fact, a clutch should be fitted on any passenger machine, whether of medium or high power. With a two-speed gear on this mount, you should be able to go anywhere that the wheels will get traction. A change in the mixture, point of ignition and amount of lubrication over that used when riding solo will be necessary when a passenger attachment is used. A number of side-car owners prefer chain transmission to that of flat belt, but the preference is dependent mostly on the ability and familiarity of the rider with that particular form of transmission in either case.

FUEL GAUGE DEVICE.

WM. E. WALDRON.—The device you mention has been fitted to a number of automobiles in this country and to several English motorcycles in the factory, as a rule, and not made outside and fitted to order. We know of no patents on such a device, and you might have an application for a patent refused, but we see no reason that would prevent you from getting up such a device for motorcycle service only. We suggest that you search the files of the Patent Office Gazette to make sure that such a patent has not been issued, looking up the files as far back as 1906 for example. Such a device should, in our opinion, be fitted to the tank to prevent the latter from being drained dry, and the rider stranded at a distance from any source of supply. The device could undoubtedly be made very cheaply and sold at a low figure, and the demand would probably be considerable. Many a first-class device has gone to the wall, however, by reason of its not "taking" with the public, so that a prediction on our part as to the success of the device you mention cannot be given.

DETROIT TO LOS ANGELES.

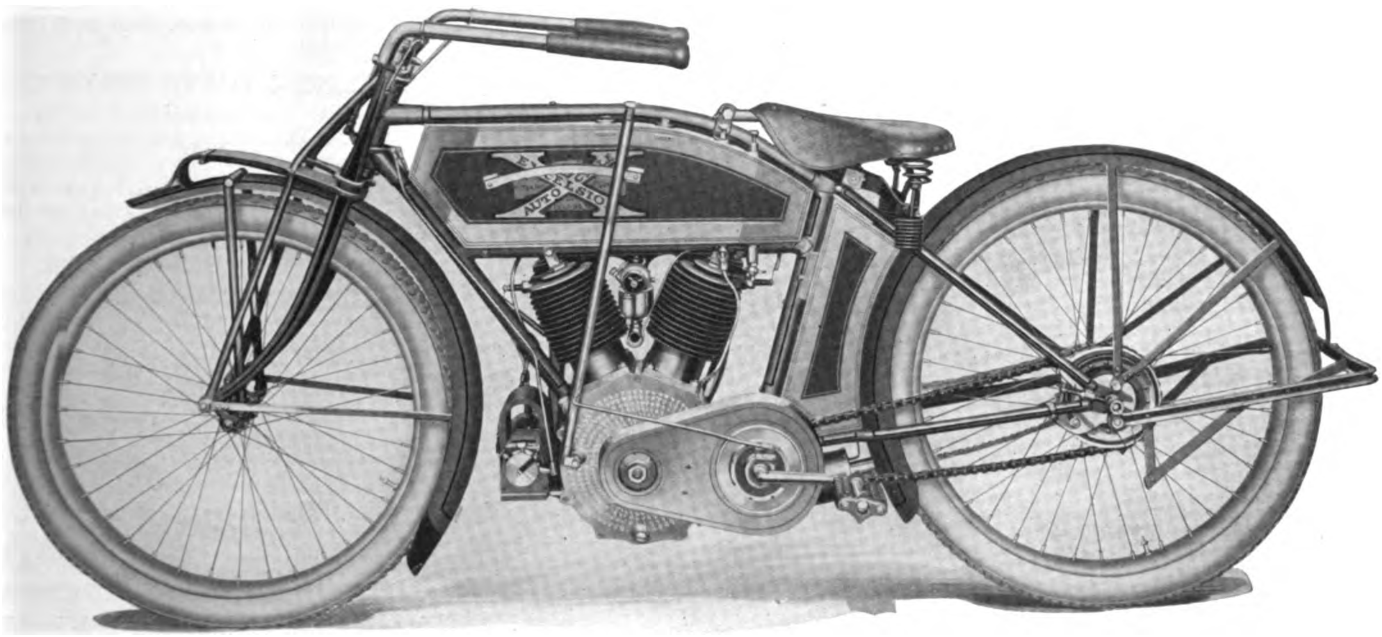
R. A. DELISLE.—From Detroit go to Wyandotte, then to Monroe and on to Toledo. From Toledo go to Caraghar, Swanton, Delta, Wauseon, Archbold, Stryker, Bryan, Edgerton, Butler, Waterloo, Kendallville, Brimfield, Ligonier, Benton, Goshen, Osceola, Mishawaka, and South Bend. From South Bend go to New Carlisle, La Porte, Westville, Valparaiso, Wheeler, Hobart, Highlands, Hessville, Hammond, Wolf Lake, South Chicago and Chicago.

From Chicago go to Maywood, then to West Chicago, Geneva, De Kalb, Malta, Creston, Rochelle, Flagg, Ashton, Franklin Grove, Nachusa, Dixon, Sterling, Round Grove, Morrison, Union Grove, Clinton, Camanche, La Follett, Princeton, Le Clair, Pleasant Valley and Davenport (Ia.). From the latter place go on to Durant, Wilton, Moscow, West Liberty, Iowa City, Tiffin, Homstead, South Amana, Marengo, Ladora, Victor, Brooklyn, Grinnell, Newton, Colfax, Mitchellville, Altoona and Des Moines.

EXCELSIOR AUTOCYCLE
EXCELSIOR
MOTOR MFG. AND SUPPLY
COMPANY
CHICAGO, ILL.

Always
Makes Good.

The Height of Mechanical Excellence Backed by a Powerful Organization



The Excelsior Autocycle will not only be better than ever in 1912, but our increased facilities and reinforced organization enable us to stand behind our product with a more liberal guarantee and give our dealers even stronger support than heretofore.

The 1912 Excelsior includes every perfect feature of previous models with marked development and improvement wherever such has been possible.

Our new RACY TYPE frame with CUSHIONED SEAT POST appeals alike to the young man who wants to "beat it" and the calculating man of business who wants comfort, safety and absolute reliability.

Our FREE ENGINE CLUTCH is the best on the market, greatly improved by special and exclusive Excelsior features.

THE NEW SEVEN TWIN

has shown itself beyond question the fastest thing on two wheels, and its remarkable power makes it the ideal machine for side car service.

Our new catalog is now ready and yours on request.

There is mighty little open territory, but you may be fortunate enough to be in some that is not closed.

If you are a dealer and want a live one write for territory and terms.—But DO IT NOW.

If you are, or want to be a rider, you want a machine that is right and stays right—in short—an Excelsior that

ALWAYS MAKES GOOD

6 Models—4, 6 and 7 h. p., $175 to $250

EXCELSIOR MOTOR, MFG. & SUPPLY CO.

2202-2258 Union St., Chicago, Ill.

From Des Moines go next to Waukee, Ortonville, Adel, Redfield, Montieth, Guthrie Centre, Exira, Brayton, Lorah, Atlantic, Marne, Walnut, Avoca, Minden, Neola, Underwood, Council Bluffs and into Omaha (Neb.).

From Omaha go to Lincoln, then to Hastings, Minden, Holdrege, Oxford, McCook and Imperial; from the latter place go on to Julesburg, then to Fort Morgan and Denver. From Denver go to Colorado Springs and then to Pueblo. From Pueblo go to Alamosa (Col.), then on to Santa Fe (N. M.); then go to Albuquerque and Gallup. From Gallup go next to Flagstaff, (Ariz.), then to Phoenix, Salome, Vicksburg, and Blythe (Cal.). From Blythe go across the State to San Bernardino, from which city Los Angeles can be reached via Pomona, and Pasadena.

An alternative route is that given in the answer to Harry F. Gale in the January 25 issue, taking the route at Ogalalla from Julesburg in the present answer. Lack of proper routing information about the States of Arizona, New Mexico, Utah, Nevada and Idaho prevents a more detailed description of either route. The States of Colorado and California, have been well routed to date.

GEAR RATIOS.

GUS. A. ANDERSON.—Most plugs for magneto ignition will work with battery and coil ignition, provided the distance between the points is not too small. This should be between 1-32 and 1-50 of an inch for battery and 1-50 of an inch or even less for magneto ignition. If air resistance is neglected, the 3:1 ratio should give the superior speed for a 5 h. motor, but counting in this resistance, it is a question of total weight, surface of rider and machine exposed and proportion of weight on the driving or rear wheel, whether the 3:1 or the 3½:1 will give the superior speed on the level. Probably the latter will be the better ratio for give-and-take riding.

TRANSMISSION TYPES.

R. C. NEWMAN.—The highest efficiency would naturally be with the single chain from the motor shaft to the rear wheel; under ideal conditions this would be about 97 per cent. With a pair of chains and intermediate bearings (as on a countershaft) the efficiency would naturally not be so high, 90 to 95 per cent. The relative efficiency of either type of belt has been the subject of much discussion in technical circles, and no results satisfactory to the majority have been reached. Theoretically, the V-belt should have the higher efficiency. Unfortunately, however, none of the above forms of transmission work under ideal conditions, and in all probability the efficiency in motorcycle service is about the same for double chain, V-belt and flat belt. The efficiency of any form of transmission working under theoretically ideal conditions should not be taken as the true guide to choosing the best form for a motorcycle, as no two riders can get the same service out of any two machines of the same power and make, nor of the same power but with theoretically—equally—efficient forms of transmission. Thus, rider A with a single chain machine theoretically should have a more efficient transmission than rider B with a V-belter, both machines being of equal power and weight, yet B can get more out of his mount in bad places, etc., than A, and his tires and frame may be in better condition than those of A after a certain number of miles. Thus the chief factor to be looked to is the ability of the rider to get the best out of any form of transmission, and not the question of a difference of 1 to 1¼ per cent. It must be remembered that all machine design in any line whatsoever is a series of compromises; efficiency being to a measure sacrificed for simplicity or economy in manufacture; simplicity being reduced in favor of stanchness, etc.

Vaseline is not a lubricant, and should only be used as a protector for surfaces subjected to rust, etc., as when a machine is stored away for the winter. Grease should not be used unless specified by the manufacturers as suitable for use in the frame parts in question. Oil is employed in the hubs, pedal bracket, etc., as a rule, and the proper quality should be obtained, according to the advice of the motorcycle maker or his agent. Ball-bearings frequently employ a special oil, while those on a magneto need a drop or so only every four to six months. Be careful not to over-oil the magneto as you will have vexatious trouble if you do.

The slots in piston rings should be opposite each other, 180 degs. apart when two are used, or 120 degs. apart when three are fitted. See page 64 of our December 28 issue for directions for fitting piston rings.

A LEGAL PROBLEM.

S. R. BRENAMAN.—As a rule the deposit given is forfeited under common law by reason of your failure to fulfill the contract made, but you may be able to recover on the ground that no such understanding existed between you and the manufacturer when the verbal contract was made, and the burden of proof will be on him, as no written contract exists. On the other hand, if the defaulting contracting part is unable to fulfill the conditions of the contract, because of his being a minor, of unsound mind, or having made the contract while under the influence of some drug, or by force or threat of force, the contract would be void, and the deposit returnable without recourse to a civil suit. Otherwise, it is doubtful whether you can recover except on the grounds given in the first sentence of this answer. You can readily see, in a case where a dealer took an agency for the A machines, and finding that the B machine was a better business proposition, declared that he gave up the A agency and demanded his deposit be returned, that the manufacturer of the A machines would suffer without redress in having built or partially built the machine or machines which were to go to the agent and by such expenses necessary to secure and maintain the agency through the said agent. An allegation of bankruptcy in most States is not of sufficient weight to effect recovery of such a deposit, and we advise your consulting a lawyer.

THREE-INCH TIRES.

J. S. MINDENDAL—There are 28 by 3 inch motorcycle tires made, but we do not think that there are any as yet made for 26-inch wheels. Write the various tire companies, such as Diamond, Goodrich, etc., whose addresses will be found in our advertising columns. The rims for a 2½-inch tire will probably be too small for a 3-inch tire, and special rims may have to be fitted to the wheels. Again, the clearance between the rim and the mudguard on most machines will hardly admit the use of a 2¾-inch tire, while a 3-inch shoe would not turn over, but would bind against the mudguard. The use of a 3-inch tire necessitates, therefore, the changing of the position of the mudguards to accommodate the increased clearance necessary for the larger size of shoe. On many machines the lack of room precludes this being done. The distance across the clinches of a 3-inch rim, too, may be too great to fit the tire between the fork sides.

MOTORCYCLE ADDRESSES.

AARON EHRESMAN.—Following are the addresses desired: Schickel, the Schickel Motor Company, 59 Garden street, Stamford, Conn.; Iver Johnson, the Iver Johnson Arms & Cycle Company, Fitchburg, Mass.; Bradley, the Bradley Motor Co., 268 Diamond street, Philadelphia, Pa.; Douglas, Douglas Bros., Kingswood, Bristol, England; Bradbury, Bradbury & Co., Ltd., Oldham, England; Detroit, Detroit Motorcycle Mfg. Co., 619 Majestic Building, Detroit, Mich.; C. V. S., C. V. Stahl Motor Works, 29th and Diamond streets, Philadelphia, Pa.

ARMSTRONG THREE-SPEED GEAR.

SUMNER C. BURGESS.—The Armstrong Three-Speed gear is located in the rear wheel hub and is made by the Armstrong Three-Speed Works, Icknield Street, Birmingham, England. There is no agency in this country.

NOTE THE ADDRESS.

OF late orders have been delayed and considerable confusion has resulted because a misunderstanding on the part of some patrons of the Motorcycle Equipment Company, of Hammondsport, N. Y., has led them to address the company's mail to other Hammondsport firms in the motorcycle trade. This was done presumably in the belief that these companies were interested in the Motorcycle Equipment Company, which is not the case, the latter concern being incorporated and distinct.

BOSCH SERVICE BRANCHES.

ARRANGEMENTS for special installation service have been made in all Bosch branches so that motorists in the vicinity of any branch, desiring to have their present ignition systems changed to Bosch, may leave their machines at the Bosch garage and have the change made promptly and at a reasonable figure with work of the usual Bosch quality.

PORTO RICAN AGENCY.

THE Pierce single and four cylinder motorcycles are handled in Porto Rico by Bolles, Rever & Co., 6 San Jose street, San Juan. Unlike most export houses, the company has a complete line of accessories, both for the Pierce machines and for the various lines of bicycles which they also handle.

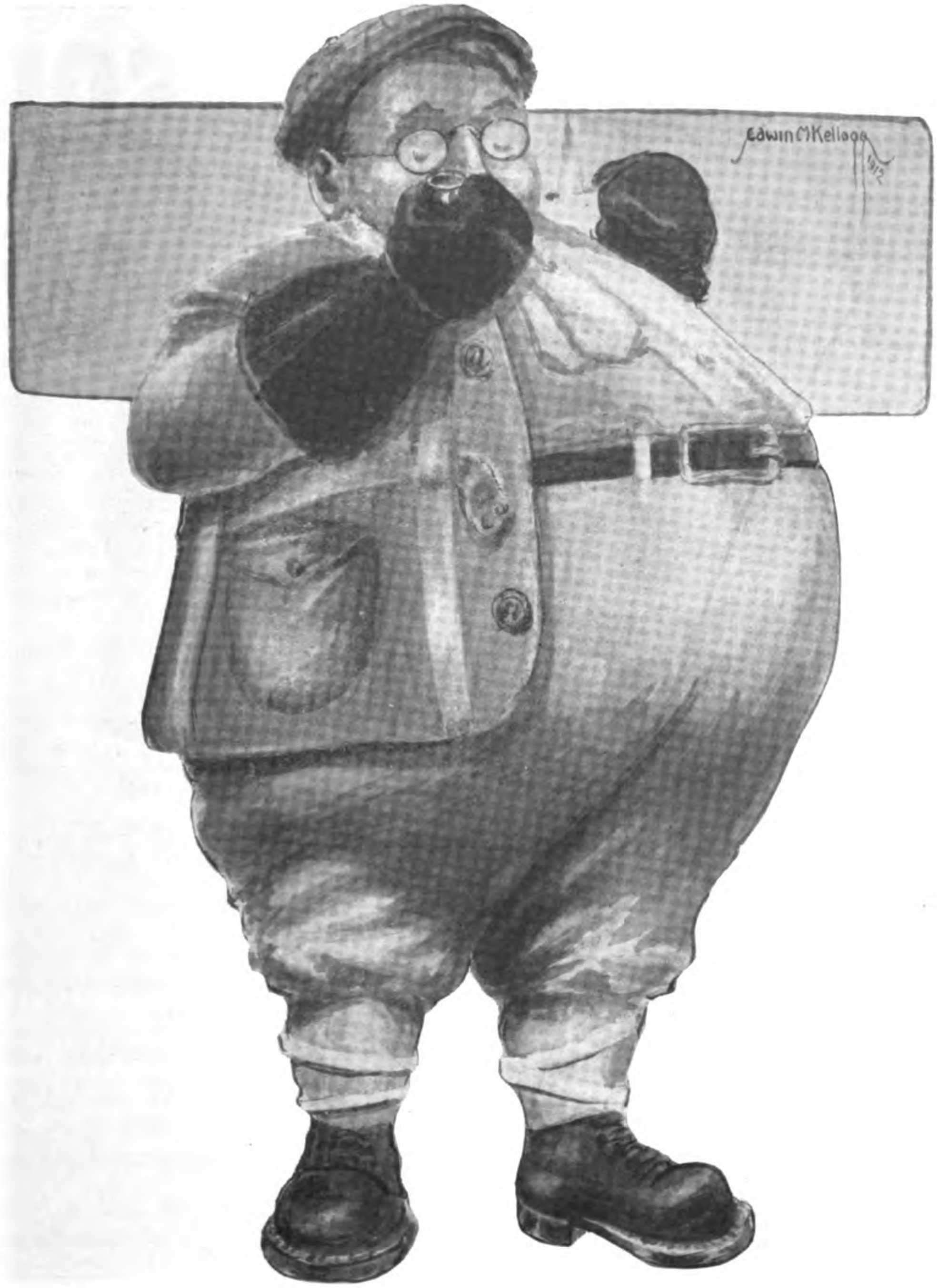
A POLICE MACHINE.

THE police department of Trenton, N. J., has received from John Sykes, a local motorcycle agent, the twin T. T. Indian which will be used in the service of the department.

TWO RIVERS BRANCH.

JOSEPH PETERIK, the well-known bicycle man of Manitowoc, Wis., and county agent for the Harley-Davidson motorcycle has opened an agency in Two Rivers, and has appointed Walter Watzl as manager.

STRENGTH IN EVERY FIBRE



Large or Small—We Fit Them All

Dealers—Do not miss this opportunity of getting hold of a live proposition
Write at once for illustrated catalog showing complete line

FOWLER-CARNES COMPANY (Formerly Wilson Weather Coat Co.) **Aurora, Ills.**

DISTRIBUTORS.—The Buckeye Motor & Cycle Co., Akron, O.; A. H. Patterson, Brooklyn, N. Y.; Lancaster Auto and Cycle Supply Co., Lancaster, Ohio; Motorcycle Equipment Co., Hammondsport, N. Y.; Jenkins & Co., Des Moines, Ia.; Mead Autocycle Co., Denver, Colo.; Central Cycle & Supply Co., Wichita, Kans.; Elyea-Austell Company, Atlanta, Ga.; Omaha Bicycle Co., Omaha, Neb.; Arkins & Claflin, Salt Lake City, Utah; F. A. Baker, 10 Warren St., New York City.

ERO MOTORCYCLE ACCESSORIES

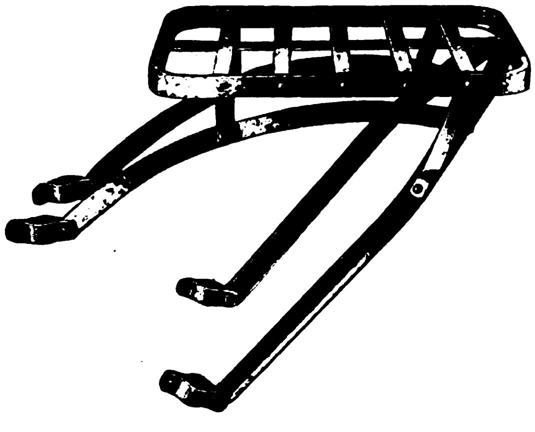
ERO, MODEL 3

A TANDEM ATTACHMENT THAT IS RIGHT

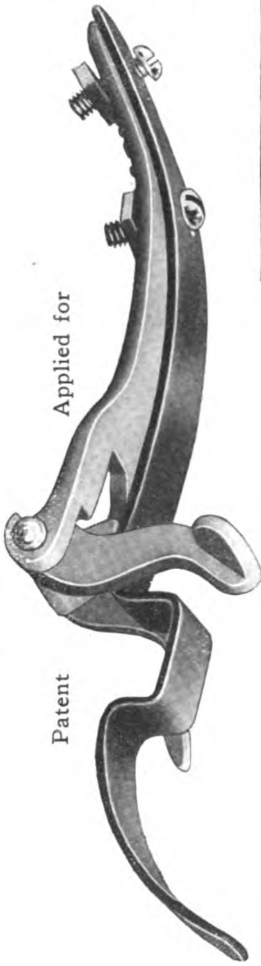
Simple, light and strong. Does not overload your machine and will carry any weight that your wheel will stand. No better attachment at any price. Why Pay More? Price, complete with saddle and dust-guard, full nickeled $11.50
Same, enameled any color $10.00

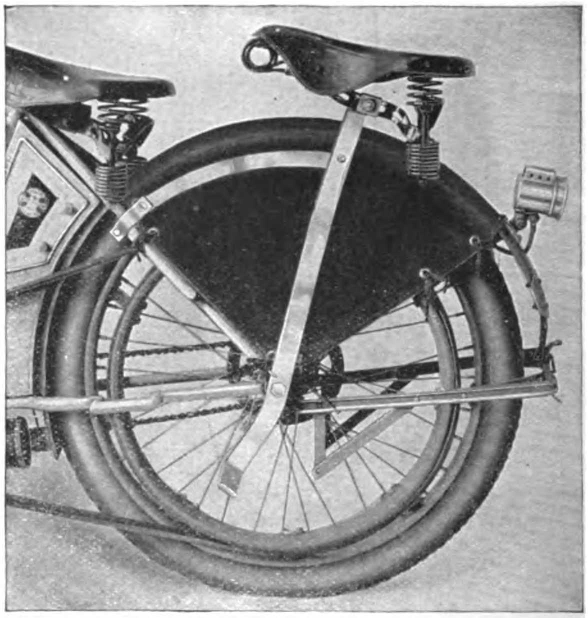
ERO LUGGAGE CARRIER

MODEL 4



A real luggage carrier, made of channel steel and bar stock throughout. Will carry more weight than any wheel will stand. Price, each complete with clips, enameled any color $3.50





ERO STAND LATCH

The handiest thing ever put on a motorcycle. Positively locks the stand and instantly releases it without using the hands. Fits any motorcycle and quickly attached. Price, complete without clip, postage prepaid . . . . 50c.

These are just a few good things of the Ero line

IF IT IS USED ON OR WITH A MOTORCYCLE WE SELL IT.

Write today for our new catalog that is worth real money to every motorcycle dealer and owner.

ERO MANUFACTURING COMPANY

914 West Jackson Boulevard **CHICAGO, ILL.**

DISTRIBUTING AGENTS:

Excelsior Auto Cycle Co., Detroit, Mich. W. D. Andrews, Buffalo, N. Y. Hans Johnson, Dallas, Tex.

OBJECT TO NEW BILL.

Louisville Motorcyclists Are Trying to Have Several Provisions in Motor Statute Modified.

LOUISVILLE, Ky.—Considerable excitement has been aroused among the motorcyclists in and around Louisville by a bill recently introduced before the State Legislature, providing uniform rules and regulations for the use and speed of all motor vehicles. In the bill all self-propelled vehicles are thrown into one class, no lines being drawn between motorcycles and automobiles. The greater part of the bill has not been found objectionable to motorcyclists, but on the contrary is rather acceptable, with the exception of a few minor provisions which are manifestly inconvenient, if not impossible, to be complied with. These provisions are three in number. Objection is taken to making the annual license fee five dollars, which is thought excessive by the motorcyclists when it is considered that the same fee applies to automobiles. Another point of contention is the provision to force all motor vehicles to carry a large license tag, prominently displayed, which would be large enough to be inconvenient to a motorcycle rider. The third point is the provision for lights, which provides that two white lights, visible at least two hundred feet away, shall be carried in front, and one red light in the rear.

President E. M. Hughes, of the Louisville Motorcycle Club, has written to the introducer of the bill protesting against the indifferent classificiation of automobiles and motorcycles, and pointing out that provisions for the one class would not be fair for the other, and received an answer thanking him for calling attention to the matter and promising to look more carefully into the matter of classification and to attempt to adjust it more satisfactorily.

A.H.PATTERSON
BROOKLYN AGENT
INDIAN-PIERCE-NEW ERA
MOTOR CYCLES.
INDIAN MOTOCYCLES
THE JAMAICA GAS LIGHT CO.

PATTERSON HEADQUARTERS.

Front and Interior Views of the Store of A. H. Patterson, Indian, Pierce and New Era Agent in Brooklyn, N. Y.

"SOME" BELT.

The "Reinhold" belt, manufactured by the Reinhold Belt Co., 174 W. 65th street, New York, can well be considered as "some" belt, for it is a belt destined to please in every essential, in quality, efficiency and wearing ability. In the "V" type five plies of leather are used (three plies chrome tanned and two ply lugs of white oak tanned leather), making a belt of ⅞ in. in depth. The first two plies are not cemented together, as is usually the case, but left unjoined, thus permitting more freedom of action and assuring more pliability and a more complete conformance of the belt to the small engine pulley. As the belt passes over the pulley, the under or second ply of the belt proper, folds in, permitting the assembling of the friction lugs into a complete or solid mass of great friction surface. By this folding-in process all strain and cramping of the belt is relieved. The friction lugs are riveted with heavy iron rivets set by hand and fastened by large nickeled-steel plates. These rivets keep the lugs absolutely tight to the belt proper. The maker claims that by reason of the special features embodied in his belt, that it will produce more power and greater riding ease than the ordinary belt.

FLANDERS OFFICERS.

PONTIAC, MICH.—At the annual election of officers of the Flanders Mfg. Co., held January 24 last, the following officers and directors were voted in: Walter E. Flanders, president, being re-elected; Donald C. McCord, vice-president, succeeding A. O. Smith; Scott Brown, South Bend; J. M. Gunn, New York; W. M. Baker, J. B. Cook and W. Kahmeler, of Detroit, being other directors.

NEW ORLEANS CLUB DANCED.

THIRTY-EIGHT members make up the roster of the New Orleans (La.) M. C. to date, and all are active in the true sense of the word. The club is affiliated with the F. A. M. A successful dance was held on the evening of January 25, and the members and guests voted the affair one of the most delightful they had ever attended.

USING DELIVERY VAN.

LEAN GOTCHAUX, one of the largest clothing dealers of New Orleans, has put a Reading-Standard delivery van into service for local and suburban deliveries.

WAYNE COUNTY AGENTS.

FOR the Harley-Davidson machines Wayne county (Mich.) is covered by the Wolverine Motor Company, of Detroit, Harry Svensgard being the manager.

A SMOKER was enjoyed by the members of the Racine (Wis.) M. C. on the evening of January 23.

MAINE'S new motor law, recently put into effect, provides for an annual license fee of three dollars for motorcycles, and motorcycle dealers are to pay six dollars annually.

The Indian

The Indian holds all accepted official American records for 1911, amateur and professional, regardless of distance. This list is simply a repetition of what the Indian Motorcycle has been steadily accomplishing during the past ten years.

Speed Records Compiled from Official Documents in the Office of J. P. Thornley, Chairman F. A. M. Competition Committee. Other Data Tabulated from Reports of F. A. M. Sanctioned Contests by J. J. O'Connor, Official Compiler.

PROFESSIONAL RECORDS

Distance.	Time.	Machine.	Holder.	Place.	Date.
1 Mile	0:41⅕	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
2 Miles	1:24⅕	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
3 Miles	2:05	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
4 Miles	2:47	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
5 Miles	3:29⅕	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
6 Miles	4:11⅗	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
7 Miles	4:54	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
8 Miles	5:36⅕	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
9 Miles	6:18⅗	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
10 Miles	7:01⅘	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
11 Miles	7:44	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
12 Miles	8:26⅘	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
13 Miles	9:10	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
14 Miles	9:52⅕	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
15 Miles	10:35	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
16 Miles	11:18⅖	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
17 Miles	12:01	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
18 Miles	12:43⅘	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
19 Miles	13:26⅗	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
20 Miles	14:10	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
21 Miles	14:53	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
22 Miles	15:35⅗	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
23 Miles	16:18⅗	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
24 Miles	17:01⅘	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
25 Miles	17:44⅗	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
30 Miles	21:19⅖	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
35 Miles	24:54⅖	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
40 Miles	28:30⅗	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
45 Miles	32:06⅖	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
50 Miles	35:41⅘	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
55 Miles	39:18⅖	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
60 Miles	42:55⅖	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
65 Miles	46:35⅖	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
70 Miles	50:17⅕	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
75 Miles	54:00	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
80 Miles	57:41⅕	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
85 Miles	1:01:23	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
90 Miles	1:05:05	Indian	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911
95 Miles	1:11:33⅕	Indian	Jacob DeRosier	Los Angeles, Cal.	Oct. 29, 1910
100 Miles	1:15:24⅖	Indian	Jacob DeRosier	Los Angeles, Cal.	Oct. 29, 1910

Time.	Distance.	Holder.	Place.	Date.
1 Hour	83 mi. 135 yds.	Jacob DeRosier	Los Angeles, Cal.	Feb. 7, 1911

AMATEUR RECORDS

Distance.	Time.	Machine.	Holder.	Place.	Date.
1 Kilometer	0:28⅖	Indian	Charles Spencer	Springfield, Mass.	Oct. 23, 1909
*1 Kilometer	0:39	Indian	Charles Gustafson	Springfield, Mass.	Oct. 23, 1909
*1 Mile	0:55⅘	Indian	Charles Spencer	Springfield, Mass.	Oct. 23, 1909
1 Mile	0:41⅖	Indian	Ray Seymour	Los Angeles, Cal.	Oct. 29, 1910
2 Miles	1:23⅘	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
3 Miles	2:07	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
4 Miles	2:49⅖	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
5 Miles	3:32⅗	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
6 Miles	4:16	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
7 Miles	4:59⅕	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
8 Miles	5:42⅕	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
9 Miles	6:25⅖	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
10 Miles	7:08⅘	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
11 Miles	7:52	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
12 Miles	8:35⅗	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
13 Miles	9:19	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
14 Miles	10:02⅖	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
15 Miles	10:46⅕	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
16 Miles	11:30	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
17 Miles	12:13⅖	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
18 Miles	12:57	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911

*Made in standing start. (Under the rules the only standing start records recognized are those at distances of 1 kilometer and 1 mile; these distances also, and all others, are timed from a flying start.)

Distance.	Time.	Machine.	Holder.	Place.	Date.
19 Miles	13:40⅕	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
20 Miles	14:23⅗	Indian	Don Johns	Los Angeles, Cal.	April 4, 1911
21 Miles	16:17⅕	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
22 Miles	17:04⅗	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
23 Miles	19:03	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
24 Miles	19:53	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
25 Miles	20:54	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
30 Miles	25:14⅖	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
35 Miles	29:20⅗	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
40 Miles	33:22⅗	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
45 Miles	37:39	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
50 Miles	41:49⅗	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
55 Miles	46:10⅕	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
60 Miles	50:24⅗	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
65 Miles	54:32⅕	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
70 Miles	58:48⅖	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
75 Miles	1:20:00⅕	Indian	Robert Stubbs	Birmingham, Ala.	Nov. 24, 1908
80 Miles	1:25:19⅖	Indian	Robert Stubbs	Birmingham, Ala.	Nov. 24, 1908
85 Miles	1:30:37	Indian	Robert Stubbs	Birmingham, Ala.	Nov. 24, 1908
90 Miles	1:36:03	Indian	Robert Stubbs	Birmingham, Ala.	Nov. 24, 1908
95 Miles	1:42:03⅕	Indian	Robert Stubbs	Birmingham, Ala.	Nov. 24, 1908
100 Miles	1:27:49	Indian	M. J. Graves	Los Angeles, Cal.	July 18, 1909
200 Miles	3:55:20	Indian	Charles Spencer	Springfield, Mass.	Oct. 1, 1909
300 Miles	5:48:55	Indian	Charles Gustafson	Springfield, Mass.	Oct. 1, 1909
400 Miles	8:12:36	Indian	Charles Gustafson	Springfield, Mass.	Oct. 1, 1909
500 Miles	10:22:36	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
600 Miles	13:15:16	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
700 Miles	15:25:26	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
800 Miles	17:37:31	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
900 Miles	19:46:00	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
1,000 Miles	22:20:59	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909

Time.	Distance. Mi.	Distance. Yds.	Machine.	Holder.	Place.	Date.
1 Hour	71	620	Indian	Fred Huyck	Springfield, Mass.	Sept. 6, 1909
2 Hours	134	880	Indian	M. J. Graves	Los Angeles, Cal.	July 18, 1909
3 Hours	145	587	Indian	Charles Spencer	Springfield, Mass.	Oct. 1, 1909
4 Hours	204	587	Indian	Charles Spencer	Springfield, Mass.	Oct. 1, 1909
5 Hours	246	1,174	Indian	Charles Gustafson	Springfield, Mass.	Oct. 1, 1909
6 Hours	300	1,174	Indian	Charles Gustafson	Springfield, Mass.	Oct. 1, 1909
7 Hours	333	1,174	Indian	Charles Gustafson	Springfield, Mass.	Oct. 1, 1909
8 Hours	388	1,174	Indian	Charles Gustafson	Springfield, Mass.	Oct. 2, 1909
9 Hours	441		Indian	Charles Gustafson	Springfield, Mass.	Oct. 2, 1909
10 Hours	482		Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
11 Hours	512		Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
12 Hours	559	587	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
13 Hours	585		Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
14 Hours	641	587	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
15 Hours	677	587	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
16 Hours	730		Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
17 Hours	767	587	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
18 Hours	812	587	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
19 Hours	862	587	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
20 Hours	911		Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
21 Hours	945	587	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
22 Hours	986	1,174	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
23 Hours	1,035	1,174	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909
24 Hours	1,093	1,151	Indian	Charles Spencer	Springfield, Mass.	Oct. 2, 1909

AMATEUR STRAIGHTAWAY RECORDS

Distance.	Time.	Machine.	Holder.	Place.	Date.
1 Kilometer	0:27⅘	Indian	Walter Goerke	Daytona, Fla.	March 25, 1909
1 Mile	0:43⅖	Indian	Robert Stubbs	Daytona, Fla.	March 25, 1909
5 Miles	3:30⅕	Indian	Walter Goerke	Daytona, Fla.	March 24, 1909
10 Miles	8:57	Indian	A. G. Chapple	Daytona, Fla.	March 24, 1909
20 Miles	17:25⅕	Indian	A. G. Chapple	Daytona, Fla.	March 26, 1909
*69 Miles	58:25⅘	Indian	Walter Goerke	Daytona, Fla.	March 25, 1909

* Hour record trial called on account of darkness.

TRANSCONTINENTAL RECORD

Distance.	Time.	Machine.	Holder.	Course.	Date.
3,745 mi.	20 da. 9 hr. 1 min.	Indian	Volney Davis	San Francisco-New York	June 26-July 16, 1911

ECONOMY RECORDS

Distance.	Fuel Used.	Machine.	Holder.	Place.	Date.
31 mi. 1,400 yds.	1 pint	Indian	F. A. Baker	Cambridge, Md.	July 9, 1904
*55 mi. 528 yds.	1 quart	———	E. Buffum	New York City	July 4, 1904
190 mi.	4 quart 10 oz.	Indian	F. A. Baker	Long Island	Sept. 15, 1907

* Not held by the Indian.

1911 CHAMPIONSHIP HOLDERS

Professional—Jacob DeRosier (Indian), Los Angeles, Cal. Also holds international professional championship.

Amateur—Frank K. Hart (Indian), New York City.

Federation American Motorcyclists One Mile—Frank K. Hart (Indian), New York City.

F. A. M. Two Miles—Ben Broderick (Indian), San Francisco, Cal. F. A. M. Ten Miles—John U. Constant (Indian), Brooklyn, N. Y.

F. A. M. Five Miles—Frank K. Hart (Indian), New York City. F. A. M. One Hour—Frank K. Hart (Indian), New York City.

Always the leading holder of record honors, the Indian machine closed the year with the greatest contest triumphs of its career, holding not only all American official speed records, both professional and amateur, but also all the 1911 F. A. M. championships, the transcontinental record, and also all economy class records save one.—*Bicycling World and Motorcycle Review*, Jan. 6, 1912.

FROM RUBBER PLANTATION TO THE ROAD

Interesting Story of a Motorcycle Tire, Beginning With the Arrival of the Crude Material and Closing With the Shipping of Finished Product From the Factory.

WHILE the satisfaction derived from the motorcycle depends to a great extent upon the service rendered by its tires it is a fact beyond dispute that the average rider knows very little about the material and the ingenuity which go into the making of his casings and tubes. With this condition in mind a tire expert has prepared the followng terse and highly interesting story of the tire, from the rubber plantation to the speed bowl or the road:

That's the usual journey of the average motorcycle tire. Crude rubber comes in 57 different varieties: South American, better known as Para; Massana, Calata and Borneo Block being the better known varieties. Plantation, or cultivated, rubber is now preferred for two reasons, because the price is less on account of specialized methods of producing, and because by scientific cultivation the most desired grades of rubber can be grown.

The rubber is shipped in boxes and gunny sacks, and comes in bunches, resembling sponges or a fungus growth. The peculiarity of Borneo Block rubber is that it arrives in cubes, about a foot square. It has to be chopped up, soaked in vats and separated from the blocks. A machine called a "cracker" breaks up the rubber and prepares it for washing. All rubber has to be run between rollers, where water, forcing through, cleanses it of impurities. It is then steamed in vacuum cleaners and cleansed under 10 pounds pressure. After washing it requires from ten days to two months to dry.

The next step is the compounding of the dried rubber. This is a secret process, and each manufacturer has special formulae. Different proportions of antimony, sulphid and other ingredients are mixed to give different kinds of rubber desired properties, such as durability, tenacity and elasticity. The antimony is productive of elasticity and the sulphid of tenacity and durability.

From the compound room the rubber is run through mills and worked up in patches so that it can be passed through the calenders. The latter are huge cylinders, rotating in contact, which compress the rubber into sheets of desired thickness, and cut it into strips. Tread strips, beads and rubberized fabric are then arranged and rolled. These strips are rolled on the tire machine and are highly convenient. Most tire makers stretch the layers of rubberized fabric by hand, but some time ago the experimental department of The Goodyear Tire & Rubber Co. invented a machine for this work, and now control it by a patent. It was argued that hand-made tires were bound to be stretched at irregular tension, and that consequently some layers were looser than others. The parts stretched the hardest bore the major part of the strain and were inclined to give way in a short time.

The Goodyear tire machine consists of a revolving wheel over which the strips of rubber are placed and rolled into shape under pressure of foot leverage. The rollers are concave, fitting over the iron core and pressing out all air bubbles. Pinchers press down the sides and prevent the tire from "buckling"—containing air bubbles in the material which break with use, fill with sand and water and play havoc with the tire.

The rigid inspection of tires is the most startling thing that strikes a layman; it seems that at every move of the tiremaker an inspection takes place. An inspector sees that the splices do not cross, for that would wear them through in time, and he also looks carefully for air bubbles. Each splice must be at exact angle, and the splice must be between three-quarters and one-half inch. Splices must end at intervals, not all at one side, as that would tend to produce lopsidedness. Next a bead gauge is applied to see that the bead is not too high or low, and this inspection is very rigid, for a slight variation of the bead would rim-cut the tire.

This elaborate system of inspection is costly but necessary. It takes one inspector to every three men, but the results in exactness are shown by the fact that replacements for the Goodyear products have been reduced to an absurdly low percentage. The value of this tightening down effect is apparent: The inspector keeps the tiremaker up to snuff and doesn't allow him to continue to make a tire in his own individual way, and in this manner it is standardized and the workmanship is uniform. The inspector in turn can be held if he lets a bad tire go by, for tires are numbered and any defective one can be traced back to the maker. Naturally the tendency is to turn them out right.

After the fabric layers, the carcass and the tread have been wrapped on exactly, the tire is sprinkled with soapstone, to make the rubber flow freely when cured, and also to keep it from sticking to the next tire on the reel. From the machine the tire is taken to the curing room, a steamy, noisy place, where each tire is placed on an iron core and cured exactly so long. The curing and vulcanizing processes are factory secrets, and are carefully guarded. Part of the curing—the final touch—is done on air bags, practically regular inner tubes. This air-bag process is a feature peculiar to the Goodyear construction.

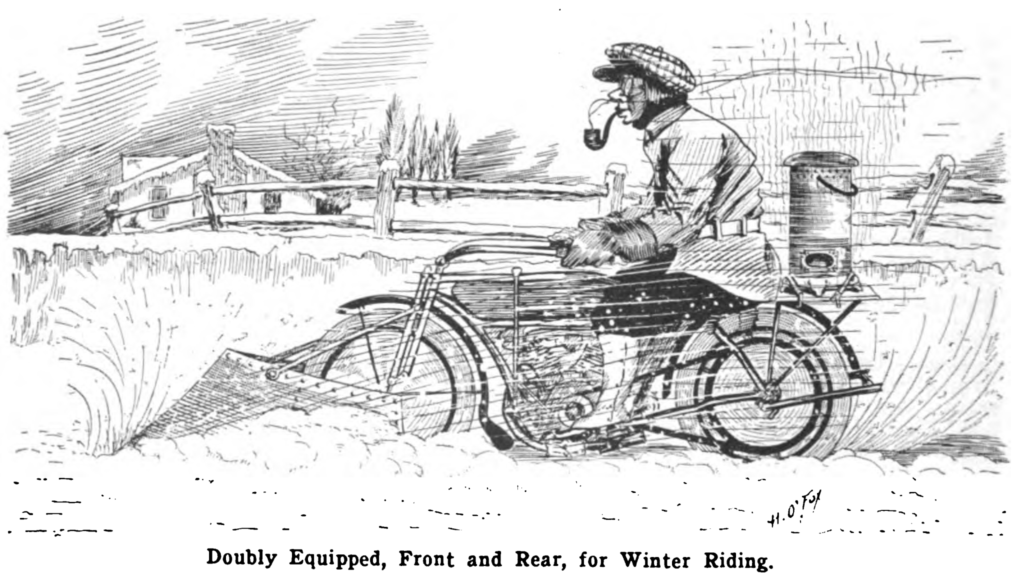
When the tire comes out of the curing room it is trimmed, and all irregularities and ridges are removed, and the flap is put on to keep the inner tube from pinching. Then the valve is placed and the tire goes to the shipping room. It is now ready for the buyer, and will ultimately find its way to the banked circuit of a speed bowl or to the long stretches of country road on which the rank and file of motorcyclists put their machines and equipment to such severe tests.

JOINS GOODYEAR STAFF.

LOUISVILLE, Ky.—C. E. Rodgers, one of the best-known riders of Louisville, has entered the employment of the local agency of the Goodyear Tire and Rubber Company, as salesman. Mr. Rodgers was formerly secretary of the Gulf District, F. A. M., and is now secretary and treasurer of the Louisville Motorcycle Club. Besides his wide acquaintance among the motorcyclists of Louisville, Mr. Rodgers has had considerable previous experience in the tire business, and should be well equipped for his new position, in which all his friends wish him success.

PREDICT BUSY SEASON.

LOUISVILLE, Ky.—The coming season promises to be the best yet for the motorcycle business around Louisville; all the dealers are foretelling a flourishing summer. C. W. Fischer, local agent for the Thor, reports more machines already sold this year than were disposed of up to April of last year. Kline Bros., agents for the Harley-Davidson, have placed several orders for the 1912 model chain-drive, which is exciting much interest around Louisville. Albert Wolke, handling the Excelsior, has orders for quite a few 7 h. chain-driven models, and business is looking up all over town.



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FOR SALE OR EXCHANGE

FOR SALE.—Indian, twin with free engine clutch; bargain. W. J. Gaiffith, Warren, O.

FIRST $20 TAKES an 8 h. p. auto steam engine and boiler, complete with all fittings, in fine shape; ready to run. Dick Burdy, Decatur, Ind.

WILL exchange my deceased father's complete medical library, surgical and obstetrical instruments for motorcycle with clutch, twin preferred. A snap for medical student. Books and instruments in first-class shape. G. C. Mouton, Jr., Rayne, La.

M.M. Motorcycle single cylinder, magneto, variable speed pulley, 1911 Heitger glass bowl carbureter; the following articles are included; extra tire casing, inside tubing, horn, goggles, gloves, leggins, packing rings, two spark plugs, extra tool bag, exhaust valve spring. I have had the motorcycle about one year. It is in good running order. The entire outfit cost, new, $260; will sell for $100 cash. James Moran, Jellico, Tenn.

PIERCE FOUR-CYLINDER MOTORCYCLE, 1911 model, $225. Machine and tires in good condition. Buying 1912 model. First certified check. A. P. Matthews, 822 Quincy Ave., Scranton, Pa.

CUSSIN'! Why? Tank dry. You know. Next—Rider green; plenty gasoline. Why? Johnston gauge. Plain sight, easily attached. Returnable sample $1.50. Circulars free. Don't walk and cuss. Get one. System, St. Joe, Ind.

BARGAIN.—1911 Harley-Davidson magneto model, almost like new. $150 takes it. Will ship subject to examination if $25 is sent with order. H. G. Turner, Scarboro, Ga.

MOTORCYCLE BARGAINS.—Twenty in first-class condition. Will be sold at 1912 values regardless of cost. Send for descriptive list. W. D. Andrews, Buffalo, N. Y.

MARSH MOTORCYCLE.—Prest-o-Lite, head light, three carbureters—original one, Heitger glass bowl and model "H" Schebler. First check for $60 takes whole outfit, as am buying automobile. H. L. Sargent, Salem, Mass.

MOTORCYCLE WANTED.—I have a $100 Remington typewriter which I would like to exchange for a good motorcycle. "Upstairs," 18 Cherry street, Danvers, Mass.

MOTORCYCLE TIRE BARGAINS.—A. C. C. A. PRICES TALK! Diamond, Goodrich, G. & J. and other standard makes; guaranteed. Gridiron, Basket and Bailey Treads, 28 x 2, $4.95; 28 x 2¼, $5.70; 28 x 2½, $6.20; 26 x 2¼, $5.45; 26 x 2½, $6.20. Guaranteed tubes priced proportionately low; shipped on approval. Don't buy until you receive your price list. The Automobile and Cycle Company of America, Dept. X., 1769-1787 Broadway, New York City.

FOR SALE.—Shaw bicycle attachment. Convert your bicycle into a motorcycle. H. T. White, Salem, Ill.

EXCHANGE.—Enough jewelery and cutlery, your own selection at wholesale, for new or second-hand motorcycle. Robt. B. English, New Castle, Pa.

MOTORCYCLE DESIGNER and mechanical draftsman, with over three years' experience; good theoretical and shop knowledge open for position. Address "A. K." MOTORCYCLE ILLUSTRATED.

FOR SALE.—1912 8 h. p. magneto, M. M. motorcycle, with flat belt and idler, giving free engine effect, machine hasn't been ridden, list price, $275, will sell for $225; I need money; will ship C. O. D. with inspection privilege. R. MacDonald, 4 Allen St., Worcester, Mass.

FOR SALE.—4 h. p. Curtiss—$65 takes it. Correspondence solicited. L. Darby, Belvidere, Ill.

EMBLEM, 1911 model, magneto, 5 h. p. $135; Excelsior, 1912 model, twin 6 h. p., $160; Indian, 1909 model, 3½ h. p., $85. Other machines from $20 up. Get our catalog. Wolke Motorcycle Co., Louisville, Ky.

FOR SALE.—The largest stock of used machines ever offered. All makes and models. Every one guaranteed. $40 up. Write for list. American Motor Co., 2730 Michigan Ave., Chicago.

MISCELLANEOUS

MACHINIST by trade, with eighteen years of experience in cycling and motoring field, would like a position as tester or trial man on long trips, in any line that belongs to the motorcycle trade or equipment, as motors, carbureters, coaster brakes, two speeds, spring forks and tires. Address Box 262, Milltown, N. J.

MACHINIST, lathe, boring mill or bench hand, would like a position in motorcycle factory. Is willing to go anywhere in or out of United States. Address Mich. Csernus, 86 Church street, New Brunswick, N. J.

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B. & C. TWO-SPEED and free engine gears for chain-driven motorcycles of the counter-shaft type. Bushnell & Cannon, 1268 East 80th street, Cleveland, Ohio.

THE LATEST AND BEST guaranteed Motorcycle Supplies at lowest prices will be shipped same day your order is received. You get satisfaction in every package. Write for largest Motorcycle Supply Catalog ever printed. Motorcycle Equipment Co., Hammondsport, N. Y.

T. J. SIXSMITH, expert repairing; agent for R.-S., Indian and Excelsior motorcycles. 203 W. 100th street, New York.

MOTORCYCLES.—Save dealers' profits; buy direct from the owners. I have all makes on my lists. Indians and Marshes from $20 up. Hundreds of other machines at comparatively low prices. Get my prices before purchasing. King, automobile broker, 217 West 125th street, New York City.

SECOND-HAND MOTORCYCLES.—75 of them, $25 up; three tri-cars, $125, $300 and $350, respectively; expert repairing, experimental work, aeroplane supplies. New York Motorcycle Co., Inc., 318-320 West 48th street, New York.

PARTS in stock for F.-N., Curtiss, Royal Pioneer, Indian, Thor, Marsh, Griffon and others, and sundries. Tiger Cycle and Aeroplane Co., 782 Eighth ave., New York.

FULL LINE of N. S. U. and Flanders "4" motorcycles; N. S. U. repairs and parts, two speeds, motorcycle accessories. The Sun Motor & Supply Co., 206 West 76th street, New York.

PLATINUM replaced on circuit breaker springs, 45c. Don't pay more; write Thomas King, Kingman, Kans.

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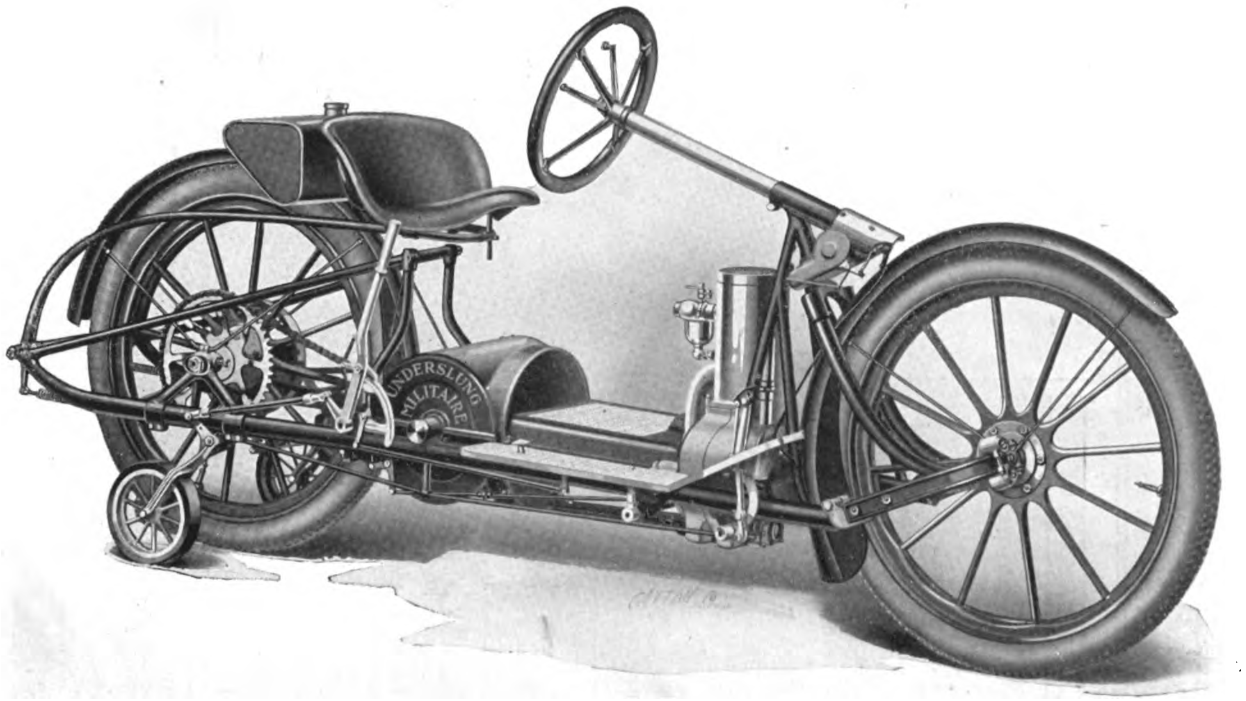

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WITH BUCKET SEAT WITH A BACK, and a rear seat to be attached of the same type.

WITH FRICTION DRIVE, completely housed from dust and water.

WITH NO GEARS OF ANY KIND, from front to rear, which means simplicity itself, the thing for those far from repair shops.

WITH ALL SPEED CHANGES, from 30 to 1 on low, to 3 to 1 on high, and 10 to 1 on reverse.

WITH FOOT CONTROLS, for brake and speed on running-boards, the lever on right operating clutch and brake independently, while on left the speed changes are operated.

WITH IDLER WHEELS on either side to preserve equilibrium while the machine is either standing, or running at low speed.

WITH SUCTION FAN, which absolutely prevents the engine from overheating while the machine is either standing or running.

WITH REVERSE MECHANISM, which permits the rider to withdraw from awkward positions in congested traffic without dismounting or turning around.

WITH UNDERSLUNG FRAME, which gives a much lower center of gravity and very much increases factor of safety.

WITH NON-SKID CHAINS if desired and ample clearance for same under mudguards.

WITH RIMS ON ARTILLERY WOOD WHEELS that will take 28 in. x 2¾ in. or 3 in. tires.

WITH ARC-SHAPED AXLE which carries direct the entire load of the front half of the machine, thereby leaving the forks free to be used for steering purposes only.

WITH IDLER WHEELS that may be raised or lowered at will, which absolutely prevent skidding on heavy sandy roads or in climbing sand hills.

WITH KNOCK-OUT TYPE AXLE in rear wheel which provides for it being taken off by removing two nuts on either end and not disturbing the general assembly.

WITH GENERAL NON-SKID CONSTRUCTION PRINCIPLES through use of idler wheels, lowest possible center of gravity, and tire chains.

WITH VERTICLE FINS ON ENGINE CYLINDER encased by steel sleeve through which the air is drawn by suction fan, thereby preventing overheating of engine either while the machine is running or standing.

WITH CANTILEVER SPRING SUSPENSION which eliminates shocks on rough roads by having long spring motion between the front and rear wheels and directly under the rider.

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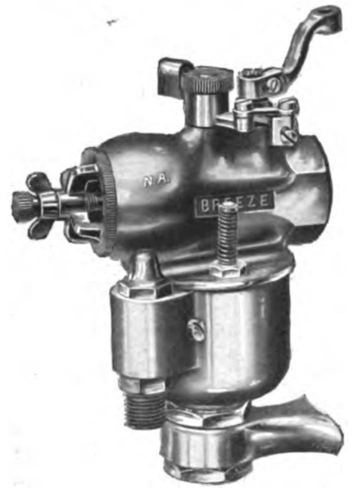

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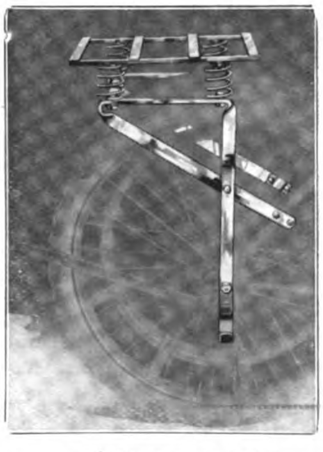

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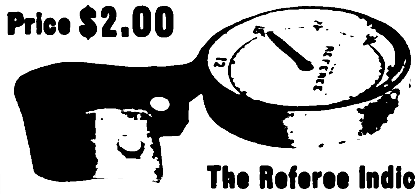

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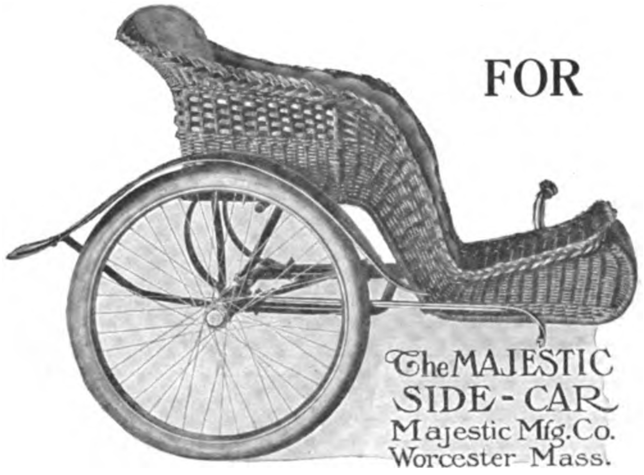
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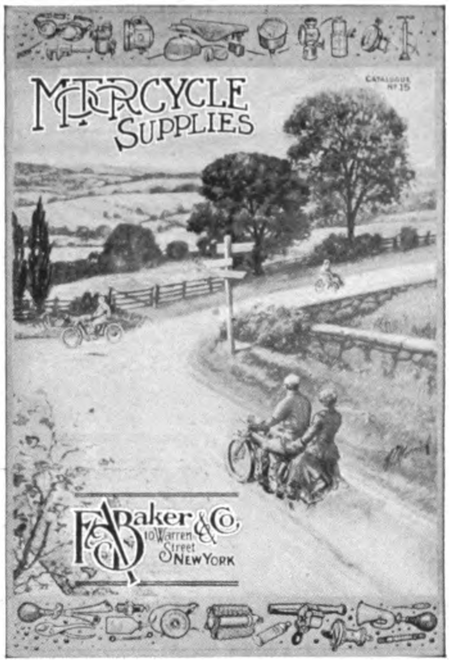

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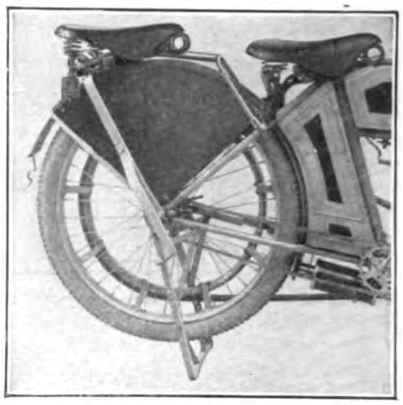

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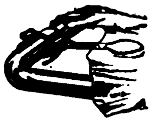

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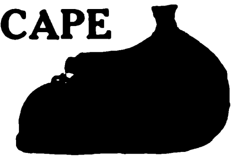

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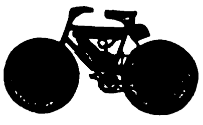

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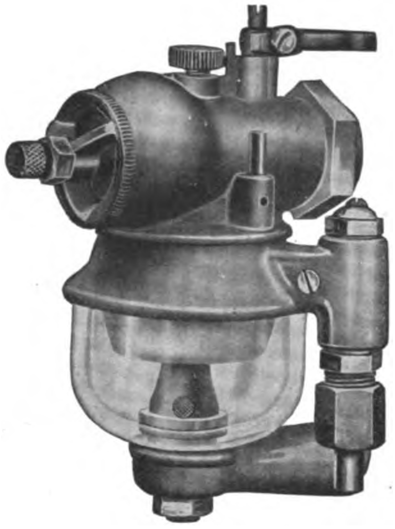

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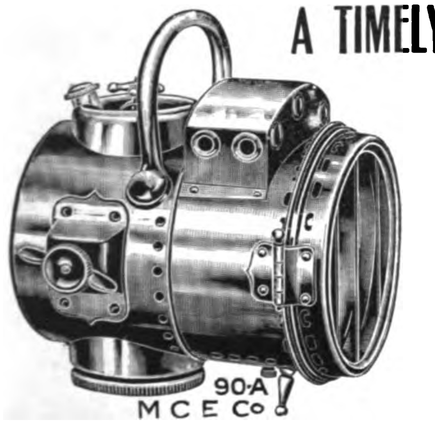

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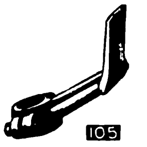

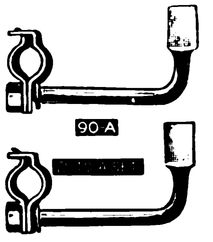

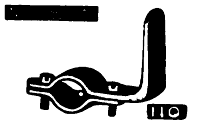

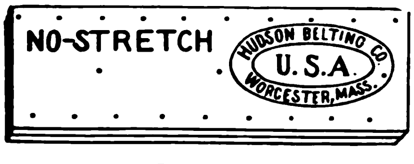
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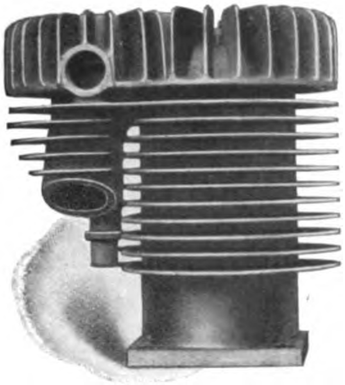

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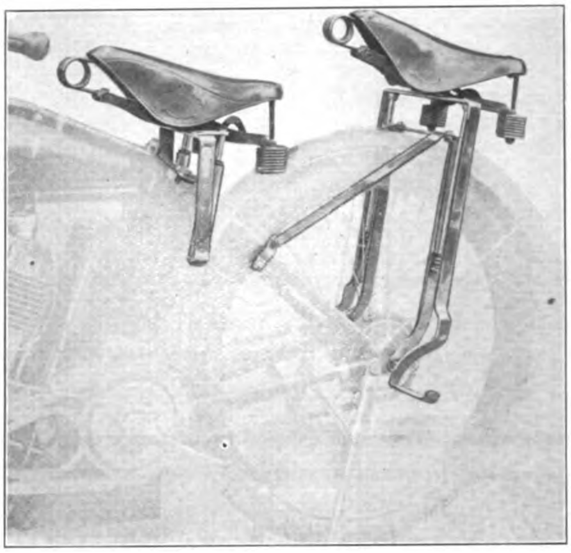

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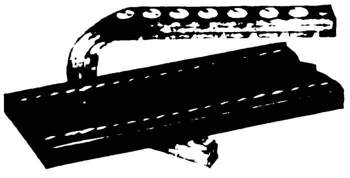

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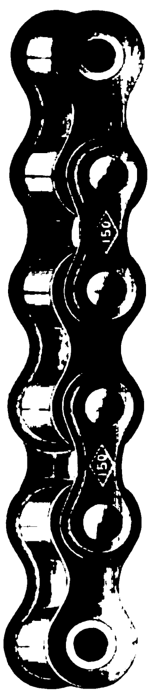

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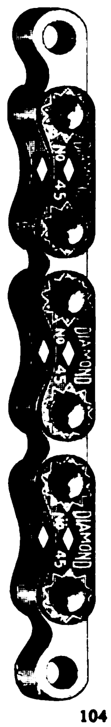

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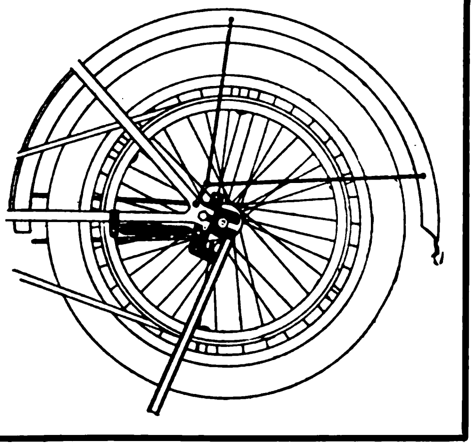

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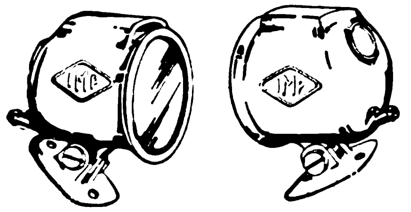

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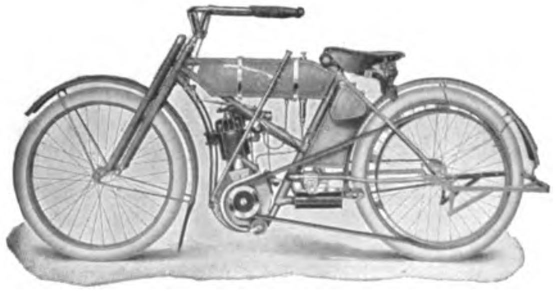

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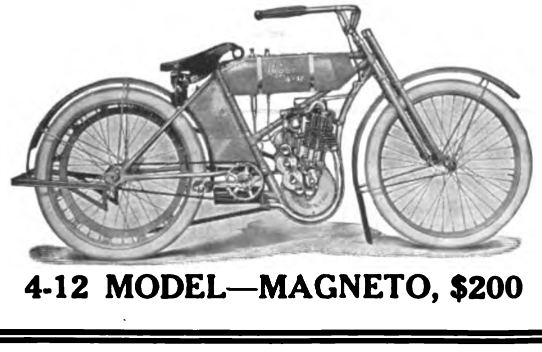

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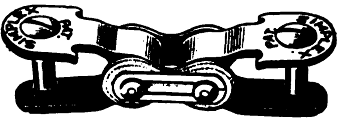

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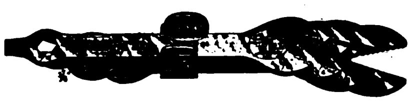

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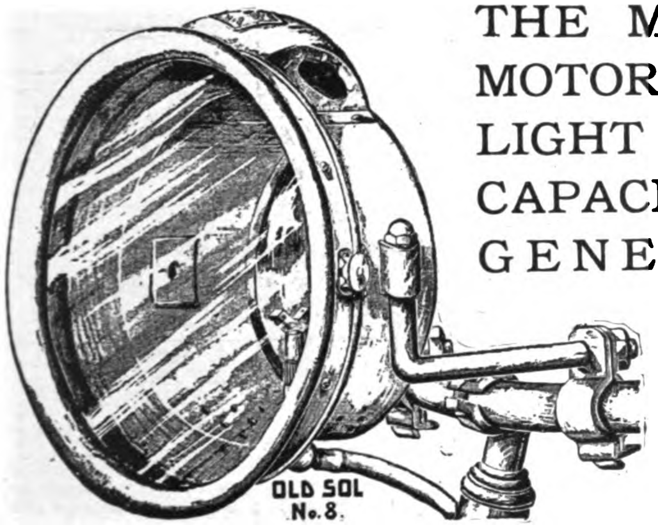

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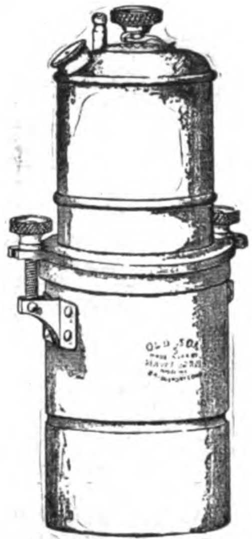

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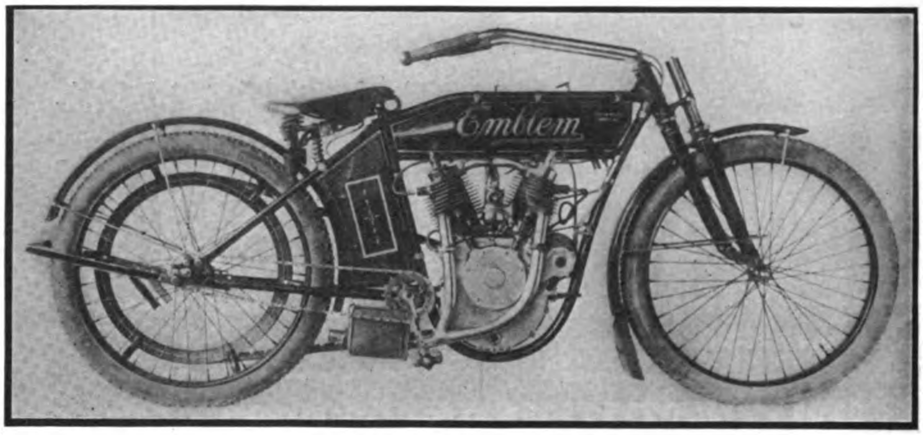

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(Signed) J. E. PELKIE, Asst. Supt.

"EMBLEM SERVICE IS SATISFACTORY" **Write today for territory and terms**

EMBLEM MANUFACTURING COMPANY, Angola, Erie Co., New York

(MEMBER M. M. A.)

Distributors for California—JOHN T. BILL & CO., Los Angeles
For the South—HENRY KEIDEL & CO., Baltimore, Md.
For Oregon—BALLOU & WRIGHT, Portland
For Washington—F. M. SPINNING, Seattle

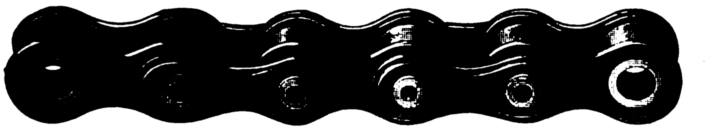
Empire Tires

WEAR LONGEST

EMPIRE TIRE CO., TRENTON, N. J.

Transmission Efficiency

The service of a motorcycle depends primarily upon the power delivered to the rear wheel. No matter how powerful the motor, its work is wasted unless it is used right. For consistent, effective service the transmission must be absolutely dependable and of maximum efficiency. The racing men recognize this and practically all use

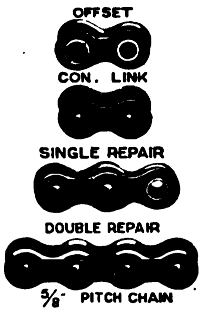


Duckworth Chains

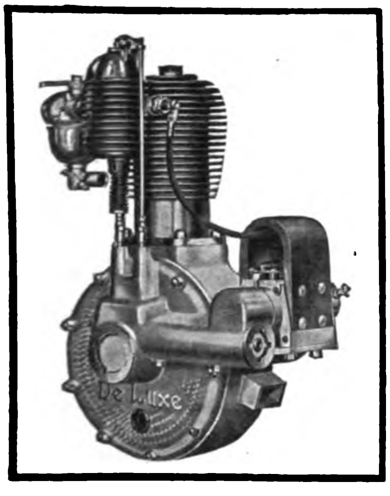
on their machines. Efficiency is as important on the machine for road service as on the racer. Insist on the best. Be particular. Say "Duckworth" to insure transmission quality when buying your new machine. Duckworth chains have the WEARING QUALITIES. Duckworth Repair Links are in demand by riders. Why? Simplicity and Sureness.

IT WILL MEAN MONEY SAVED IN A SEASON'S RIDING TO FIND OUT MORE ABOUT THIS. INFORMATION FREE. WRITE US.

Duckworth Chain & Manufacturing Co. **Springfield, Mass.**



A REVOLUTION
IN MOTORCYCLE MOTOR DESIGN

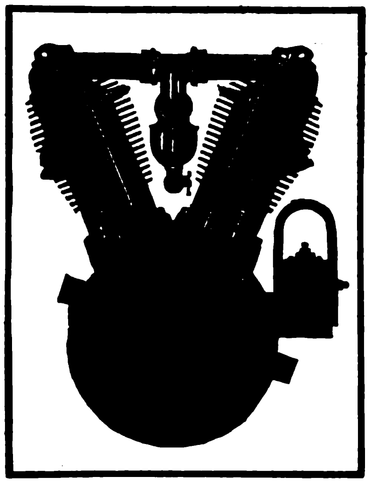


In bringing out our DE LUXE line of motorcycle motors, we have introduced a large number of improvements, and offer these motors as the most advanced now before the trade.

NOTEWORTHY IMPROVEMENTS.

- One-piece crank shaft.
- One-part crank case with cover.
- Improved cam and magneto drive.
- Oil tight motor.
- Large Valves.
- Simplified design throughout.
- Reduced number of parts.
- Silent Motor.
- Large ball bearings mounted in steel lined pockets.
- Equipped with Bosch Magneto.

These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.



FOUR SIZES

Four H.P. Single Cylinder. Five H.P. Single Cylinder.
Seven H.P. Twin Cylinder. Nine H. P. Twin Special.

PLAIN OR TWO-SPEED MODELS.

IMMEDIATE DELIVERY. **CONTRACTS SOLICITED.**

THE F. W. SPACKE MACHINE CO.
INDIANAPOLIS, IND., U. S. A.

Patents Pending.

We are exhibiting at the Coliseum, Chicago, Automobile Show

INVADER OIL for MOTORCYCLES

A lubricant tested for this special use and found to be A1. Tell us your particular make of motorcycle and we will advise which is the most suitable grade.

CHAS. F. KELLOM & CO.

113 Arch Street Philadelphia, Pa.
New England Branch, 234 Columbus Ave., Boston, Mass.

1912 CATALOG

Bicycle and Motorcycle Sundries
Ready Feb. 10th

SEND US YOUR NAME

SIDNEY B. ROBY CO. **ROCHESTER, N. Y.**

WHITE MOTORCYCLE CARBURETER

The Automatic needle valve with our new and improved throttle control will increase the efficiency of your motor 15%.

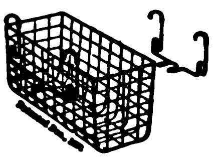
Made of polished aluminum and brass. Workmanship and material best obtainable. Weight 18 oz.

NO AIR OR GASOLINE ADJUSTMENTS REQUIRED.

Motorcycle Type, Model "C," $9.00.

WHITE MFG. CO., Pottstown, Pa.

Dowe's Bicycle Luggage Carriers



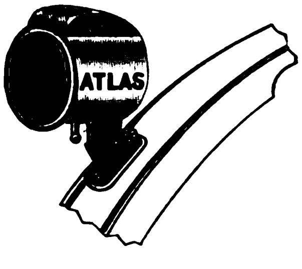
Best Thing for the purpose ever put on the market. In use all over the United States. ¶ Can put on or detach instantly with adjustable hook. ¶ Good sellers because the riders all want them and the price is popular. Write for Prices.

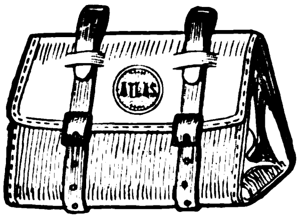
DOWE WIRE & IRON WORKS

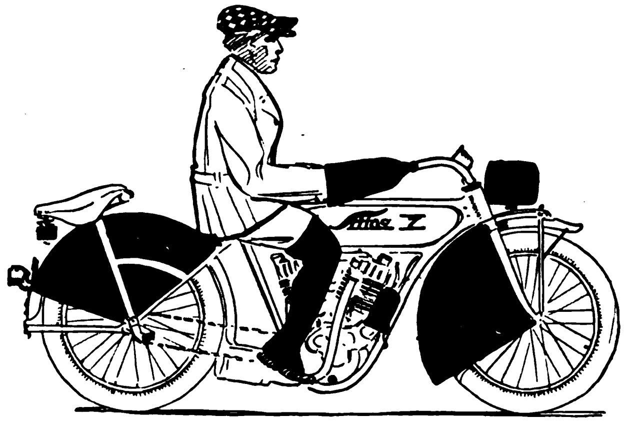
Louisville - - - Kentucky

A HEARTY WELCOME TO OUR CITY

is extended to all visitors. While here you have the best opportunity to hit the nail on the head by placing your orders with us for the up-to-the-minute and most complete line of Atlas Fabric and Metal Specialties







REMEMBER! IF YOU ARE NOT ABLE TO VISIT THE WINDY CITY AT SHOW TIME, A POSTAL WILL BRING CATALOG.

NOT BEING ABLE TO SECURE SPACE AT THE SHOW, WE WILL EXHIBIT AT 1407 MICHIGAN AVENUE, two blocks from the Show. Don't forget it will pay you to come over and see us before you buy elsewhere.

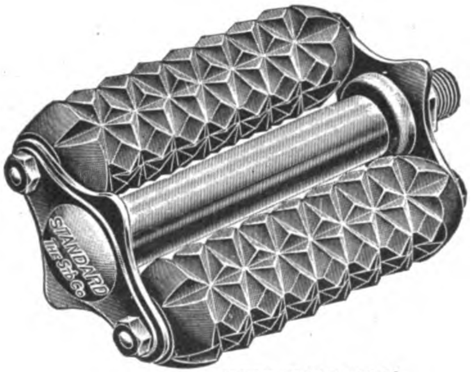
ATLAS SPECIALTY MFG. CO. 557-563 WEST JACKSON BOULEVARD
CHICAGO, ILL.

Insuring Comfort to the Motorcyclist

and Adding Pleasure to the Day's Ride

are two of the results achieved by fitting a machine with

No. 3 STANDARD MOTORCYCLE PEDALS



No. 3 MOTOR CYCLE PEDAL

They are generously proportioned and made with big, soft, easy rubber cushions that minimize the jars and bumps. The deep corrugations insure positive grip that makes the foot stay on. **You know what that means.**

They Sell for $3.00 Per Pair

Our Products for the Cycle Trade Include:

EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS.

THE STANDARD COMPANY
TORRINGTON, CONN.

Purdy Motorcyclo Whistlo

"PROTECT YOURSELF AS WELL AS THE PUBLIC"

MODEL "B"
Handle Bar Contro.
A brand new addition that will create a sensation among the riders. It's a "hummer."

The warning that **actually** "warns"—far enough in advance to insure a clear road without the necessity of a "slow down" or an accident.

The patent butterfly valve does the work—forces the **FULL** exhaust through the sound chambers—producing a loud and penetrating warning that commands instant attention—startles the "drowsy driver" a half mile in advance.

You can't afford to be without a "Purdy."—Ask any rider using one. His testimony will convince you.

Descriptive booklet free on request.

Attachments for all motorcycles—finished in a combination of dull and polished nickel plate. Price complete **$6.00,** either model, including "money back" guarantee.

MODEL "A".
Lever Control
The whistle that was tried out last season and found 100% efficient—now used everywhere.

DEALERS—This is a live one. Our proposition will interest you. Write *today*

PURDY BROS., 529 West 55th Boulevard, CHICAGO

1912 DUCK 1912

Tandem Attachment

Smoothes the Way

THE ASSURANCE OF LUXURY

by the addition of this tandem attachment has been unquestionably demonstrated. Always perfectly adjusted as to leverage, whether saddle be moved forward or backward. Permits of low riding position. Particularly safe on account of extra handle bars

Complete with Saddle and Handle Bars $16.50

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FREED MFG. CO.

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SAN FRANCISCO, CALIF.

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for your motorcycle. Nothing too old, nothing too new for us to buy. We will buy one or a hundred.

Box 13, Station G.
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BARGAINS IN SLIGHTLY USED

MOTORCYCLES

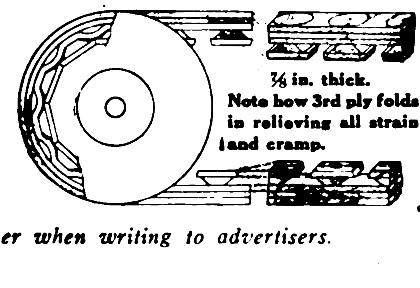
All Makes in Stock. Chain and Belt Drive. Single and Twin Cylinders

AT PRICES LESS THAN ONE-THIRD WHEN NEW

Now is the time of year we secure Bargains and can offer them to you accordingly. We guarantee every motorcycle we sell to be in perfect condition. We also equip them with fine gas lamp, horn, and full kit of tools without extra charge.

WRITE FOR COMPLETE LIST

GOTHAM SPORTING GOODS CO., 57 Warren St., N. Y. C.



⅜ in. thick.
Note how 3rd ply folds in relieving all strain and cramp.

"SOME BELT"

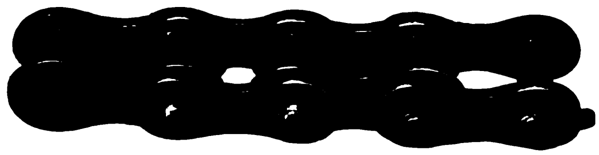
Unequaled for wearing quality, pliability and tensile strength. Insures smooth riding and increased power. Always reliable.

Sold under an ***absolute*** guarantee.

GET ACQUAINTED NOW.

REINHOLD BELT CO., NEW YORK

WHITNEY



High-Grade Motorcycle Chains

ARE accurate, strong, durable and dependable, because they are made from material selected for quality regardless of cost, and are made by specialists in a factory especially equipped for the making. When making replacements, try a "Whitney" and get acquainted with its merits.

"WHITNEY" CHAINS

Are Built for Strains

THE WHITNEY MFG. CO.

HARTFORD, CONN.

ALL LIVE DEALERS

SAVE MONEY

BY BUYING THEIR MOTORCYCLE ACCESSORIES FROM US

LET US SEND YOU OUR NEW CATALOGUE

1911-12
Motorcycle Accessory
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Everything That Pertains to a
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Established 1901

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OBERWEGNER MOTOR CO., TOLEDO OHIO

SUPPLIES

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MOTORCYCLE
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We specialize on prompt and full shipments. Our catalog of

CYCLE AND MOTORCYCLE SUPPLIES

is very complete and contains no dead numbers. Our prices are right and we protect the dealer.

Write for Catalog B

MOTOR CAR SUPPLY COMPANY

1451-1453-1455 Michigan Blvd. Chicago

Shock Absorbing
Spring Tandems
AND
Saddle Attachments
ARE
Smile Producing
Sold by the Live Ones

C. M. FRINK

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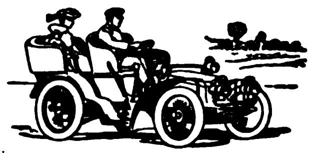
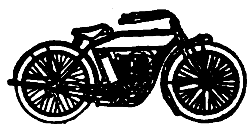


Motorcycles and Automobiles

At ONE-QUARTER to ONE-THIRD the Price of a New One

Our specialty is selling Standard makes of used motorcycles and automobiles of al. styles, at one-quarter to one-third the price you would be paying for a new machine



The LARGEST ASSORTMENT of used motorcycles, single, two and four cylinders, chain, belt or shaft driven, in the United States to select from—Indian, Pierce, Reading Standard, Curtiss, F. N., N. S. U., M. M., Reliance, Thor, New Era, Merkel and other high-grade makes from $35 up.

AUTOMOBILES—Reos, Fords, Hupmobile, Maxwell, Chalmers, Cadillac, Peerless, Packard, Renault, Lozier and other standard makes at $100 upward.

Each and every motorcycle and automobile guaranteed in perfect running condition and ready for service when we ship.

AGENCIES WANTED EVERYWHERE CORRESPONDENCE INVITED WRITE FOR PRICE LISTS AND DESCRIPTION

GREEN'S PURCHASING AGENCY, Dept. M. I., 1587 Broadway (Cor. 48th Street), New York City

Veeder

Cut ½ Size.

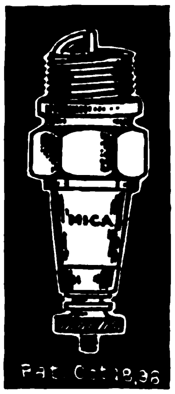
MOTORCYCLE TRIP CYCLOMETER

An accurate, lasting instrument, registering both total and trip mileage; the miles in white, tenths of miles in red. Made for 24, 26, 28 and 30 inch wheels. A bracket permits adjustment to any motorcycle.

Specially constructed to withstand hard motorcycle usage.

Sold everywhere—or write us
Price complete with bracket and striker *$3.00*

THE VEEDER MFG. CO.
42 Sargeant St., Hartford, Conn., U. S. A.



Mosler's
MOTORCYCLE PLUGS
equip
Leading Cycles
Made especially for
Air-cooled engines.
Will stand profuse
Oil and vibration.
Write for useful booklet.
Mosler, 163 W. 29th St., N. Y. City
Sole Owner and Patentee of the World Famous "Spit Fire" Plugs.

JUST OUT

SRB New Catalog 24A which fully describes our line of Ball and Roller Bearings. Send for it. SRB

STANDARD ROLLER BEARING CO.
Philadelphia

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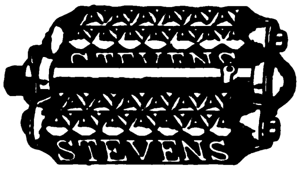
CELEBRATED MOTORCYCLE PEDALS
Strong, High Quality, Beautiful Finish, Full Size.



BLUEMEL'S CELLULOID FRAME PUMPS
The Standard of the World.

THE STERLING.
Embossed handle, trade mark in gold.
15 ins. long, ⅞ in. dia.

THE RELIABLE.
Embossed handle, 15 ins. long x 11/16 in. dia.

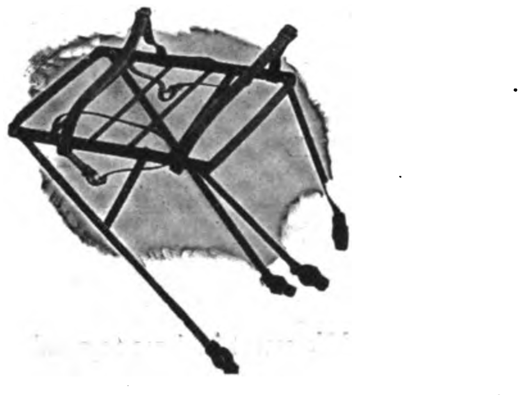
Far superior to brass pumps in every respect. Handsome, Indestructible, Perfect. Order through your jobber.

STEVENS & CO.,
375 Broadway, - NEW YORK

S T E V E N S

THE STAR LUGGAGE CARRIER

$3.50



Universal Attachment for the Motorcycle

SOLD BY THE

Aurora Automatic Machinery Co., Chicago.
Motorcycle Equipment Co., Hammondsport, N. Y.
Beckley-Ralston Co., Chicago, Ill.
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MANUFACTURED BY THE

STAR ELECTRIC CO.
18 North May Street, Chicago

THE BOOK, THE BELTS AND THE PLANT

Our new catalogue tells all about our belts and other leather accessories.
Every Jobber, every Dealer, and every Rider should have a copy.

WHITE STRIP STRETCHLESS FLAT BELTS

—

WHITE STRIP STRETCHLESS V BELTS

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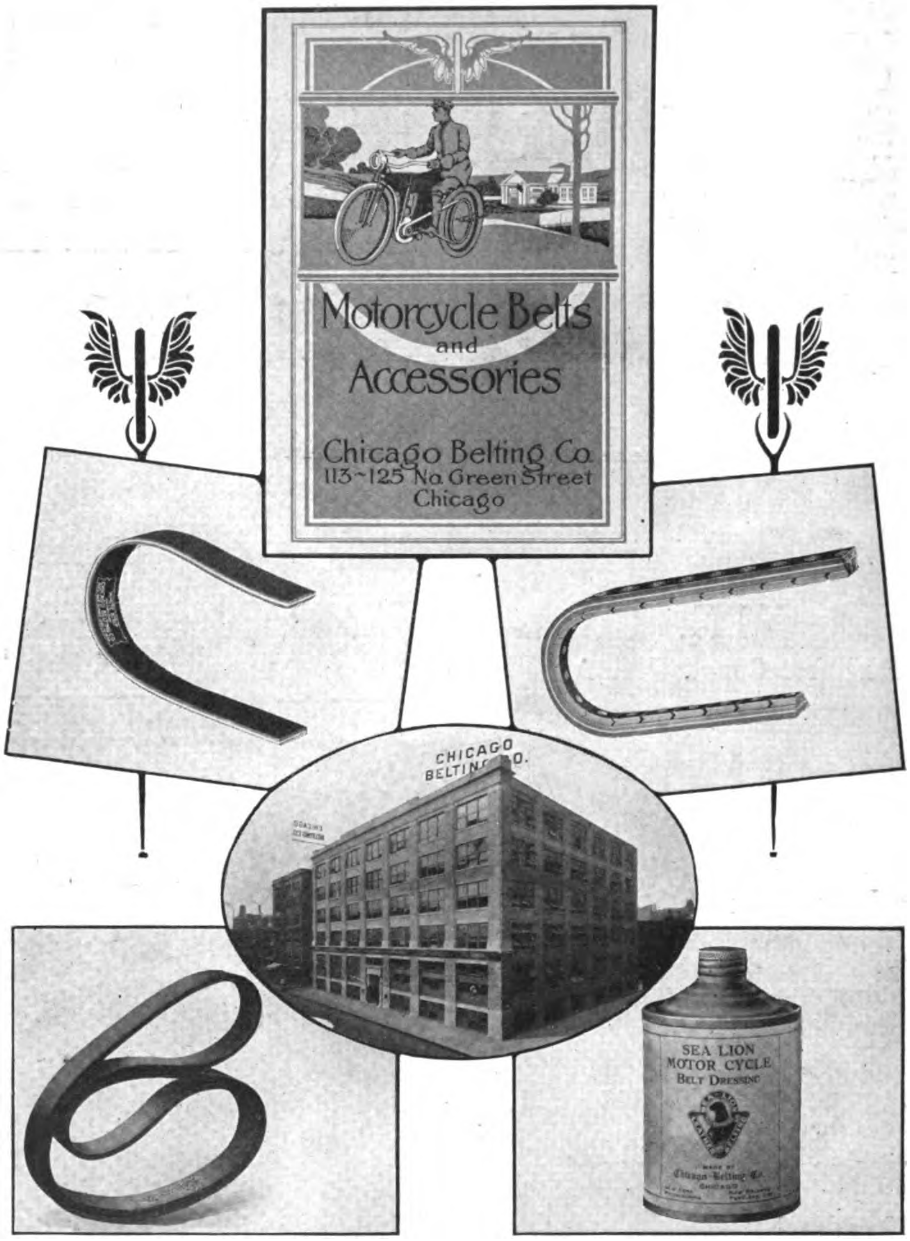
SEA LION WATERPROOF FLAT BELTS



CHIBECO PULLEY LAGGINGS

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SEA LION WATERPROOF CEMENT

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SEA LION BELT DRESSING

—

IMPERIAL MUD GUARD BOOTS

We want jobbers to catalogue our belts, and will furnish electrotypes free upon request.
The endorsement of the rider is the best argument for our belts.

We have one of your **SEA LION** belts on our 1910 Harley-Davidson that we have run 10,500 miles and looks to be good for a good many more, although it is now getting a little too long; we intend to send it in soon and have it shortened. This belt has been run through all kinds of weather and for at least 500 miles has pulled two passengers. Yours truly,

(Signed)
I. S. KNOWLES & SON,
Kingsley, Iowa.

I have used your **WHITE STRIP** belt on my Excelsior 4 during the past season, which time I have ridden about 10,000 miles. It has proved to be very satisfactory in every respect, and I can truly say that it is far superior to any belt on the market. "It don't stretch." Very truly yours,

(Signed) **GERALD V. RALPH,**
Huron, S. Dak.

I have ridden one of your **WHITE STRIP** motorcycle belts for ten months (July, '10, to June, '11), and have gone 8,000 miles through rain, snow and mud, so I know what I am talking about when I say you can make good belts.

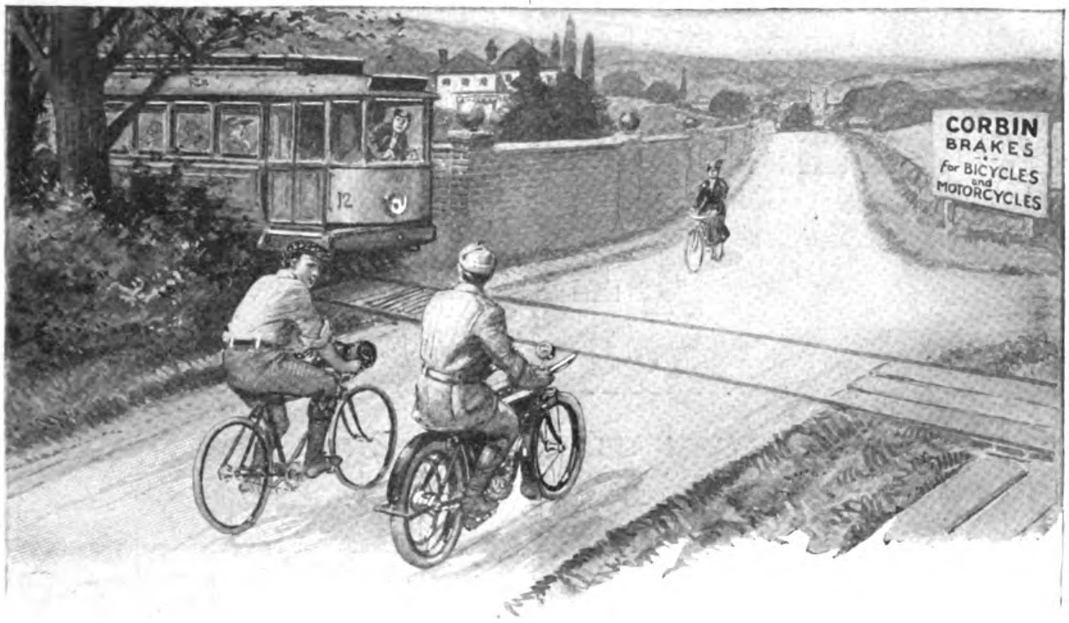
(Signed) **K. FUNSTEN,**
Dorris Motor Car Co.,
St. Louis, Mo.

Your **SEA LION** belt lasted me over 6,000 miles, the first 3,000 in and around San Francisco and the last 3,000 up here in this sandy country, which will soon tell what a belt is made of. The belt you turn out has them all wiped off the slate for wear, reliability and longevity, and any person giving your belts the proper care should last them between 6,000 and 10,000 miles. Yours sincerely,

(Signed) **ED. G. SLOAN,**
Doyle, Calif.

CHICAGO BELTING COMPANY

124 N. Green St., Chicago, Ill.
Branches: New York New Orleans Portland, Ore.



ENSURE SAFETY AND ABSOLUTE CONTROL BY EQUIPPING YOUR MACHINE WITH A

CORBIN BRAKE

¶ You then have the double satisfaction of knowing you have considered the safety and comfort of others as well as yourself. The Corbin Brake means Confidence, Reliability and Control. Accidents and collisions are prevented and the pleasures of the road are enormously increased.

¶ The Corbin Brake is located in the rear wheel hub and is operated by a slight back pedaling pressure. Your machine can be stopped instantly or slowed down gradually, according to desire or the need of the moment. Can be fitted to either belt or chain drive motorcycles.

¶ The Corbin Two-Speed Coaster Brake and Duplex Brake for bicycles are universally recognized as the standard. No cyclist can afford to ignore the Corbin.

¶ Corbin Brakes are sold by the leading hardware and sporting goods dealers everywhere. Specify CORBIN and insist on it.

Write for free catalogue showing all models.

THE CORBIN SCREW CORPORATION

Division of the American Hardware Corporation

(LICENSED COASTER BRAKE MANUFACTURERS)

NEW BRITAIN CONNECTICUT

Western Office, 65 West Lake Street, Chicago

FEDERAL MOTORCYCLE TIRE
FEDERAL MOTORCYCLE TIRE

FEDERAL TIRES

Conspicuous for Service

In actual use on all kinds of roads Federal Motorcycle Tires have earned the reputation of being the tires of *"Extra Service."* The superiority of Federal Tires from the standpoint of service, safety, comfort and economy has been thoroughly demonstrated.

Phenomenal strength, marvelous resiliency and extreme durability are the reasons why Federal Tires are given preference by motorcyclists who know. ***Quality*** is the first consideration in building them. Federal Tires are strictly high grade.

Made in two styles—*Corrugated Tread*
Studded Tread

An interesting tire book mailed free on request.

Supplied through leading dealers everywhere

Federal Rubber Manufacturing Co.
MILWAUKEE

BRANCHES AND AGENCIES:
New York, Chicago, Kansas City, Denver, Atlanta,
Los Angeles, San Diego, Portland, Louisville,
Indianapolis, Etc.

"If it's FEDERAL -it's right"

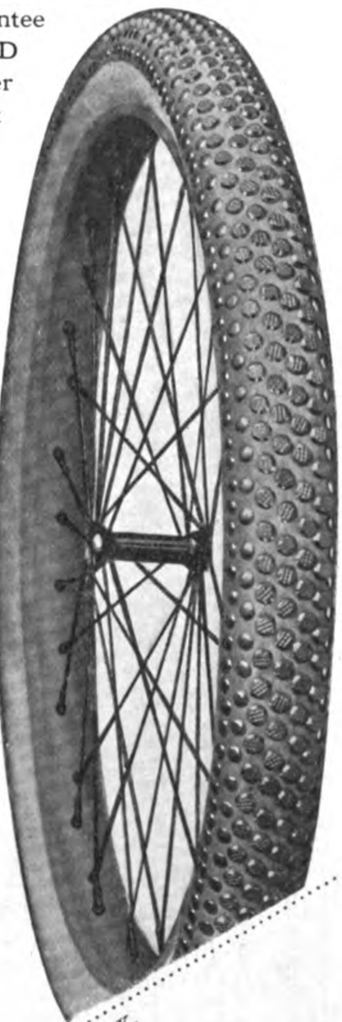
TIRE PROTECTION WITH A GUARANTEE

No longer is it necessary for motorcyclists to worry about PUNCTURES, BLOW-OUTS, GLASS CUTS, SKIDDING and unnecessary tire expense, which heretofore has MARRED the pleasure of all motoring—"BRICTSON" DETACHABLE TREADS will eliminate all this.

10,000 Mile Guarantee

SEND FOR COPY OF SAME

Yes, we will give you a 10,000 mile written guarantee with every "BRICTSON" MOTORCYCLE TREAD on a daily mileage basis of twenty-five miles per day. Can you get this kind of a guarantee on your rubber tires? Figure this guarantee out and you will see that it covers a period of 400 days.



O. O. Brictson,

Design and Construction

Made of select, specially prepared chrome tanned leather, soft and pliable, which gives with the "BRICTSON" the full benefit of the pneumatic tire. Studded on the surface with small neat-looking steel studs, designed to give perfect traction as well as a perfect "non-skid." There are layers of the best tire fabric between the layers of leather, which add strength and keep the tread from stretching. In addition to all these important features, the "BRICTSON" is lined perfectly smooth on the inside so there are no rivets or studs in contact with the rubber casing, making it impossible for the tread to injure the casing in any way.

The "BRICTSON" is the only scientifically constructed tread in that it CANNOT slip or slide on the rubber casing in ANY direction, owing to the patented, scientific method of fastening. It is held in position on the rubber casing by equal tension from all points of the circle, and for this reason may be adjusted to PERFECTLY fit the casing over which it is applied, which CANNOT be accomplished with any other method of fastening, and also envelops the entire casing, excluding sand, stones, mud, or even water from coming in contact with the rubber casing.

The "BRICTSON" is the ONLY TREAD THAT HAS PERFECT TENSION ADJUSTMENT FROM ALL POINTS OF THE CIRCLE, which other tread manufacturers have tried to imitate with metal contrivances that only detract from the appearance of the tread, add weight, and destroy the pneumatic feature, but still do not accomplish the desired result.

The "Brictson" Exclusive Patented Way of Fastening

The "BRICTSON" has no HOOPS, HOOKS, BUCKLES, SPRINGS, or any other unnecessary metal contrivances to add weight, break or eat into the rubber casing; neither is it cemented, laced, vulcanized, riveted or fastened to the rubber casing in any way—NATURAL INFLATION OF THE TIRE DOES THE TRICK—Simply clamped between the head of casing and rim—strictly Quick Detachable.

PRICES: One-half the price of a rubber casing and guaranteed three times as long. Compare the following prices:

26 x 2¼	$5.50	28 x 2¼	$6.50
26 x 2½	6.00	28 x 2½	7.00

Other sizes on application.

Ask Your Dealer for "Brictson" Detachable Treads

Ask the best dealer in your town to show you the famous "BRICTSON" Guaranteed Detachable Tread. If for any reason he cannot supply you, fill out the attached ORDER BLANK, pin your check to same, mail it, and I will ship you the treads on TEN DAYS' FREE TRIAL, and if you don't find them perfectly satisfactory within 10 days from receipt of treads, return them and I will cheerfully refund your money. Remember, I take all the risk.

O. A. BRICTSON, President

The Brictson Mfg. Co.

2522 Brictson Building
Brookings, South Dakota

DEALER'S COUPON.

O. A. Brictson,
President,
The Brictson Mfg. Co.,
2522 Brictson Bldg.,
Brookings, So. Dak.

Without obligation on my part, send me your Dealer's Prices Catalogue and full particulars.

Name....................................

City........................ State.............

County..

MOTORIST'S COUPON ORDER BLANK.

O. O. Brictson,
President,
The Brictson Mfg. Co.,
2522 Brictson Bldg.,
Brookings, So. Dak.

Enclosed please find..................

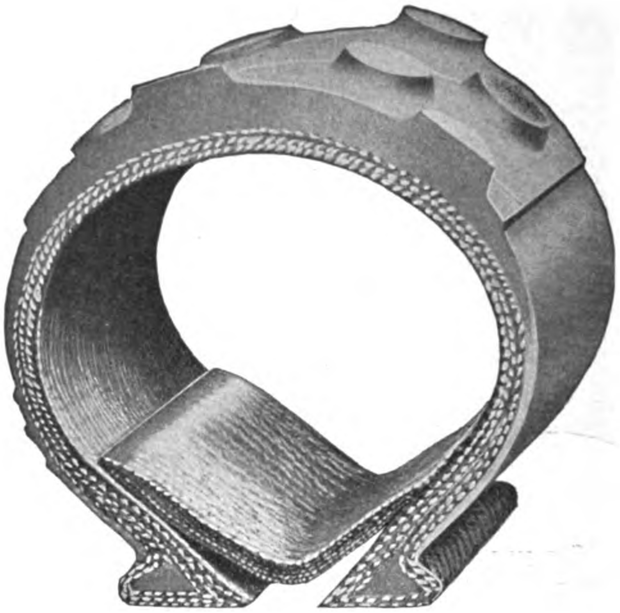
in the sum of $....................for which

ship by ex. or fgt......(quantity)...........Brictson

Motorcycle Treads, size........with the understanding if they are not perfectly satisfactory I may return them within 10 days from receipt of shipment and you will refund my money.

Signed..

NOW REGULAR EQUIPMENT



On Emblems (Exclusive), Excelsiors, Harley-Davidsons, Flying Merkels and Yales.

We refer to

CONTINENTAL-ERIE

MOTORCYCLE TIRES

Upon the tire equipment largely depends the amount of satisfaction a rider derives from the sport. If his tires are poorly chosen, the investment made in buying the machine does not bring full value. You can get Continental-Erie tires on most of the better machines if you specify them. Insist and get the full worth of your money.

ASK THE JOBBER—HE KNOWS

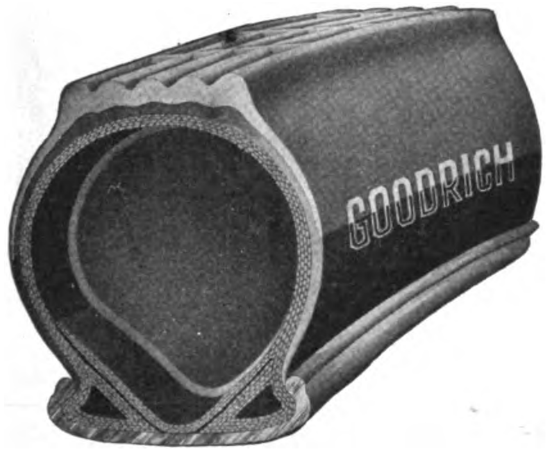
CONTINENTAL RUBBER WORKS
ERIE, PA.

New York Branch, 35 Murray Street **Chicago Branch, 131 N. Canal Street**

What Makes Quality?

You'd like to know what Goodrich Quality means. "It's all very well to talk, but have you got the goods?" you say. "What makes the Goodrich White Tread Motorcycle Tire a quality Tire?"

All right, let's get right down to talking points. Certainly we have the goods in this tire.



From the inside to the outside, Goodrich quality is a real feature of every Goodrich White Tread Motorcycle Tire. The inner tube is of the best Para rubber, compounded with all the skill known to modern science. The fabric of the highest grade of long fibre Sea Island Cotton, tested in our own factory to give the greatest possible strength, and frictioned with pure gum. The wonderful "White Tread", the toughest, "livest" tread ever known, is exactly the same as is used on our Automobile Tires. In fact, our Motorcycle tire is built just like our automobile tires.

Other tire makers can buy the same materials we do—if they can afford it—and can copy the shape, size and color of our tires. But they can't get the skill, precision and experience that come from forty years of steady work. AND THEY CAN'T MAKE THAT TOUGH WHITE TREAD. You'll never know that there is a difference in treads until you try to wear one of those out. Veteran motorists who have tried many makes of tires have a way of settling down to Goodrich when they get tired of punctures, blow-outs and wear-outs.

Another feature is the Service that goes along with Goodrich tires, as well as the quality. There are Depots and Branches in nearly every large town or city in this country. You are always within easy distance of headquarters, and you'll find the managers of the Branches or Depots always willing to do their best for you.

There's something in this quality tire after all, isn't there? And the best part of it is that a demonstration on the road is always more favorable than one on paper.

"The Best in The Long Run"

THE B. F. GOODRICH COMPANY, AKRON, OHIO
Branches and Depots in all Large Cities

"RIDE ONE

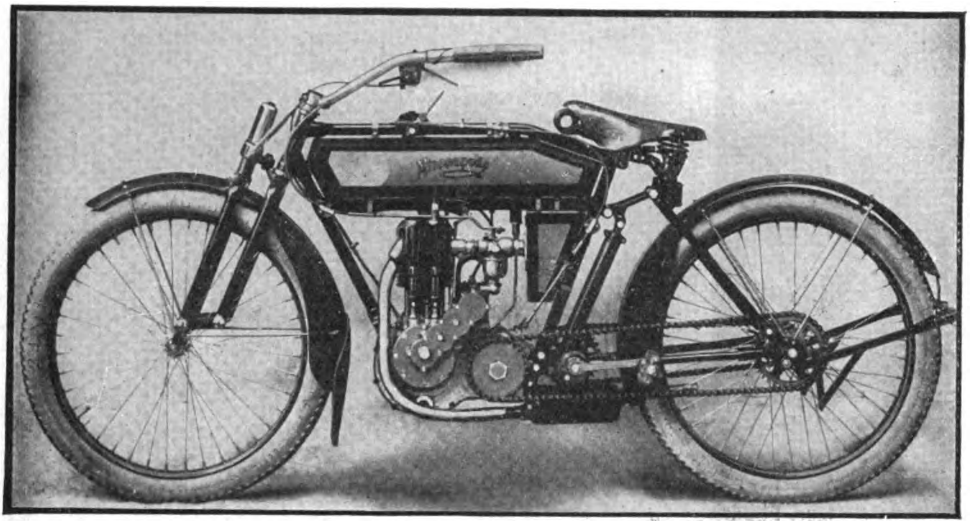
THE CENTER OF ATTRACTION AT

The Only Motorcycle with a

AN AUTOMOBILE

SIMPLY PERFECT

MINNEAPOLIS BIG



Model "N," the Big 5, with Spring Frame, $300;
Rigid Frame, $285.

Unit Power Plant

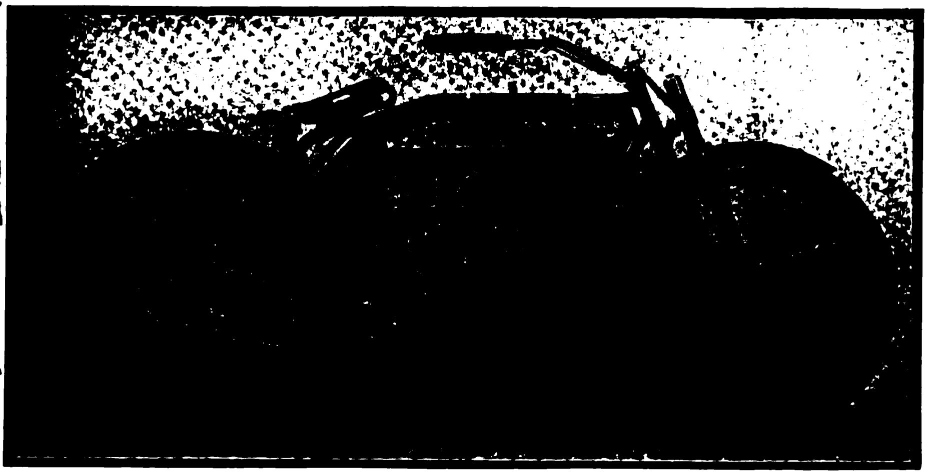
Two-Speed Transmission Saw-Blade Multiple Disc Clutch, both enclosed and running in oil

Clutch Control on Handlebar

Choice of Transmission

Extra Heavy Roller Chain or 2⅛" Flat Belt

Extra Heavy Spokes. Low Saddle Position. Absolutely Reliable Oiling System Embodied in All Models



Big 5, Belt Drive, $240:
With Spring Frame, $255.

A Thoroughly Dependable High-Grade Belt Machine

Big 5 Standard

Five Horsepower Motor

2" Flat Belt and Idler; Full Loop Frame

Send for 1912 Catalog

THE MINNEAPOLIS MOTORCYCLE CO., Inc., Manufa

AND SEE"
CHICAGO AND NEW YORK SHOWS

Practical Reliable Spring Frame
ON TWO WHEELS

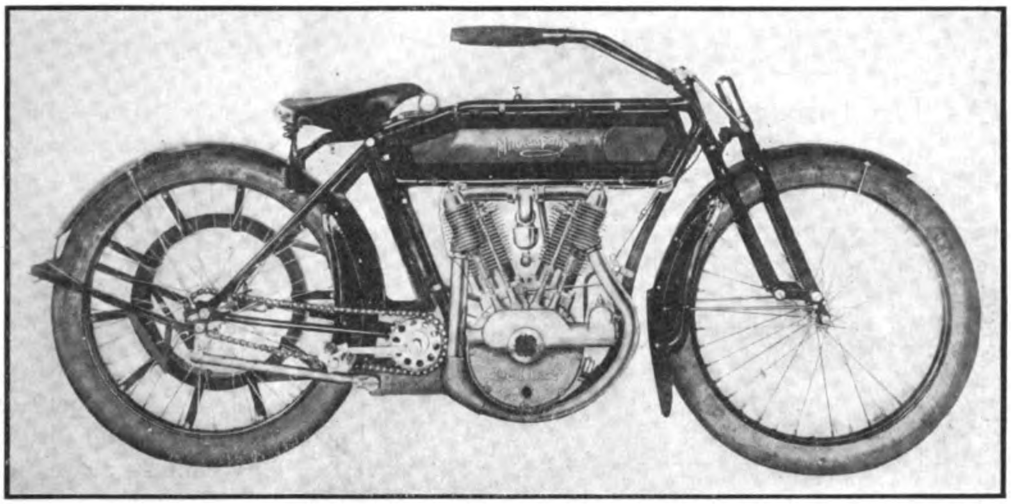
5 MOTORCYCLES

PERFECTLY SIMPLE

The Most Powerful Motorcycle Built

A High Grade Machine for riders desiring unlimited speed under Any and All Conditions.

2⅛" Flat Belt and Idler.



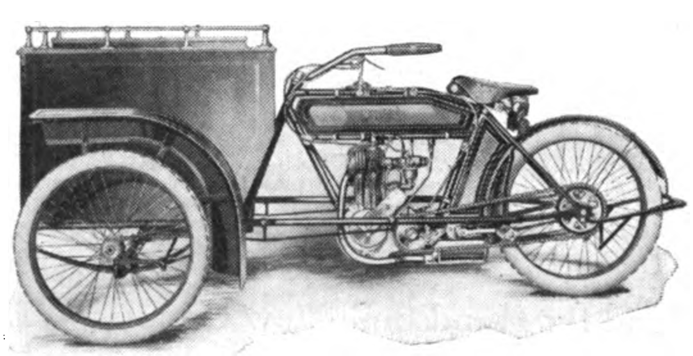
10 H. P., De Luxe Twin, $275;
Spring Frame, $290.

The Addition of the De Luxe Twin to Our Already Famous BIG 5 Models Enables Our Agents to Satisfy All Demands

---

Minneapolis Light Delivery Car. The Solution of the vexing problem of Parcel Delivery. Operating expense less than ½c. per mile. Rear Frame same as our Model "N," having Unit Power Plant, Two-Speed Transmission, etc.

Simple Economical Efficient



Light Delivery Car, $375.

SOME TERRITORY STILL OPEN

Live Dealers Write Quick. DO IT NOW

cturers, 517 South Seventh St., MINNEAPOLIS, MINN.

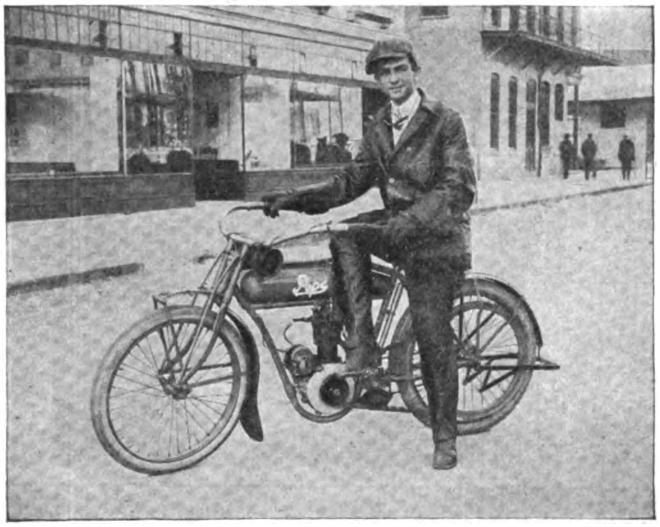
POPE Motorcycle

With Imported Magneto

$165

RELIABILITY

As Demonstrated by Four Consecutive Endurance Runs



Frank Murray and his Pope Motorcycle.

Four Consecutive Victories

In recent California Endurance Contests, run under the most varied and adverse road conditions and conducted under the strictest supervision, go to show the absolute reliability of the Pope Motorcycle.

FIRST RUN—Eighteen-Hour, 336-Mile Endurance Contest, held under auspices of the San Francisco Motorcycle Club at Oakland, October 29, 1911—greatest event of its kind on Pacific Coast—E. N. Moore, an amateur, riding Pope, made **perfect score** over the hardest kind of roads—equalling best performances of higher priced and higher powered machines.

SECOND RUN—Held under auspices of Sacramento Motorcycle Club, November 19, 1911. Frank Murray, riding the same Pope machine over heavy roads and up steep grades from Sacramento to Colfax and return, made a **perfect score** and beat out a 7 h. p. machine on an even start up five-mile grade into Auburn.

THIRD RUN—Conducted by Sacramento Motorcycle Club, December 10, 1910. Again Frank Murray rode the same Pope Motorcycle and again made a **perfect score** over bad roads and through deep mud.

This contest alone did more than anything else to establish the Pope's reputation on the Pacific Coast.

FOURTH RUN—Conducted by Sacramento Motorcycle Club, January 14, 1912, when another **perfect score,** the fourth in succession, was awarded to the same machine. The route covered a distance of 144 miles. Secret controls necessitated the most consistent operation on the part of the machine in order that a uniform speed might be maintained at all times.

What more could be said in proof of the Pope's Reliability?

Send for Handsome New Catalog. Let us give you details of 1912 Eclipse Free Engine Pulley

Some Choice Territory Still Open

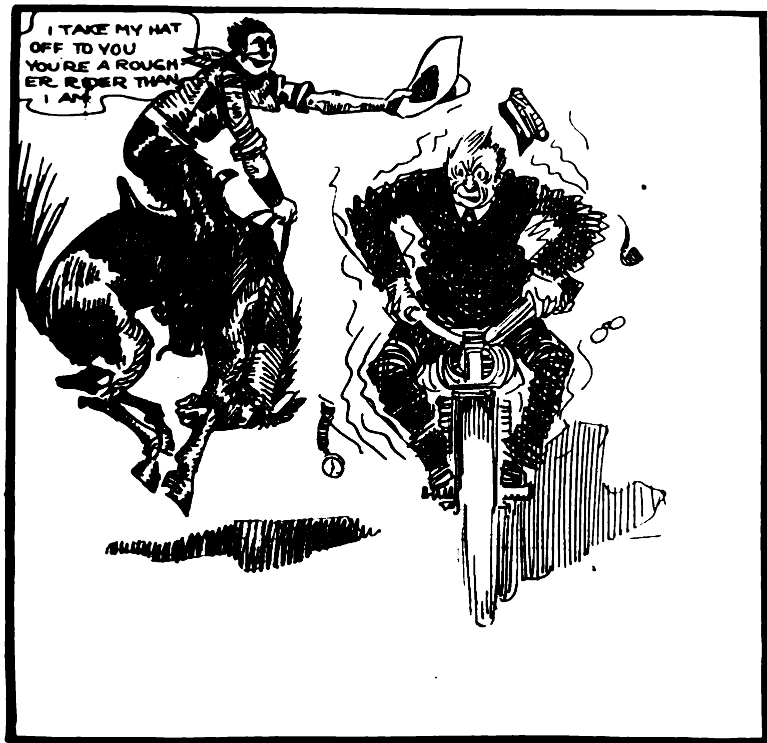
THE POPE MANUFACTURING COMPANY, Hartford, Conn.

PACIFIC COAST DISTRIBUTORS

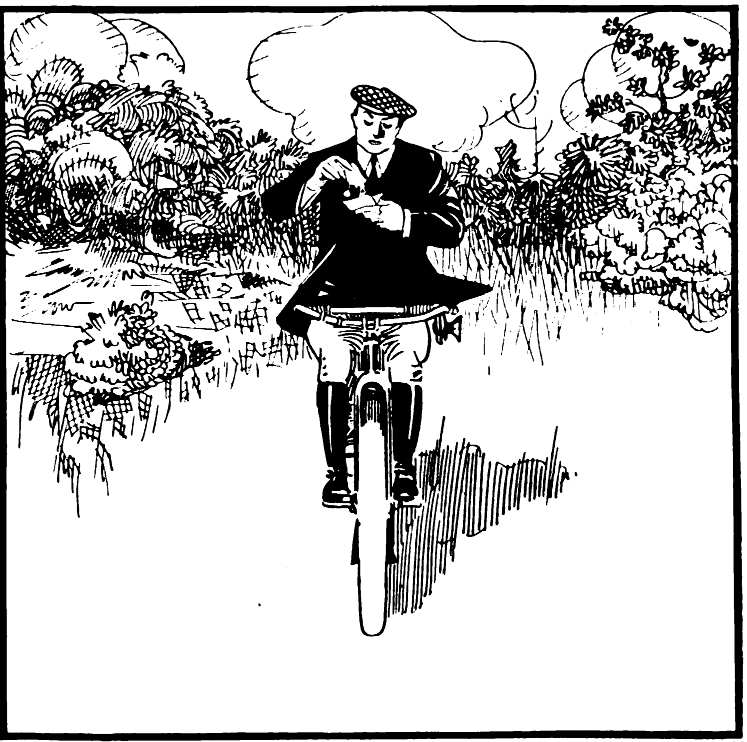
F. P. Keenan Co., Portland, Ore.
Northwest.

C. L. Smith, Los Angeles,
Southern California.

Kimball-Upson Co., Sacramento,
Northern California and Nevada.


I TAKE MY HAT OFF TO YOU YOU'RE A ROUGHER RIDER THAN I AM

BOWLEGGED TO AVOID THE HEAT OF THE MOTOR—AND VIBRATION



A NATURAL, EASY POSITION, AND WITHOUT VIBRATION

A one cylinder motor produces power one-quarter of the time.

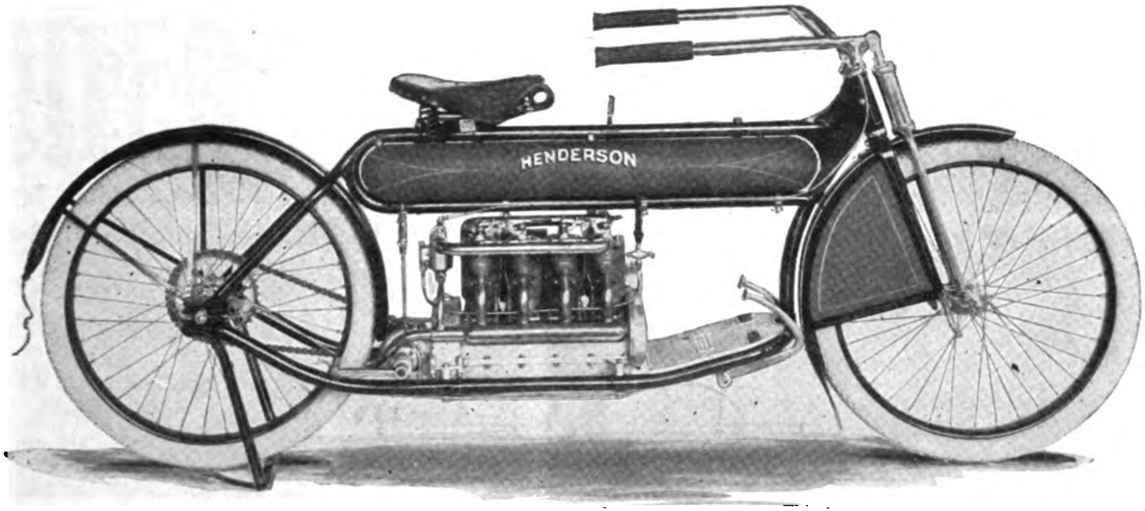
A two cylinder motor produces power one-half of the time.

The four cylinder HENDERSON produces power all the time.

It is because the HENDERSON has CONTINUOUS POWER that you can throttle down so slow, that if attempted on a single or twin the motor would stall.

Continuous power enables a machine to pick up and get away faster than is possible with jerky power.

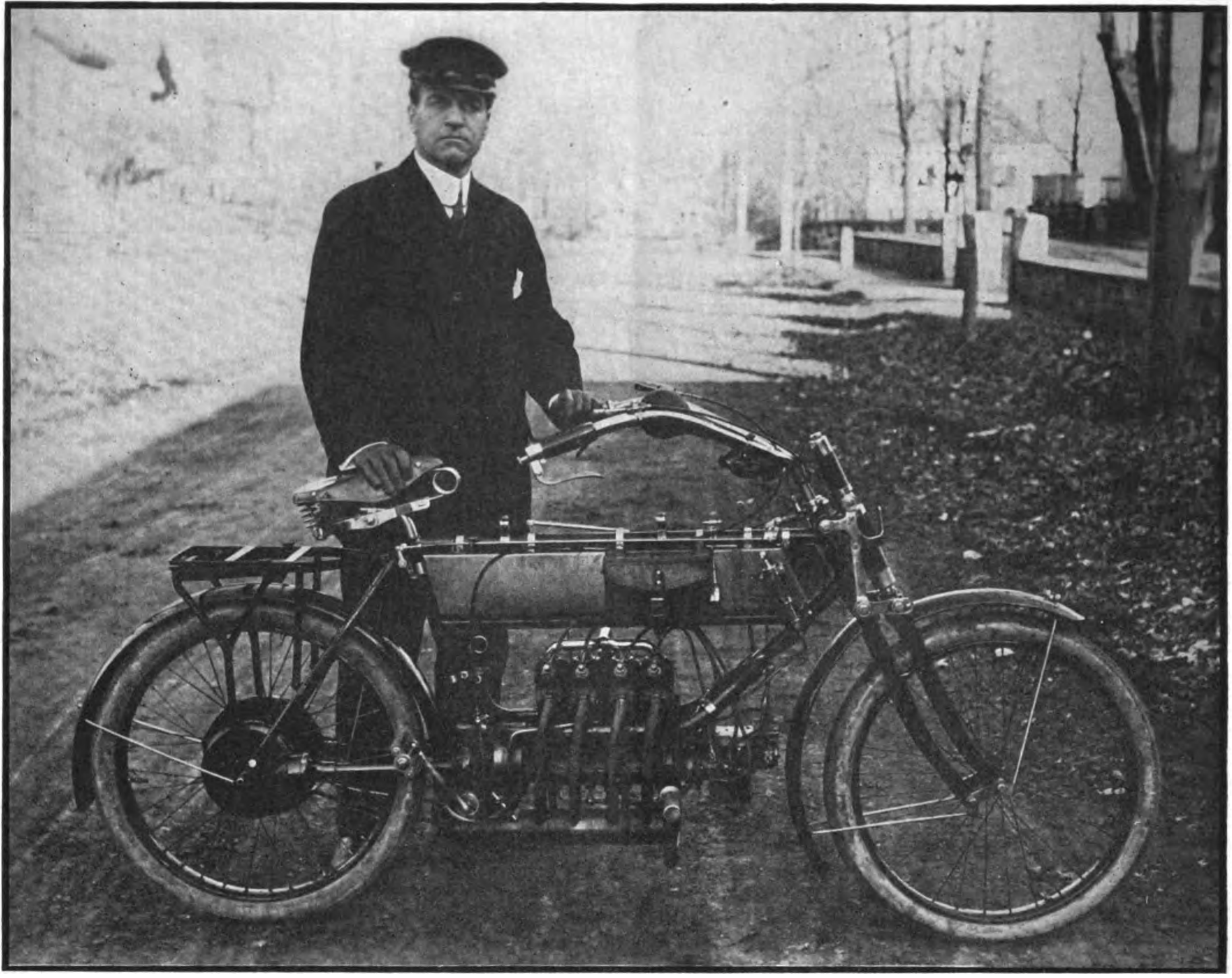
Continuous power does not vibrate. Because the HENDERSON has continuous power, with the rider's seat between the wheels, vibration is entirely eliminated.



***DEALERS*—The Henderson does not conflict with the line you now handle. It's in a class by itself.**

HENDERSON MOTORCYCLE CO.

270 Jefferson Ave., Detroit, Mich.



The Noiseless Four Cylinder **F. N.** **Shaft Drive Vibrationless**

Glider (Trade Mark)	**$250**	**Free Engine**	**$350**
Standard	**$300**	**Two Speed and Free Engine**	**$400**

CLUTCH CONTROLLED FROM THE HANDLEBAR

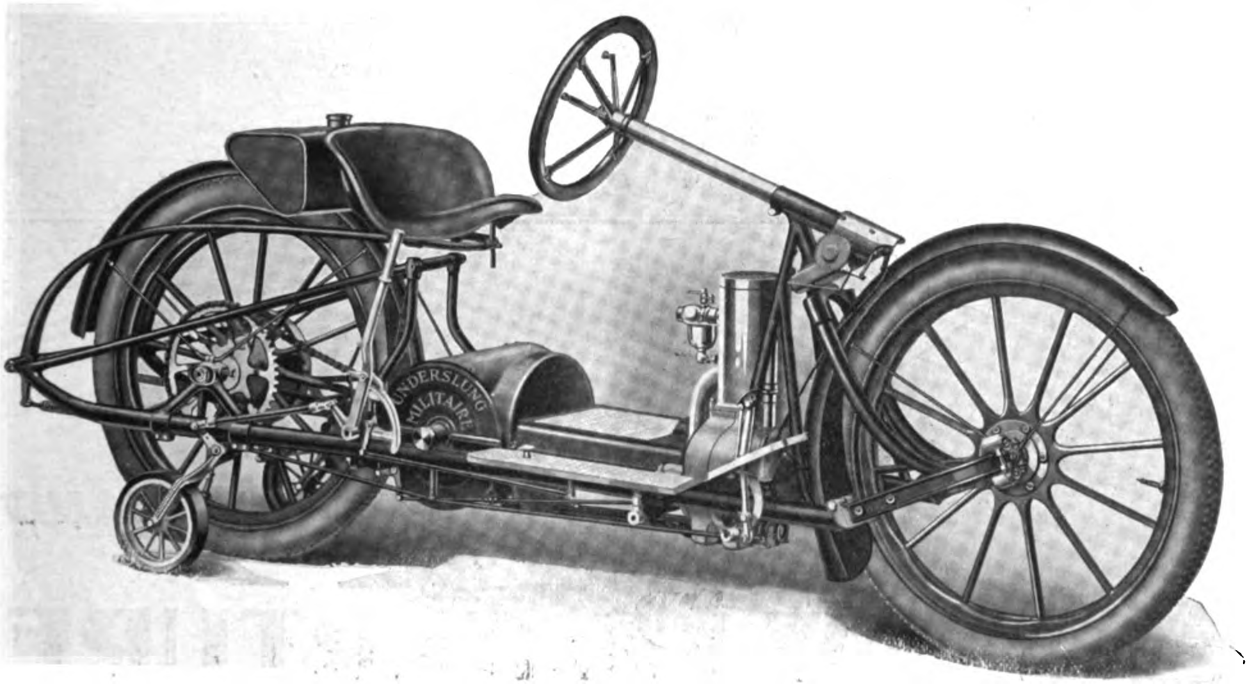
SPECIFICATIONS

1. Motor, 5 H. P.; cylinder capacity, 498 cubic centimetres; 57 mm., bore; 52½ mm., stroke.
2. Ignition by high-tension, armored magneto with distributor fixed thereon, with which it forms a whole, entirely tight. It is entirely protected against water, dust and mud. The armored magneto first appeared in this country on the F. N.
3. Highly efficient automatic carbureter.
4. Separate gasoline filter.
5. Transmission by bevel pinions (ratio 1:5, 1:4).
6. Improved elastic fork, with counter check spring.
7. One lever for controlling carbureter, fitted on right hand side of handlebar.
8. Height of frame, 20 inches.
9. Wheels, 26 x 2½ inches.
10. Wheel base, 56 inches.
11. Lubrication by pump inside the tank; simple, safe and effective.
12. Free engine by multiple disc clutch, running in oil.
13. Declutching device is controlled by Bowden wire from handlebar—the only machine in the world having this feature.
14. Plugs, short in length, fitted with ebonite, eliminating the possibility of electric discharges when the rider touches the plugs with his knees.
15. Foot rests are regular equipment.

SIDE CARS AND TWO SPEED GEARS

AMERICAN F. N. CO., Newtonville Station, Boston, Mass.

FIVE YEARS AHEAD OF THE MOTORCYCLE WORLD



(Patents Pending in United States and Foreign Countries.)

THE

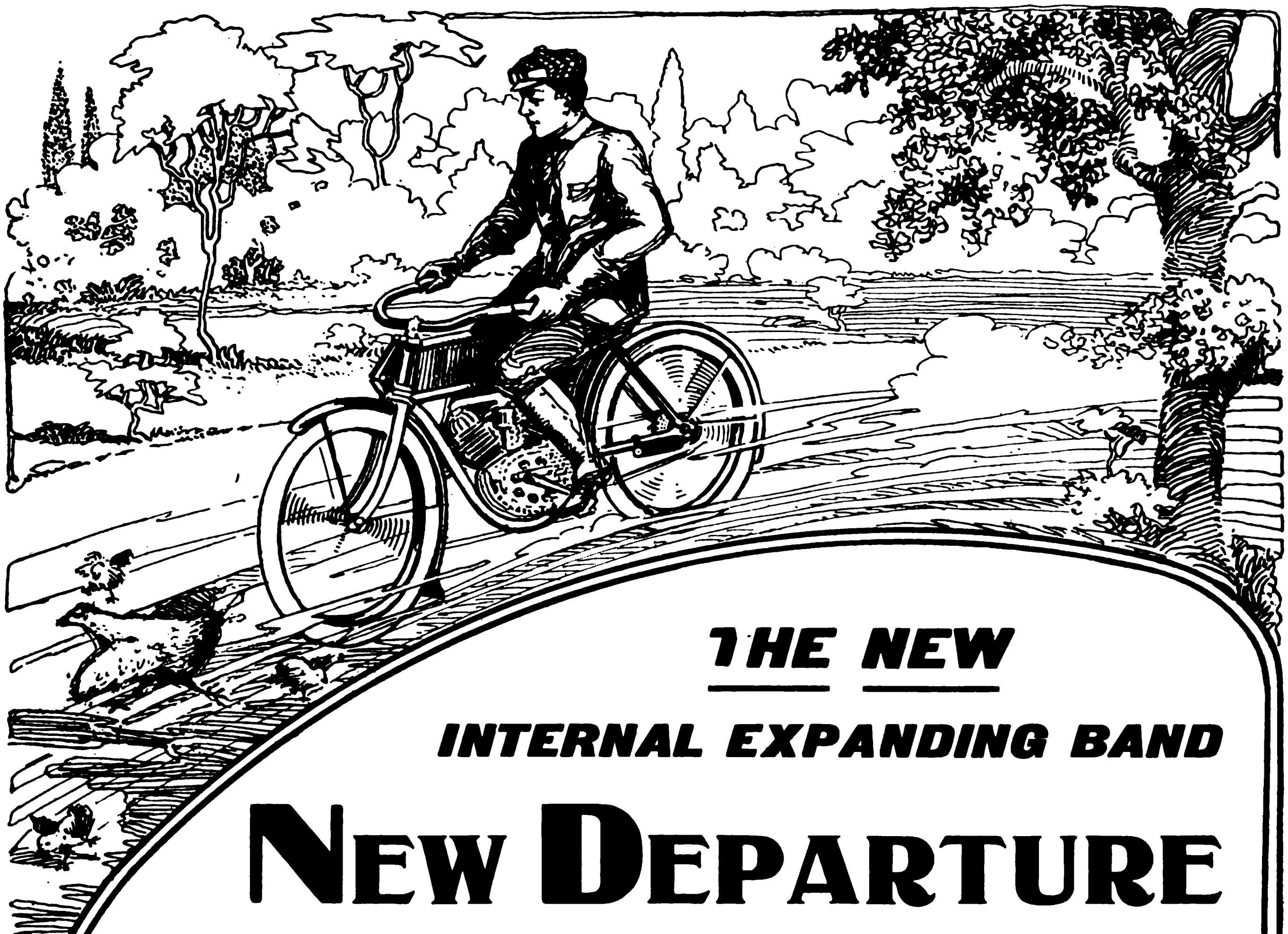
UNDERSLUNG MILITAIRE

Will as surely revolutionize motorcycle construction as the first "visible" typewriter revolutionized writing machines.

You have observed, no doubt, the uneasiness we have created in certain quarters of the trade already!

UNEASINESS	**REASON:**
is the forerunner of fear	**Everybody likes the Underslung Militaire**

THE MILITAIRE AUTO CO., INC., CLEVELAND OHIO



THE NEW

INTERNAL EXPANDING BAND

NEW DEPARTURE

COASTER BRAKE FOR MOTORCYCLES

The same type of device as the emergency brake in automobiles for quickly retarding speed or stopping instantly.

You can depend upon it all the time and every time.

It is absolutely impossible for the brake to lock, wind or bind.

The new transfer spring has stopped all of the "picking up" of the pedals.

It is all steel.

The wearing parts are specially treated to withstand hard service.

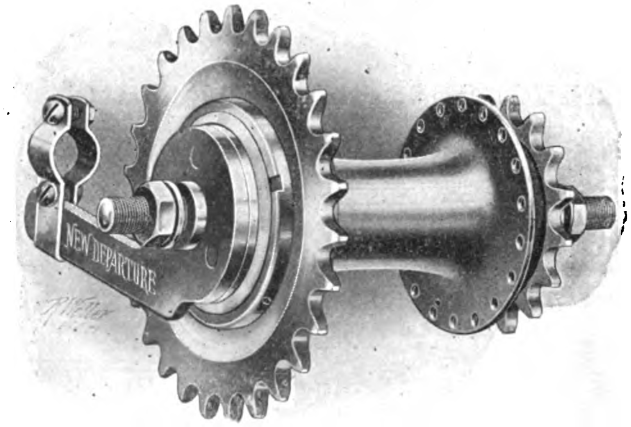
The parts on which the severe strain comes are made as strong as it is possible for any metal to be.

In fact, this brake is ideal and gives the rider everything that he wants for controlling his machine under all circumstances.

THE NEW DEPARTURE MFG. CO.

BRISTOL, CONN.

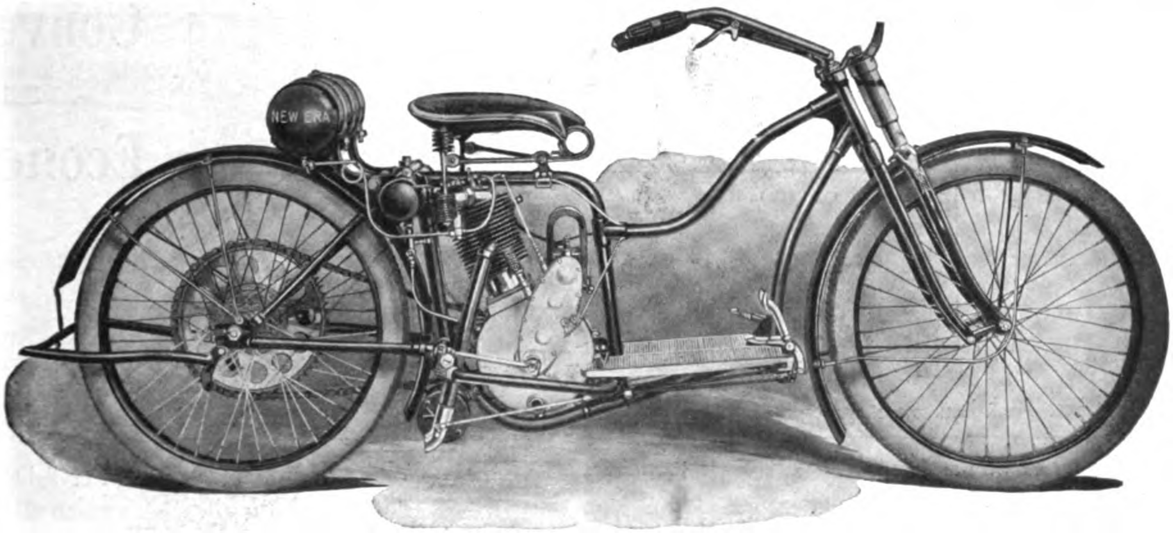
Coaster Brake Licensors



MODEL BB FOR CHAIN DRIVE MACHINES.

YOU'RE RIGHT! THIS IS THE NEW ERA

THAT GOES "ANYWHERE UNDER ANY CONDITION"



4 H. P. ROADSTER

As a common sense proposition, when you buy a Motorcycle you want to know six things:

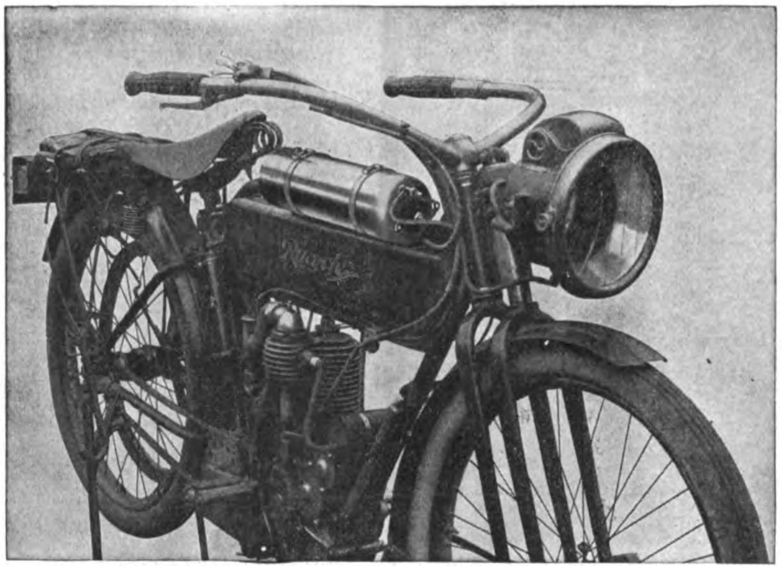
I.	Will it take me where I want to go?	The two speed construction of the NEW ERA will take you anywhere, up any hill or through any sand or gravel.
II.	Will it take me the way I like to go?	The NEW ERA has a range on low from one to fifteen miles and on high from five to fifty-five miles. Guess your speed is in there somewhere, isn't it?
III.	Is it easy to operate?	The NEW ERA is hand cranked like an auto, the two speeds are controlled by foot pedals and its free motor means you can let your engine run while you are standing still. Cinch, isn't it?
IV.	Is it comfortable?	The NEW ERA has compound cushion spring fork, three point suspension form seat, aluminum foot boards, large tires and extra heavy rims. That all goes for comfort, doesn't it?
V.	Is it constructed right?	Each part of the NEW ERA is made of the material which practical experience has proved best for that particular purpose. For the workmanship, don't take our word. Look the machine over.
VI.	Is the price reasonable for what I get?	If you will only look the NEW ERA over carefully we are not afraid of the way you will answer this question.

THE NEW ERA AUTO-CYCLE CO.

22 DALE AVENUE DAYTON, OHIO

Some good territory still open. Write for agency proposition

THE JUNIOR CARBO-LIGHT TANK



The Light That's Right

Convenient and Economical

The Carbo-Light Tank insures a steady, powerful and magnificent White Flame, 20 to 25 hours, for 10 cents. Great convenience and satisfaction.

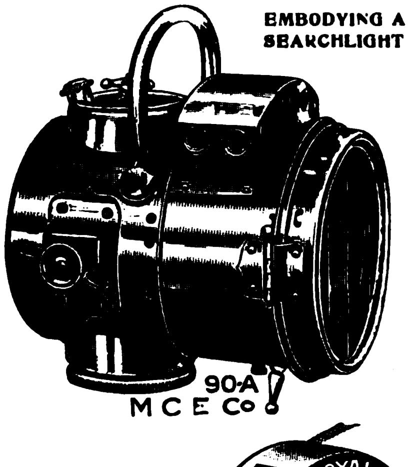
Recharge it yourself with as little trouble as filling the gasoline tank. Can be done anywhere on the road. For light on the subject, write for our Booklet and dealer's proposition.

THE CARBO-LIGHT CO. - - ANDERSON, IND.

AN IDEAL

MOTORCYCLIST'S LAMP

EMBODYING A "CLOSE COUPLED" SEARCHLIGHT AND GENERATOR



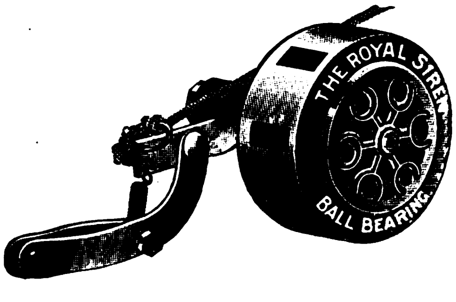
Weighs 24 Ounces
Size 4 x 5 Inches
Nickel Plated
Neatly Designed

Price
No. 90, rear prop
$6.00

Price
No. 90A, side props
$6.00

FOR BICYCLISTS
THE

ROYAL SIREN



commands instant attention with its clear note and substantial appearance

Nickel Plated

Price $1.00

THE MOTOR CAR EQUIPMENT CO.

MANUFACTURERS AND IMPORTERS
DEPT. M, 55 WARREN STREET, NEW YORK

TESTIMONIALS!!

We get them in almost every mail and they are absolutely

UNSOLICITED!!

Here's a sample such as we get

FROM ALL PARTS OF THE OOUNTRY

Salem, Mass., Jan. 12, 1912.

The Persons Mfg. Co.,
Worcester, Mass.

Gentlemen: Please favor me by sending one of your catalogues of Motorcycle Saddles. My friend and myself are using............saddles and find satisfaction hard to get.

Yours truly,
ALFRED OUELLETTE.

We can show you hundreds of others just as good and they're all from actual riders, good fellows who have been misled, who have had inferior saddles on their machines and found out that a better saddle was needed so chose a

PERSONS CHAMPION

WRITE US

THE PERSONS MFG. CO., Worcester, Mass.

WHY DO

Empire Tires
WEAR LONGEST

We will tell you in the next few issues of Motorcycle Illustrated

12,000 Miles—Think Of It

EMPIRE TIRE CO.,
1305 Michigan Avenue, Chicago.

Gentlemen:—I am sending you, by express, one motorcycle casing, 28 x 2¾ inches, in which you will find one small cut. Please repair this and return the tire as soon as possible. I want to say that this casing has been on the rear wheel of my twin Excelsior, and I have ridden it over 12,000 miles without getting a puncture. I used my machine for tandem riding a great deal and can say that I never saw a tire that stood the test and wear like this one. In my seven years of motorcycle riding, I have obtained four times more service out of this Empire tire than out of a tire of any other make, and the Empire tire still seems as good as when I had used it only a few hundred miles.

Yours very truly,

North Crystal Lake, Ill.

WILLIAM M. FREEMAN, M. D.

Simply Insist on Empire Equipment

YOU can get these same results if you will use Empire Tires. We ask you to try them once, knowing you will use no other make after once riding an Empire.

FILL OUT THIS COUPON ☛

Remember we only make one grade.

Write us about it.

EMPIRE TIRE CO., Factories: Trenton, N. J.

Gentlemen:—Kindly mail me catalog and prices of your high-grade Empire motorcycle tires.

Name..

Address..

City and State..

When you buy *that* tandem—insist upon the "*Simplex*"—the only attachment with flat elliptic spring and shock absorbers—Sold everywhere $15.00 with saddle—Catalog on request—If your dealer does not carry them send us his name.

ANGSTEN-KOCH COMPANY

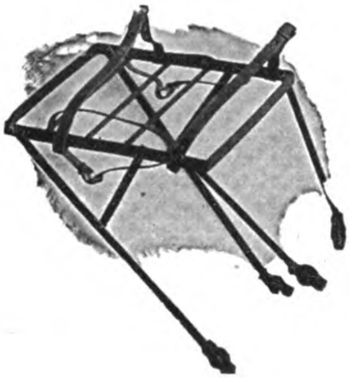
MAKERS OF GOOD SPECIALTIES

360 W. GARFIELD BOULEVARD CHICAGO

PATENTED
Simplex Spring Tandem Attachment

THE STAR LUGGAGE CARRIER

$3.50



Universal Attachment for the Motorcycle

SOLD BY THE

Aurora Automatic Machinery Co., Chicago.
Motorcycle Equipment Co., Hammondsport, N. Y.
Beckley-Ralston Co., Chicago, Ill.
Ira Enmark, Minneapolis, Minn.
Edwards-Crist Mfg. Co., Chicago, Ill.
Oberwegner Motor Co., Toledo, Ohio.
Motor Car Supply Co., Chicago, Ill.
Whipple, The Motorcycle Man, Chicago, Ill.
Excelsior Autocycle Co., Detroit, Mich.
Walthour & Hood, Atlanta, Ga.

MANUFACTURED BY THE

STAR ELECTRIC CO.

18 North May Street, Chicago

Our 1912 Catalogue

Is Now Ready

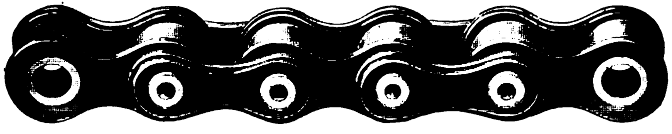
for distribution. This book is devoted exclusively to information relative to motorcycle belts, both V and flat, and other leather accessories.

It describes in detail our WHITE STRIP and SEA LION flat belts and our WHITE STRIP V-belt. It also gives full information regarding the care of belts, and is a most valuable book for every motorcycle dealer and rider.

Chicago Belting Company

124 North Green Street
Chicago

Branches: New York, New Orleans, Portland, Ore.



"DUCKWORTH"

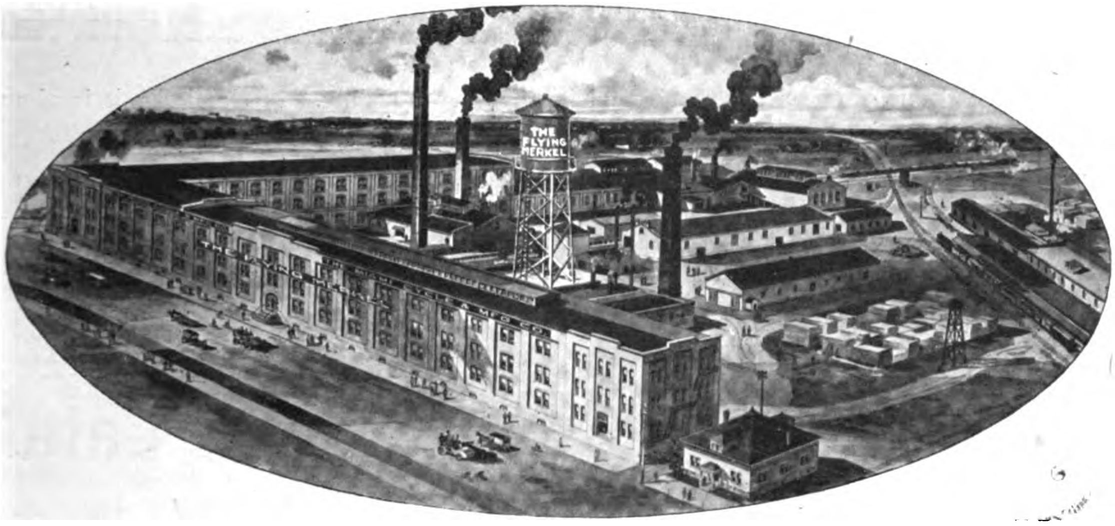
The Quality Chain of America. Made of extra high grade steel. Specially treated. They have the wearing qualities.

DUCKWORTH CHAIN & MFG. CO. - - - Springfield, Mass.

1912 Motorcycle
MANUAL

Advertising forms close
WEDNESDAY,
February 28th

CIRCULATION
11,000 COPIES



We're running night and day shifts on

THE FLYING MERKEL

This will double our season's output.
Thank you all very much.

The Miami Cycle & Mfg. Co.
MIDDLETOWN, OHIO
MEMBERS OF M.M.A

California Distributors	The Appeal Mfg. & Jobbing Co., Los Angeles.
Oregon and Western Washington	West Coast Supply Co., Portland, Ore.
Eastern Washington, Idaho and Montana	Spokane Cycle & Supply Co., Spokane, Wash.
Colorado and Wyoming	C. W. Brown, Denver, Colo.

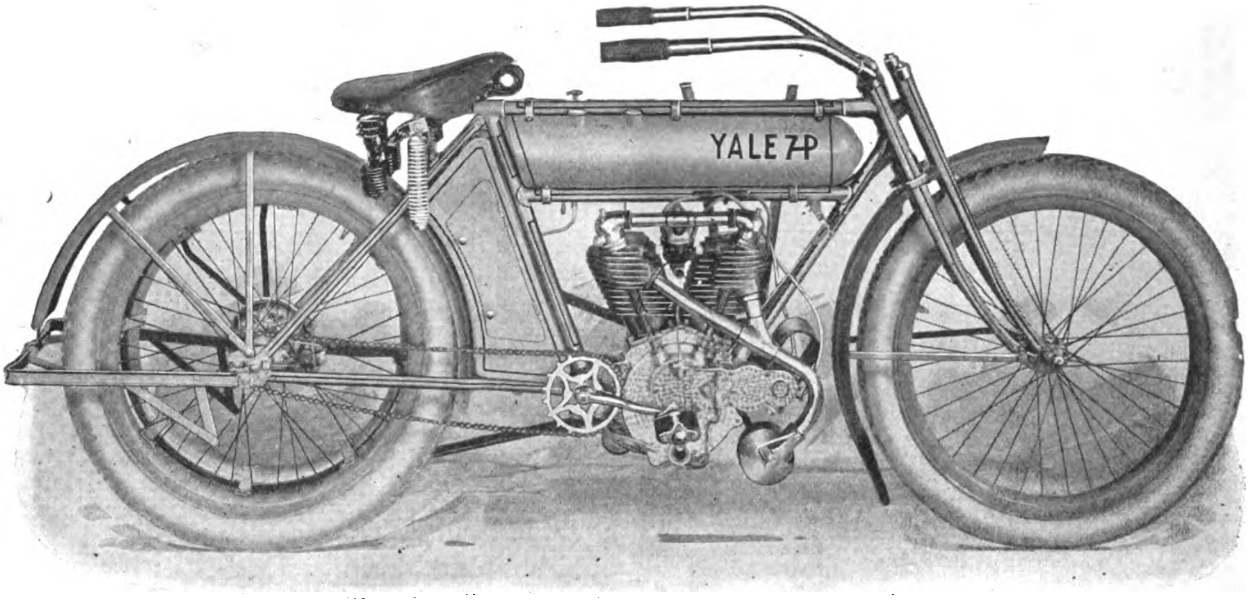
(20)

YALE PERFECTION

The Yale motorcycle is one of power, endurance and positive dependability. Mechanically it is absolutely perfect, and for quality its equal cannot be found.

There's a reason for the high standard of the Yale. Every part of the machine is made in our own factory, by the most skilful workmen, under the most modern conditions and under the supervision of men who know how to build motorcycles that are of the highest possible quality, and absolute mechanical perfection.

While some manufacturers are forced to have their parts built as cheaply as possible, often at a sacrifice of quality, the Yale is built in its own factory, regardless of cost—quality being the first consideration.



Model 27, 7 H. P., $285

Y-A Shock Absorber Free to 1912 Yale Buyers

Every person buying a 1912 Yale will have the machine equipped with one of these Shock Absorbers. Riders who have already purchased a 1912 Yale will, as soon as we have a sufficient number of Shock Absorbers on hand, receive one of these absolutely free of charge.

It's part of the Yale policy—every Yale rider will at all times get the highest quality machine and all the desirable features.

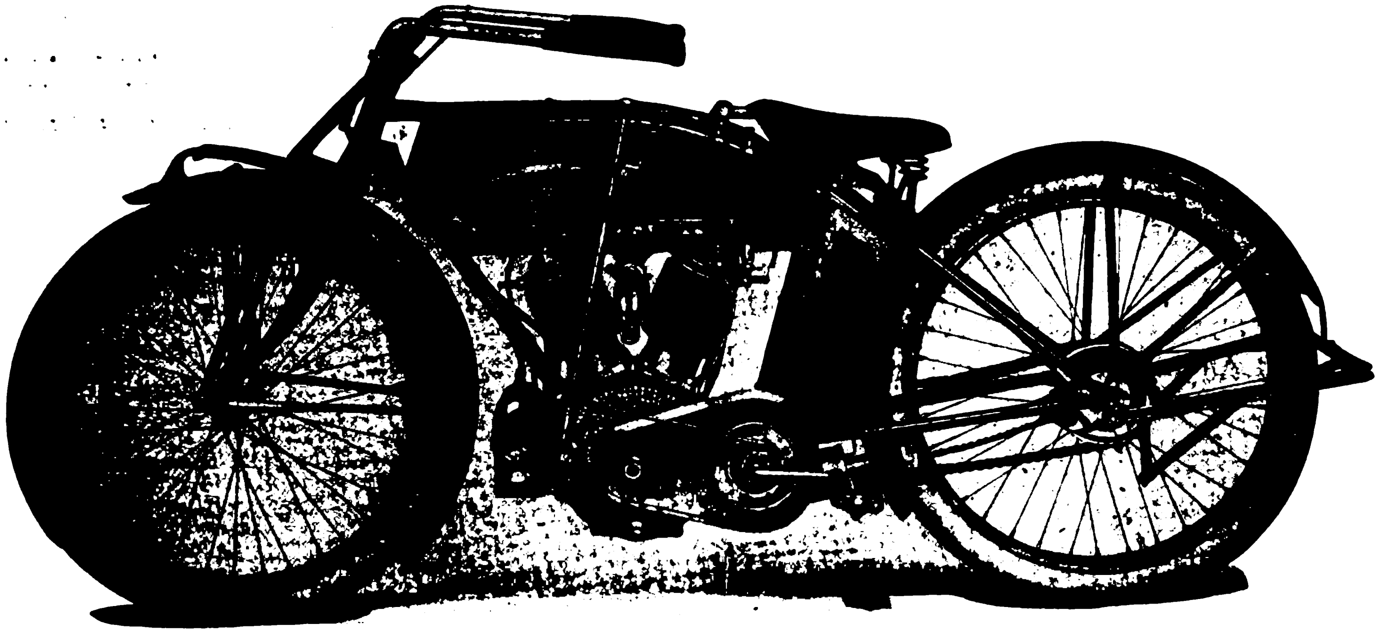
Just remember this—it's a big feature—write for the Yale booklet; or, if there is no dealer in your territory, write for our agency proposition.

2 3-4 inch studded tires, Eclipse free engine clutch, 57 1-2 inch wheel base, low saddle position, Y-A Shock Absorber, "That Absorbs the Shock," regular on all models.

PROMPT DELIVERIES

THE CONSOLIDATED MANUFACTURING CO.

1730 Fernwood Avenue TOLEDO, OHIO



You Can Ride an Excelsior Auto-Cycle in Your Business Clothes

THE *Excelsior Auto-Cycle* is practically an auto on two wheels. You can ride the *Excelsior* in your business clothes,—and be as clean and neat as after an auto ride. Save money; no need to buy a motorcycling outfit,—coat, trousers, leggings, cap, goggles, gloves, etc.,—just ride an *Excelsior.* We have constructed the *Excelsior Auto-Cycle* so that it is

THE ONE MACHINE THAT KEEPS YOU CLEAN

To the man on an *Excelsior Auto-Cycle* there is no such thing as dirt, or spattered grease and oil. This is because our *covered chain guard* keeps oil and grease on the chain,—off of you; our *aspirator* throws all superfluous oil far *behind* the machine; our *oil proof bearings* retain all the oil used for lubrication; our *auto-type mud guards* are wide and useful; our *oil-retaining joint* on the pulley side of the auto-cycle prevents splashing.

The Excelsior is Simple and Comfortable

Cleanliness is not the only feature of the *Excelsior.* The *Excelsior* is made of fewer parts than any other machine. Any child can learn to ride it in 15 minutes. It has the lowest saddle position ever attained,—you sit in a natural position, and can put your feet flat on the ground when you stop. Our *Komfort-Kushioned spring seat post* and *perfected spring fork* absorb all possible bumps. Read about the machine that *always makes good* in our

FREE ILLUSTRATED BOOKLET.

We'll send it gladly; *write us now.*

EXCELSIOR MOTOR MFG. AND SUPPLY CO.
2201-2259 Union Street, Chicago, Ill.

SIX "BIG X" MODELS

DEALERS:

The more sales you make the more money you make. We want the chance to "show you" what the Excelsior means,—in sales and in profits. Write for particulars.

SINGLES AND TWINS

BOSCH

Equipped—Of Course!

Wm. Hasha on his 7 h. p. Indian again opens the eyes of the motorcycling world. At Los Angeles, Feb. 11th, he rode:

1 Mile in :38 4-5
2 Miles in 1:19 2-5
3 Miles in 2:01 3-5
4 Miles in 2:40 4-5

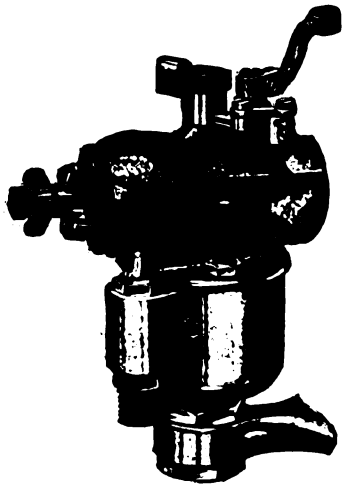
With a standard Bosch Magneto.

For Efficiency and Reliability, say:

"Bosch"

Write for 1912 Literature

BOSCH MAGNETO COMPANY
223-225 West 46th Street NEW YORK
Detroit Chicago San Francisco Toronto



The New "N. A." *BREEZE* CARBURETER

Delivers a larger volume of properly mixed gas than any other motorcycle carbureter in the market.

We have reduced the strangling aperture about the spray nozzle to a minimum for slow running. The auxiliary air valve and its passages have been enlarged over our previous models and the carbureter equipped with a perfect mechanical device to increase the gasoline with opening throttle.

On manufacturer's test apparatus we have, with spark advanced, throttled to 230 revolutions and speeded up as far as the test tachometer registered, 3,500. This same adjustment held good for hills and speed.

Polished all over, aluminum or nickeled Brass, whichever you wish. All hand adjusted, while riding.

Get one now. Insist upon having the "N. A." on your new machine. Send for catalog.

Send 10c for Engine Trouble Text-book, ready March 1

BREEZE CARBURETER CO.
251 South St., Newark, N. J.

AURORA BRAND

MOTORCYCLE CLOTHING

Wearers say that the Aurora Brand Suits are the only motorcycle suits worth wearing, and they ought to know.

We invite Club Secretaries to get in touch with us. All inquiries *promptly* and cheerfully answered. To dealers who wish to sell our popular and attractive line, we will send samples of goods and complete suits if requested.

FOWLER-CARNES COMPANY
Formerly Wilson Weather Coat Co.
AURORA, ILLS.

DISTRIBUTORS—The Buckeye Motor & Cycle Co., Akron, O.; A. H. Patterson, Brooklyn, N. Y.; Lancaster Auto and Cycle Supply Co., Lancaster, Ohio; Motorcycle Equipment Co., Hammondsport, N. Y.; Edwards-Crist Co., Chicago, Ill.; Wisconsin Motorcycle Co.; Milwaukee, Wis.; Jenkins & Co., Des Moines, Ia.; Mead Autocycle Co., Denver, Colo.; Central Cycle & Supply Co., Wichita, Kans.; Omaha Bicycle Co., Omaha, Nebr.; Arkins & Claflin, Salt Lake City, Utah.

The Federation of American Motorcyclists

Governs and administers the sport of Motorcycle racing and other competitions in which motorcycles engage; it defends and protects the rights of motorcyclists and facilitates touring; it encourages the use of motorcycles and promotes the general interests of motorcycling.

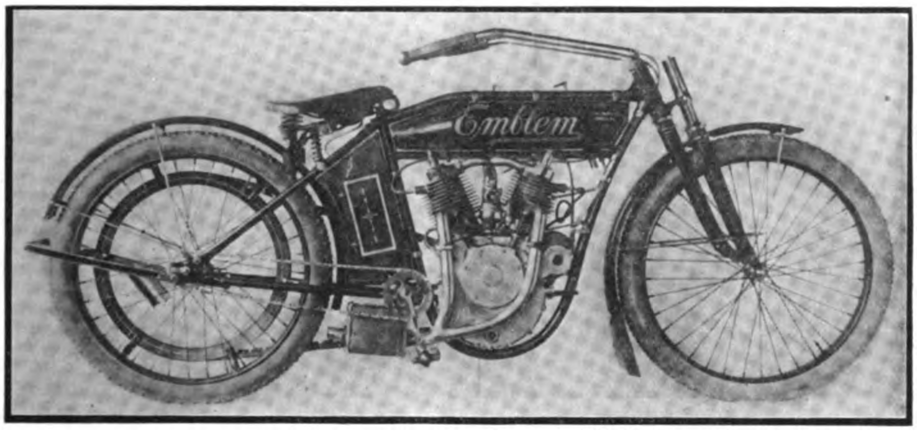
For F. A. M. Booklet and all information write

Chairman Membership Committee F. A. M.
Bangor, Maine

A MAN CAME UP TO OUR STAND

At the Chicago Show, and said:

"Yours was the first motorcycle I looked at when I came in this afternoon. I've seen them all since and now I have come back to give you an order for one of the big fellows to be delivered in March. You see," he added confidentially, "I have never owned a motorcycle before, so I thought I would see them all together at the show before buying. The Emblem seems so big and strong and easy to understand that I am sure I'll have no trouble in learning to run it."



Yes, that's the Emblem through and through—"Big and Strong and Easy to Understand." Mechanically perfect in construction, yet without the frills that drain the rider's purse and keep dealers in a constant state of apology. From the $175 single to the $250 twin, Emblem Motorcycles are built to withstand hard knocks and they have made good. "Motorcycle Satisfaction"—which means Speed-Power-Economy—is the lot of the Emblem Rider. Have we an agent in your town?

SOME MORE PROOF OF ITS DEPENDABILITY

Durability

Easy and Positive Control

Efficiency

Low Cost

It shows a lot of confidence in a motorcycle when a man trusts his dearest possessions to it, as does Mr. M. H. Donnetti, of 376 Hanover street, Bridgeport, Conn., who takes his entire family out for a spin occasionally. The motor of the Emblem Twin never abates in the slightest its strong quiet purr, no matter how steep the hill, or how restless its 400 pound burden. It's easy for the EMBLEM.

EMBLEM MANUFACTURING COMPANY, Angola, Erie Co., New York

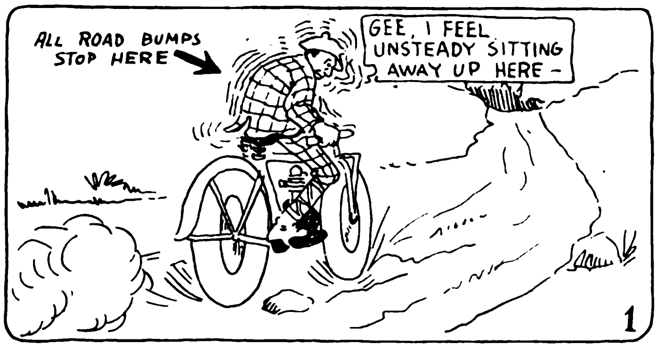
(MEMBER M. M. A.)

Distributors for California—JOHN T. BILL & CO., Los Angeles
For the South—HENRY KEIDEL & CO., Baltimore, Md.

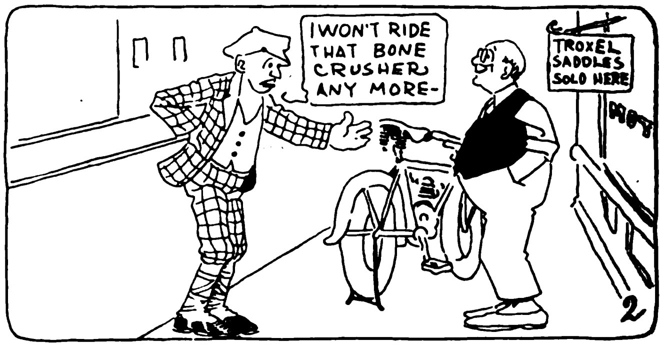
For Oregon—BALLOU & WRIGHT, Portland
For Washington—F. M. SPINNING, Seattle

If You Specify a Troxel Saddle

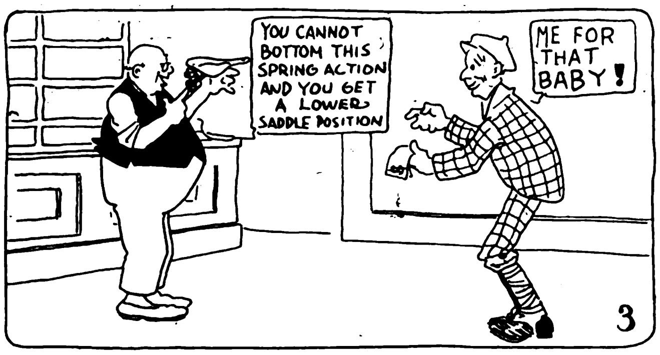
YOU WILL BE SATISFIED WE GUARANTEE THAT


ALL ROAD BUMPS STOP HERE
GEE, I FEEL UNSTEADY SITTING AWAY UP HERE -
1

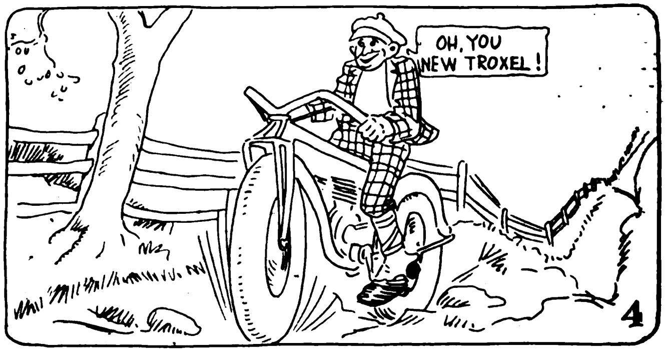
MR MOTORCYCLIST BUYS A MACHINE AND TAKES ANY OLD SADDLE.


I WON'T RIDE THAT BONE CRUSHER ANY MORE-
TROXEL SADDLES SOLD HERE
2

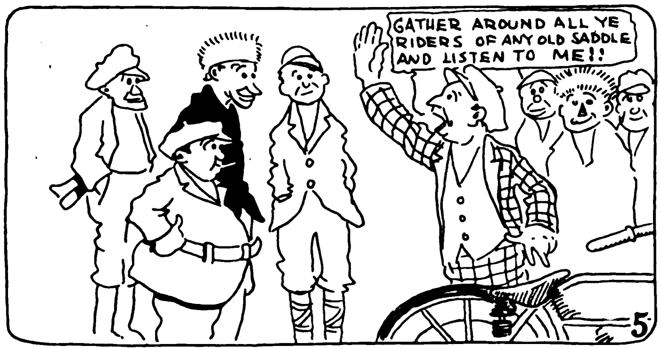
MR. MOTORCYCLIST WANTS TO KNOW IF THERE IS A SADDLE MADE THAT RIDES EASY AND WILL NOT HIT BOTTOM.


YOU CANNOT BOTTOM THIS SPRING ACTION AND YOU GET A LOWER SADDLE POSITION
ME FOR THAT BABY!
3

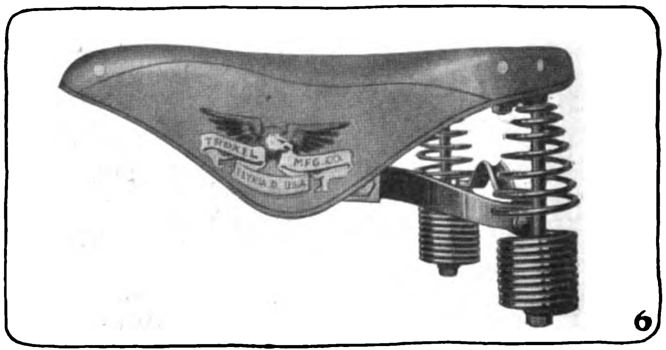
MR. EVERYDEALER EXPLAINS THE MANY FINE POINTS OF THE **NEW TROXEL**.


OH, YOU NEW TROXEL!
4

MR. MOTORCYCLIST DON'T BELIEVE IN SIGNS ANYMORE. HE RIDES A **TROXEL SADDLE** AND SMILES.


GATHER AROUND ALL YE RIDERS OF ANY OLD SADDLE AND LISTEN TO ME!!
5

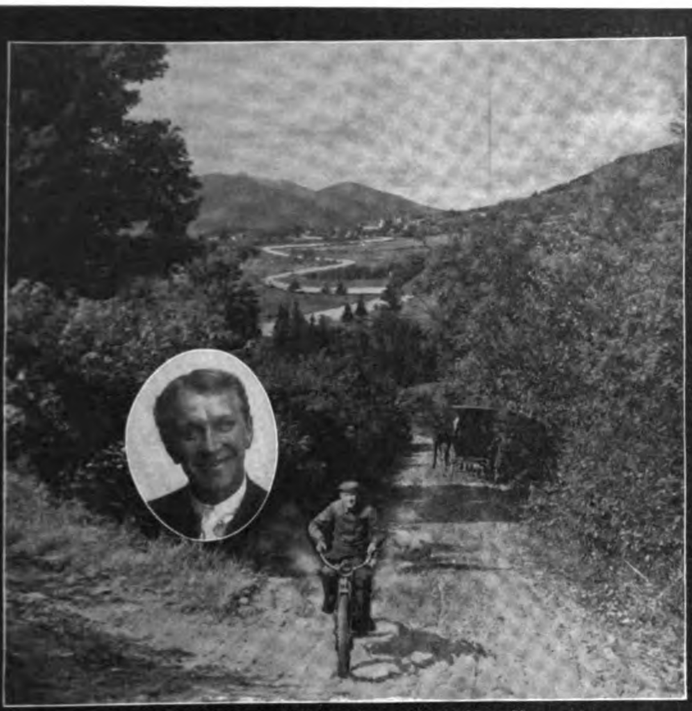
THE SAME OLD STORY. A SATISFIED CUSTOMER IS YOUR BEST AD.


TROXEL MFG. CO.
6

THE **NEW TROXEL** MOTORCYCLE SADDLE THAT NEVER HITS BOTTOM.

Remember, we furnish both the Suspension and Cavalry Type as Regular Equipment on All Motorcycles. Send for Catalog, FREE.

TROXEL MANUFACTURING COMPANY, ELYRIA, OHIO



Motorcycling in the White Mountains of New Hampshire

Going up

steep hills and mountains is no trouble at all for the 8 H. P. M·M Twin — just like riding on level roads.

Read what the man in the picture says

American Motor Company, Brockton, Mass.
Gentlemen:

I have just completed a motorcycle trip through the mountains of New Hampshire. I am so bubbling over with joy, that I must write you how well satisfied I feel with my M·M Twin. The power it showed in tearing up those steep inclines was simply marvelous. Not once did I get stuck on a hill, and believe me there were some corkers, and as for smooth running qualities and speed, I never saw anything like it. With the muffler closed, she would slide through the towns as still as a bird, throttling down to a walk when required. You have never hollered half enough about this wonderful model. If people knew what they could do, you would be swamped with orders.

Yours truly,
Geo. B. Graves
Albion St., Somerville, Mass.

Announcement to Agents!

Here is the greatest seller ever offered to the trade in the Twin Line. The big powerful M·M Twin at $225 was the sensation at the New York Show. Of the many lines offered to Agents for 1912, there are only a few twins, although there is a big demand for this type. No agent can satisfy all his trade without a good powerful twin, especially in sections where the roads are hilly or rough.

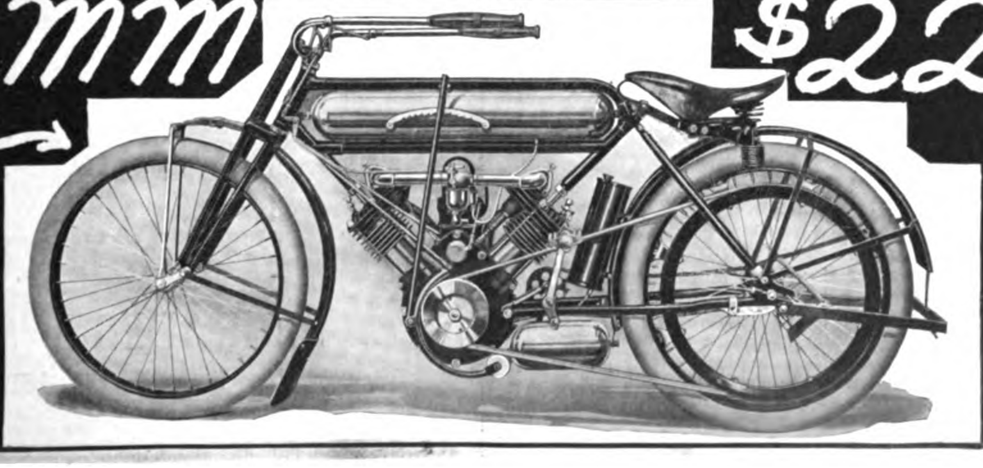
The M·M Twin is positively without an equal, regardless of price or claims. It is the only Twin having cylinders set at a 90 degree angle giving perfect balance, doing away with all vibration and many other tremendous advantages over the ordinary type.

With our large facilities and 13 years' experience, we are able now to put the twin price down where it is bound to multiply sales. The complete M·M line at $140, $160, $200, and $225, is the best agent's proposition to be had this year.

Get in touch at once—Territory is going fast.

AMERICAN MOTOR CO., 716 Centre St., Brockton, Mass.

8 H.P. MM Twin $225.



The Biggest Motorcycle Offer of the Season

With Free Engine Clutch $240.

B170 Seat part has carefully moulded steel base, is amply and comfortably cushioned and covered over all with substantial leather. Spring-framing includes the BROOKS PATENT COMPOUND SPRINGS, and is practically identical with the well-known B104.
Particularly low built, it is shaped on anatomical lines, and—you sit IN it rather than ON it.

Two new models of the

BROOKS—

the original and only genuine Compound-spring Saddle

J.B.BROOKS & CO., Ltd., 75 Criterion Wks., Birmingham, Eng.

Distributing Agents for U. S. A.
The D. P. HARRIS HARDWARE CO., 48 Warren St., N. Y.

B400 Note position of compound springs, which are placed immediately under the weight-carrying portion of the seat, which latter is not hinged to any fixed point at the peak, but constrained to move in a true vertical direction. This position, in conjunction with the compensating action of the spring, means unlimited elasticity without bounce. Seat part is comfortably cushioned and covered with substantial leather; has steel base carefully moulded on anatomical lines, and, again—you sit IN it rather than ON it.

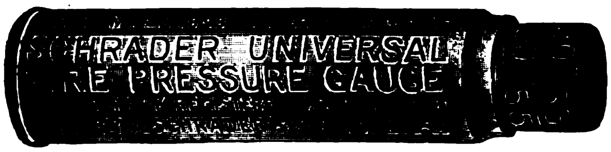
Have You Had Trouble With Your Tires?

A very large percentage of all punctures and blow-outs occur from improper tire inflation.

WOULD YOU PAY $1.00 TO OVERCOME

delays, difficulties and expense resulting from these misfortunes?

Schrader Universal Tire Pressure Gauge



(Made under patent dated March 1, 1898.)

Accurately registers at all times the exact air pressure in tires.

Simply hold gauge to tire valve for a second and recording sleeve will indicate air pressure and remain fixed until pushed back into place by the finger.

Carried easily in vest or change pocket, being only 2½" long. So simply constructed as to almost never become out of order, and if it does go wrong it will immediately tell by the action of the indicating sleeve that it needs repairs. Leather case comes with it.

PRICE $1.00 EACH

Guaranteed Simple and Absolutely Accurate

Can be obtained from all tire manufacturers, jobbers and dealers, or

A. SCHRADER'S SON, Inc.

28-30-32 Rose Street NEW YORK CITY

ENGLAND ENDORSES THE

PIERCE

Stoke, Holy Cross,
Norfolk, England,
January 22, 1912.

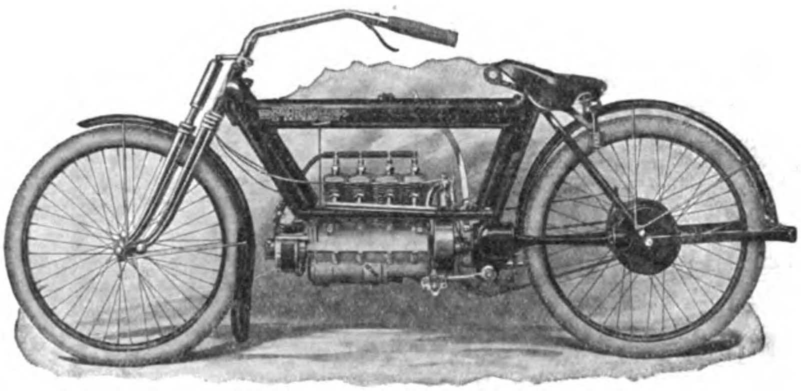
The Pierce Cycle Co.,
Buffalo, N. Y.

Gentlemen:

I feel that it is due you that I should express the perfect satisfaction I have received from one of your four cylinder machines which I have been riding for several months.

The even running, absence of vibration and noise and the cleanliness of your machine are especially noticeable as prominent features when compared with our English machines. The accessibility and ease of taking down and re-assembling are quite extraordinary. When riding out with my friends my Pierce is constantly proving its superiority when we come to a stiff hill with a bad approach. Other standard machines fail to pick up and make the ascent, but there is no trouble with the Pierce.

On many occasions the transmission has been in evidence as satisfactory, where belts on my friends' machines have slipped in the snow. No amount of tightening can then make them drive. I am now sure I shall stick by your machine instead of investing in a car, as I had intended doing, failing to find a satisfactory motorcycle in England, although I tried practically every make.



The Pierce Four Cylinder.

I am recommending your machines to all my friends and several of them are going in for Pierces the coming season.

Faithfully yours,
DONALD B. LARKE.

THE PIERCE CYCLE CO. : : Buffalo, N. Y.

Pacific Coast Branch, Oakland, Cal.

COMPLETE LINE

MOTORCYCLE ACCESSORIES

QUALITY, THE BEST
PRICES, THE LOWEST

Write for Catalog

W. D. ANDREWS 632-634 Main Street
BUFFALO, N. Y.

PURDY WHISTLE

A SURE SELF STARTLER

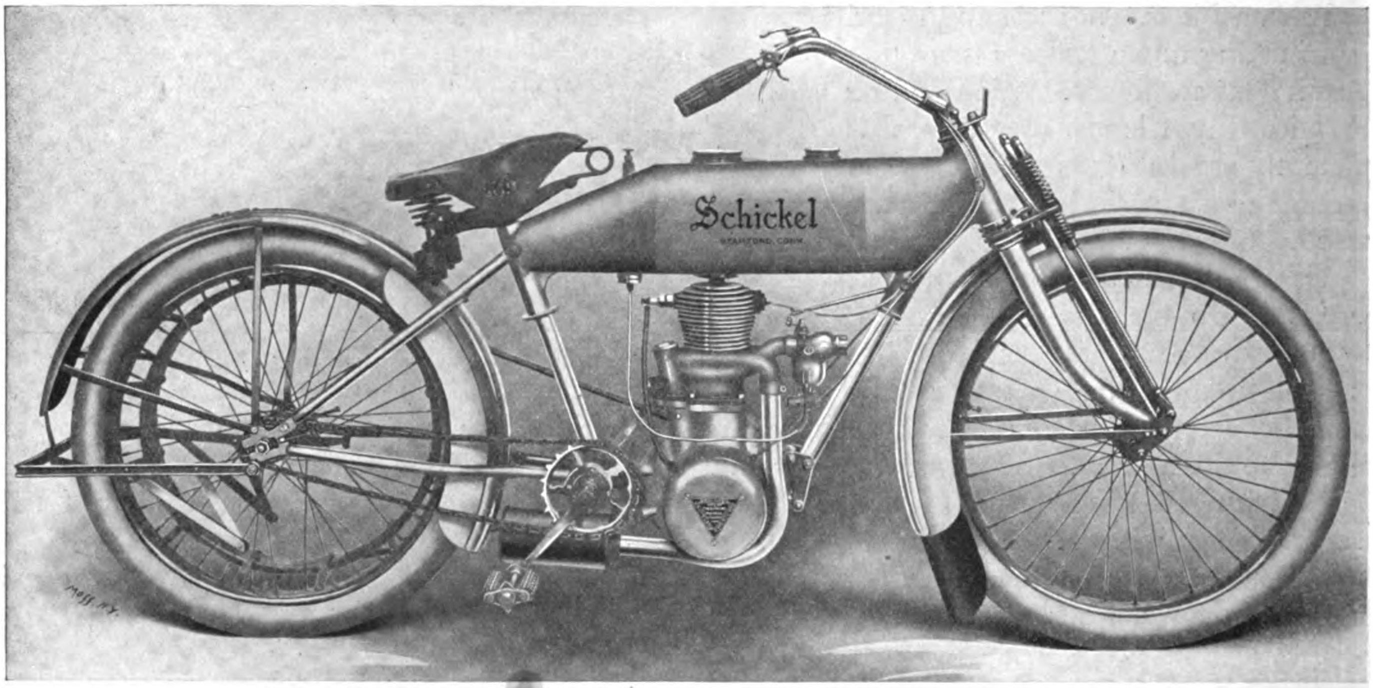
TWO STYLES
MODEL A—LEVER CONTROL
MODEL B—HANDLE BAR CONTROL
FOR ALL MOTORCYCLES—PRICE $6.00
Descriptive Booklet Free on Request
DEALERS: GET OUR PROPOSITION
Manufactured by
PURDY BROS.
529 West 55th St., CHICAGO

SCHICKEL

5 H. P.—$225

VALVELESS

TWO STROKE



"THE MASTER MOTORCYCLE"

CONCEDED BY ALL TO BE THE SIMPLEST, CLEANEST AND BEST LOOKING MOTORCYCLE BUILT TODAY

THE SCHICKEL MOTOR COMPANY
(Member M. M. A.)
59 GARDEN STREET STAMFORD, CONN.

TOURING IN THE SOUTH

HARLEY-DAVIDSON

1

2

3

HARLEY-DAVIDSON

4

5

6

HARLEY-DAVIDSON

7

The tourist rode a 1912 Harley-Davidson. The pictures represent: 1. Clearing Georgia lands. 2. The spirit of the Sunny South. 3. Near Jacksonville, Fla. 4. A Georgia forest. 5. A few Savannah riders. 6. The cotton pickers. 7. A typical Southern negro family. All of the above photographs were taken recently, while "below zero" was the rule in the North and West.

There is every reason in the world why your new 1912 machine or the one you now ride should be fitted with

UNITED STATES TIRES

They are unquestionably the strongest motorcycle tires ever built.

Where else will you find a tire that actually combines all the strong points which served to make two brands (Morgan & Wright and G & J) famous from one end of the country to the other.

Where else will you find a tire made by processes and machinery selected from the two finest motorcycle tire-making plants in the world.

UNITED STATES TIRES

stand alone in this respect.

You riders who select United States Tires as your coming season's equipment will be sure of this—that you are getting the greatest possible value for your tire money—that you are getting a tire that will add to your riding pleasure, subtract from your trouble and delays, multiply your tire mileage and divide your tire expense.

Despite their extra strength and extra service, UNITED STATES TIRES cost you nothing extra to buy.

80 per cent. of all riders use them—100 per cent. of all motorcycle makers furnish them gladly as 1912 equipment because they recognize them as

America's Predominant Tires

UNITED STATES TIRE COMPANY

New York

Motorcycle Illustrated

THURSDAY, FEBRUARY 22, 1912

COLUMBUS IS IN THE LEAD

Ohio City Gains Ground in Contest for 1912 F. A. M. Assembly and Buckeye Riders Rejoice.—Committee Calls Attention to Inducements Offered, One of Which Is a Good Track.

AS the result of a well-arranged and enthusiastic boosting campaign and persistent exploiting of the advantages offered by their home city the motorcyclists of Columbus, Ohio, have practically clinched their claim to the 1912 convention of the F. A. M., and little doubt remains as to the ultimate success of their efforts. The Federation board of directors will not be called upon to make a formal choice of the convention city for some weeks, but their unofficial attitude toward the proposition of the Columbus riders is, to say the least, distinctly favorable; so much so, in fact, that the Ohio delegation returned from the Chicago Show entirely satisfied. After threshing out the situation thoroughly with F. A. M. officials and the manufacturers, they carried home with them the conviction that it would be quite safe to start preparations at once for keeping open house during the next assembly of the national body.

The Columbus boosters have not impressed the Federation officials to this extent without the hardest kind of campaigning and the expenditure of much time and considerable money. Their present position of prominence in the contest for the next convention is the outcome of a boom launched some months ago, and which has not been allowed to lag for a single day. Systematic newspaper publicity and a never-say-die determination to prove that Columbus is the home of high-pressure enthusiasm has kept the Federation officers apprised of the fact for the past three months that the Ohio city is just about as wide-awake a motorcycle center as can be found from coast to coast, and when the boom committee brought the matter up at Chicago the Federation executives were bound to admit that there are many reasons why Columbus should be considered favorably and none why it shouldn't.

L. P. Birkenbach, one of the most enthusiastic workers in the Columbus campaign, stated that an entertainment fund of $3,000 has already been guaranteed by the dealers, riders and merchants of his city, and that this sum will be considerably increased when it is known definitely that the convention has been "landed." He called attention particularly to the condition of the mile track in Columbus, and to the fact that it has proved perfectly safe for big speed contests in the past. In view of the fact that the F. A. M. championship meet is the feature of features for riders in general during the convention week, the track item is one not to be lightly regarded.

Home of Columbus M. C.

Birkenbach and his associates recalled Frank Hart's mile in 50⅗ seconds on the Columbus track, and referred to the fact that a 100-mile race in 1910 was run off in 105 minutes. In 1911 the time for the century was lowered to 102 minutes and a few seconds over the same course. A 200-mile automobile race was held on the track last summer without an accident, and the Columbus Automobile Club has engaged the course for a 300-mile race to be held on July 4 next.

It was also pointed out that Columbus has two large amusement parks, five high-class hotels and ten of the middle class, and excellent facilities for keeping the motorcycle visitors in good humor during the convention week. Memorial Hall, suggested as the scene of the executive sessions of the Federation, will seat 1,000 people and is well located.

The Ohio capital has over 700 motorcyclists in its population of 200,000, and it is doubtful if any city in the country is outdoing it in efforts for the general advancement of the motorcycle. It is located geographically so that delegates from all over the country may reach it with little difficulty and so that the national tour participants may journey to it with minimum confusion.

SEEKS PERMANENT HOME.

AT the regular February business meeting of the Toronto M. C., plans were gone into for the establishment of permanent quarters. A committee was selected to make a choice of fittings and find a suitable site. A resolution was introduced for the creation of a life membership class. No one can become a life member until he has served a certain number of years as an active worker.

CHICAGO CLUB OPENS FINE NEW HOME

Throng of Guests Assist Members in Carrying Through Highly Enjoyable Program in Ideal Surroundings —Plan Big Endurance Run for the Early Summer.

THE informal opening of the Chicago Motorcycle Club's magnificent new clubhouse, located at 1411-13-15 E. 60th street, on the "Midway," was held on the evening of February 8.

The members and their invited guests began to arrive at the brilliantly illuminated building at 7 o'clock. They kept coming in squads and found no difficulty in amusing themselves. They talked over last year's runs, played billiards and pool, and gathered around the piano, singing to the accompaniment of some mighty good musicians who volunteered to play. When there was a moment of silence someone would start the big Victor graphophone, and with the large assortment of records, they were able to meet each individual's fancies.

The merriment kept up until about 11.30, when a large detachment of guests, 250 strong, arrived direct from the motorcycle Show in the Coliseum. This party completely filled an Illinois Central train, and created quite a sensation on the way out.

As soon as the men in the checkroom succeeded in taking care of the avalanche of coats and hats that so suddenly came upon them, the visitors were asked to ascend into the club's large assembly hall, or ballroom. Here a photographer started to take a flashlight picture of the crowd, but when the flash went off the shock knocked his camera over, and of course broke the plate.

President Hill opened the program of the evening by introducing Samuel A. Miles, the man who is responsible for the Automobile and Motorcycle Shows. Mr. Miles gave the club a very nice little talk interspersed with many stories which were hugely enjoyed by his audience. The most important feature of his address from the viewpoint of motorcyclists was the statement that next year the motorcycles will have a more favorable location at the Show in Chicago. This announcement was received with applause. Mr. Miles expressed his appreciation of the fact that he is a member of the Chicago Motorcycle Club, and offered to help the club's interest in every possible way. He also agreed to replace the club's 18-inch flag-pole with a new 30-inch one, and furnish a new C. M. C. banner to fly from it.

Mr. Moorhouse, secretary of the Winnipeg Motorcycle Club, told of the difficulties of motorcyclists in Canada, and how prejudice is being gradually overcome. He stated that the Winnipeg club is now firmly established, and that in the near future it will affiliate with the F. A. M.

Announcement was made that because of the severe illness of President Hamilton of the F. A. M. he could not be present to give the talk he had promised.

A letter was read from Mayor Harrison, expressing his regret that owing to an unforeseen circumstance he was unable to appear before the members. The mayor is a member of the Chicago M. C. Vice-President Whitney, of the Western District of the F. A. M., told the club of the many advantages it now possessed, and also presented to many of the winners their hard-earned gold and bronze medals, which were won in the last Lake District F. A. M. endurance run.

The meeting was then adjourned, and the guests went to the lounging and billiard rooms after an announcement had been made of the tentative plans of the Chicago M. C. for a six-day endurance run now being considered. Already a half dozen manufacturers have promised to enter teams, and other pledges are expected.

Light refreshments were served to all those who did not have to hurry away, and the last member did not leave until almost daylight. The affair was acknowledged a great success, and men who are in a position to know stated that the Chicago Motorcycle Club building is by far the most beautiful and spacious of its kind in this country.

KNOCKOUT AXLE LICENSE

Eclipse Machine Company Makes Agreement with A. J. Musselman, Who Controls the Patent.

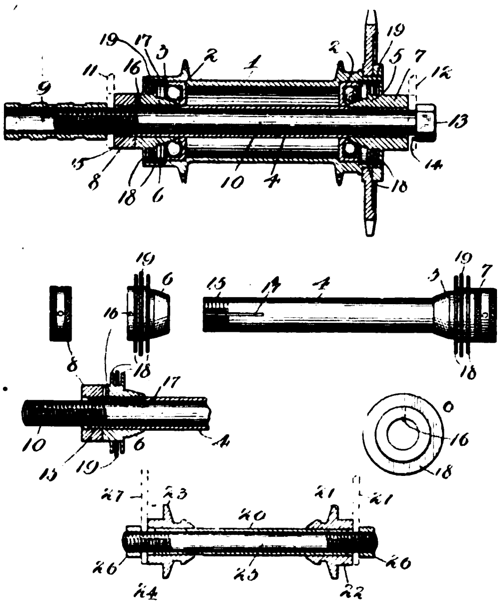
A. J. MUSSELMAN announces that he has closed a license agreement with the Eclipse Machine Company for the manufacture of knockout axles for front hubs as used at present in motorcycles, aeroplanes and similar vehicles. Being in control of the patent he is prepared to defend it against infringers and is now taking steps to protect his rights.

Owing to the comparatively limber fork sides used in bicycle construction, the knockout axle was not in demand for the pedal-propelled machines, but with the spread of interest in the motorcycle the knockout device assumed real value and became a necessity. It is now used in the front wheel of practically every standard machine, and has minimized the trouble incident to removing the wheel from the fork.

SAVANNAH WILL SEND TEAM.

THE Savannah (Ga.) M. C. will probably send a team to compete in the Columbus (Ga.) Motorcycle Club event in May. Teams will participate representing Macon, Atlanta, Augusta, Ga.; Jacksonville and Tampa, Fla.; Charleston, S. C., and Birmingham, Ala.

MOTORCYCLE officers of the Indianapolis police department operated their machines for two months at an average upkeep cost of 90 cents, and covered about 50 miles a day on each machine.



Knockout Hub; Patent Controlled by A. J. Musselman.

OPENED NEW QUARTERS

Augusta Club Held Social Program by Way of Introducing Members to Their Well-Fitted Rooms.

FORTY-THREE members of the Augusta (Ga.) M. C. assisted in the program incident to the opening of the club's new rooms on February 12, and the occasion was one to be long remembered. The quarters are in the Irish-American bank building, and are tastefully fitted with mission furniture. Every effort is being made to keep the boys interested in their new home, and from all indications this will not be a difficult task. The motorcycle journals and a dozen other magazines have been subscribed for, so that there will be plenty of current reading matter on hand and one hundred volumes of short stories have also been provided. Being centrally located the headquarters holds out many inducements for the members of the club and it is seldom without visitors after business hours.

At the last regular meeting ten new members were admitted, plans for a race meet to be held on April 26 were referred to the board of directors and steps were taken to purchase a pool table. Following the business session a tempting supper was served, and an informal entertainment program was given with marked success by the members.

THREE RECORDS FALL

In Sensational Exhibitions at New Los Angeles Bowl Hasha Clips Two, Three and Four Mile Marks

JACK PRINCE'S prediction that his new motordrome at Los Angeles would allow the speedsters to clip records was borne out in short order when the professionals took to spinning around the bowl in the opening meet on Sunday, February 11. Every race was a shoulder-to-shoulder drive to the tape, and when the program was closed Eddie Hasha and his new Indian racing machine had hung up four sensational marks.

Ed. Hasha.

Hasha won all his events except the handicap, clipping the two, three and four-mile records and averaging 39 3-5 seconds per mile in the two-mile dash. The wiry little Texan lowered the two-mile time from 1:24⅕ to 1:19⅕, the three-mile time from 2:05 to 2:01⅕ and the time for four miles from 2:47 to 2:40⅘.

DeRosier, Balke, Wolters and Seymour rode effectively, but were unable to prevent Hasha from cutting away from them. Summaries:

Two miles, amateur, 39.50—Montgomery, Excelsior; Johns, Indian. Time, 1:58.

Two miles, first heat, Class B, professional—Ward, Indian; W. T. Samuelson, Indian; T. M. Samuelson, Indian. Time, 1:30.

Two miles, first heat, Class A professional—Hasha, Indian; Wolters, Excelsior; Balke, Excelsior. Time, 1:19⅕.

Two miles, second heat, Class B—Kittle, Merkel; Albright, Indian. Time, 1:31.

Three miles, second heat, Class A—Hasha, Indian; Balke, Excelsior; Wolters, Excelsior. Time, 2:01⅕.

Five miles, final, B—Ward, Indian; Albright, Indian; W. T. Samuelson, Indian. Time, 3:53.

Four miles, final, A—Hasha, Indian; Balke, Excelsior; Seymour, Indian. Time, 2:40⅘.

Four miles, handicap, Class A scratch, Class B ½ lap—Albright, Indian; Hasha, Indian; Wolters, Excelsior. Time, 2:39⅕.

SOUTHERNERS PLAN TOUR.

SAMUEL C. RAGAN, Jr., of Vicksburg, Miss., and Thomas B. Henderson, of Mobile, Ala., are planning a long tour for the coming summer to include a stop at Indianapolis for the big automobile race on July 4, and a sojourn in Chicago. They will use 7 h. twin Indians.

EXCELSIOR DELIVERIES.

EXCELSIOR agents who visited the Chicago show were invited to make an inspection of the big plant of the Excelsior Motor Mfg. and Supply Company, and they all took advantage of the opportunity to look into the production of the machines they are selling. They were deeply impressed with the manner in which preparations are being made to fill their orders on time, and the announcement that there will be no delay on deliveries sent them off with satisfied smiles. It is announced that deliveries will be started during the week of February 20 and that before the first week in March 100 machines a day will be shipped from the factory.

DEALERS ISSUE FOLDER.

A NEW folder now being distributed by the New York Motorcycle Dealers' Association gives the names of all the dealers affiliated with the body, so that the prospective purchaser of a machine need experience no difficulty in locating an agent who is known to be reliable. A committee appointed by the Association recently looked into the affairs of all the agents mentioned before giving them the stamp of approval by placing their names in the folder.

ANOTHER LOS ANGELES SQUAD.

THE Angel City M. C. is a late addition to the list of motorcycle clubs in Los Angeles, Cal. Philip Younger has been elected president; Arthur Judd, vice-president; John Farrell, secretary; Robert McGrew, treasurer, and Luther Clark, road captain.

HANFORD PROMISES A CLUB.

MOTORCYCLISTS in and about Hanford, Cal., are preparing to organize, and there are indications that a club will be launched with about eighty members.

COMMITTEE AT WORK

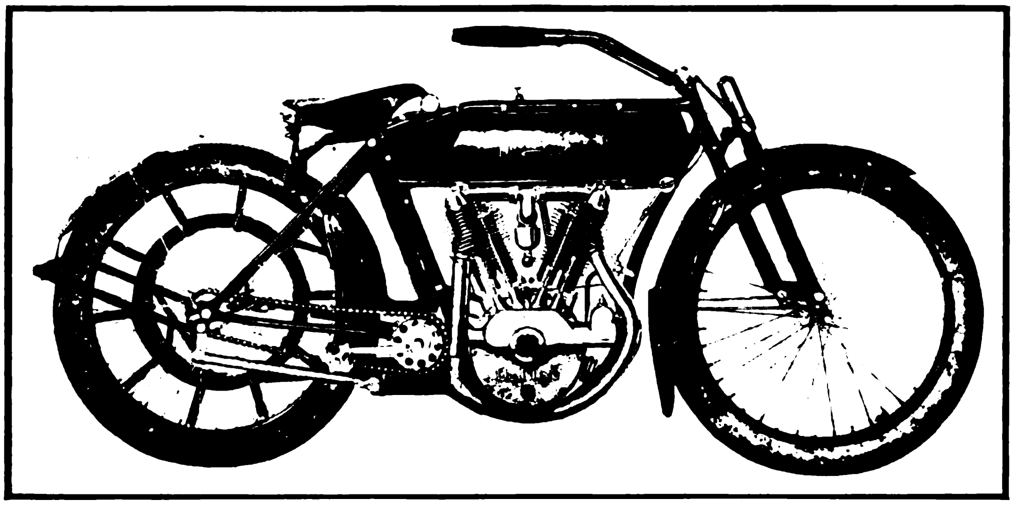
Indianapolis Boosters Take Up Preliminary Plans for Board Track and Interest Runs High.

THAT Indianapolis will have a three-lap motorcycle board track is now practically a certainty. Until very recently the track venture was little more than "optimistic talk," but the Indianapolis motorcycle dealers and manufacturers who have the money to build the track have now got together and plans for building the bowl are in the hands of a committee of fourteen, appointed at a meeting held at the Denison hotel on February 14.

The meeting at the Denison was more important than any similar gathering in Indianapolis in years. W. K. Harding, of the G. and J. Tire Company, acted as chairman of the meeting, at which over a score of dealers, manufacturers and riders were present. The motorcycle board track proposition was discussed from every angle, and when the meeting closed it had been decided that the committee of fourteen should investigate the matter more thoroughly, receive bids for lumber and contracting, make the necessary arrangements preparatory to incorporating, and draw up a prospectus for the sale of stock.

Options have been taken on the two most suitable sites for the saucer, and it is likely that the track will be built on the Riverside Park car line near the water works. The other location being considered is at Riverside Park itself. Leases may be obtained at very reasonable rates on either site.

THE members of the Fremont Motorcycle club are arranging for its annual banquet which will be held some time in February.



MINNEAPOLIS TWIN

New De Luxe Model with 10 h. Motor and Attractive Equipment Is Eliciting a Flood of Inquiries.

REPORTS from the factory of the Minneapolis Motorcycle Co., Minneapolis, Minn., are to the effect that an unexpectedly large number of inquiries have been received concerning the firm's new De Luxe twin, which is listed at $275, f.o.b. Minneapolis, and at $290 with the special spring frame attachment. The new model displays the general lines which have served to bring the company's other types into prominence and with its improved 10 h. engine it is one of the most attractive propositions on the 1912 market.

It has a one-inch, specially adjusted Schebler carbureter, mechanical valves, Bosch magneto, force pump lubrication, double grip control, heavily reinforced tanks, flat belt transmission with ball bearing idler, Minneapolis triple-spring fork with handlebar braces, 28-inch wheels, Thor coaster brake and front hub with knockout axle. It is fitted with Mesinger or Troxel saddle, United States or Goodyear tires, Adam's quick action stand, Standard pedals and a complete tool-kit. The finish is dark green with light green panels.

HOW TO INCREASE THE SALE OF MOTORCYCLES

A Simple and Practical Plan Submitted By L. J. Berger, Vice-Chairman Lake District, F. A. M., and Member of F. A. M. Membership Committee.

WHERE one family buys an expensive piano, hundreds of families buy pianos which cost less money. The same is true of homes, clothes, food, luxuries. Why not of automobiles?

The motorcycle is a two-wheeled automobile. It costs less to buy and operate, and is quicker, more efficient, more easily handled, than any other automobile requiring double the power.

Yet there are nearly 700,000 four-wheeled automobiles in this country, as against 50,000 motorcycles. The 700,000 four-wheelers include pleasure and commercial vehicles, and comprise about ¾ of 1 per cent. of the population, while the motorcycle comprises only about 1-20 of 1 per cent. of the population. In both cases the percentage of population is very small, when we consider the fact that there are about 10,000,000 horse-drawn vehicles—slightly more than 10 per cent. of the population—in use.

The motor-driven four-wheeler is much more economical than the horse-drawn four-wheeler, and the motorcycle is much more economical than either, in first cost and in upkeep. The average horse and the average motorcycle cost about the same in the beginning, but the upkeep of the horse is much costlier than that of the motorcycle, and the depreciation among horses very much greater. In the city of Chicago, in the year 1911, an average of 20 horses died every day—a total of nearly 7,000 dead horses during the year. It would have been hard to kill off 20 motorcycles every day in Chicago or any other city.

In view of the absolute facts, that can be easily supplied, as to the superior economy and efficiency of the motorcycle, there should be in use today, as there will be some years from now, a great many more motorcycles than other motor-driven or horse-drawn vehicles. Instead of 50,000 there should be today several hundred thousand motorcycles. There are various good reasons why this is not so, but we will not dwell on them here. The point is, what are we going to do about it. Will Mahomet wait for the mountain of prosperity to move over and fall on him, or, seeing the mountain, will he go to it?

There are certain ways in which certain facts can be made to produce certain results. Some of them are slow ways, some are quick ways. The slow way would be for the motorcycle industry to sit back and wait for the public to discover for itself the true efficiency, quietness, handiness, safety and economy of the motorcycle. That would mean several long years. The quicker way, the way that would keep everybody in the business on the jump and increase the total number of motorcycles in use to several hundred thousand in less than half the time the slow way would require, is to *give the public facts about the motorcycle*—not about the mechanical details of any particular motorcycle, but about motorcycles generally.

How can this best be done? The Federation of American Motorcyclists has a publicity committee which sends out motorcycle news to hundreds of newspapers. This is good work, and the writer strongly favored it and does now; but the fact is that you do not see the motorcycle properly represented in the daily newspapers, either in the reading matter or in the motorcycle advertisements. The advertisements tell about mechanical details in which the average public—the several hundred thousand people whom we have not yet reached—are not even slightly interested.

The remedy I suggest is to print plain talk about the motorcycle in the local newspapers, and to pay for this plain talk instead of, or in addition to, paying for the present kind of advertising in the same papers.

The newspaper is the best means of reaching the minds of a great mass of people who do not read magazines or class journals, but we must talk to that mass of people about the motorcycle generally, not about any particular motorcycle, if we expect to get the best results in the quickest time.

The time for telling the public about the pleasure of the motorcycle is past. We are finding out that that plan does not produce the greatest number of sales. What is needed is dollars-and-cents facts, with which can be made certain statements which will prove that, as far as noise and dirt are concerned, the 1912 motorcycle is a wonderful improvement upon previous models.

The most definite method would be this: Instead of each dealer advertising his own machine, and perhaps knocking other machines —or even if each dealer does advertise his own machine—the dealers of every town in the country should get together and jointly pay the cost of one or more advertisements in one or more newspapers, once a week or more frequently. These joint advertisements should tell people all about the motorcycle.

Where one possible buyer is interested by the present kind of motorcycle advertising, several possible buyers are not interested at all, because they do not know. They think "the thing will not stand alone," that it is noisy, expensive, a nuisance generally. Print something that will give these possible but unwilling buyers a correct understanding of the machine, and remember, their understanding is in their pocketbook more than anywhere else. Show a retail merchant that a motorcycle will do his collecting or delivering more cheaply and more quickly than his present one-horse wagon, and it will begin to look good to him. Corporations wear the same kind of spectacles. So do most other possible customers.

That this kind of talk will sell goods was recently proved in Rockford, Ill. Motorcycle dealers paid good money for some more or less useless ads in the automobile supplement of a newspaper. One of the dealers wrote and signed an article about the economy and other good features of the motorcycle, for the same newspaper. As a result, that dealer sold a motorcycle to each of two grocers to whom it had not occurred, until they read his article, that it would pay them to use the machine for collecting orders.

If that article had been used as a paid advertisement, well-displayed, in about the same space as was occupied by the more or less ordinary ads of the dealers, and if it had been signed by all of the dealers instead of by only one dealer, all would have had a chance at the customers, and the article would have impressed a much larger number of people. Some free reading matter of similar nature could have been printed in the same issue.

The time is coming when not only all the present riders of bicycles, but many others, and many hundred thousand users of commercial vehicles, will use the motorcycle. Even if only one person out of every 100 were using a motorcycle, there would be more than 900,000 machines in use. The cost of co-operative local advertising by dealers, to quickly overcome the present slow demand, would be slight indeed compared with the results obtainable, and this cost could be easily divided on the basis of each dealer's sales last year, or his estimated sales this year.

If the dealers of any city are interested in this talk, I have prepared a series of advertisements and a simple follow-up system, which I will be glad to send, together with suggestions for organizing. Any opinion you may have of your competitor should have nothing to do with the matter. The point is, there are big sales ahead and here is a simple way to start customers toward every motorcycle store in town. I have no axe to grind except that of the general good, and will make no charge. Please send inquiries on your printed letter head. L. J. BERGER.

4319 Buena Vista Terrace, Chicago.

REORGANIZATION PLANS

Dealers of Pittsburgh Are Co-operating With Riders in Movement to Inject New Life Into Big Club.

OWING to a falling off in interest in the affairs of the Pittsburgh (Pa.) M. C. during the last year steps are now being taken to reorganize the squad, and the dealers of the city are co-operating with the riders in an enthusiastic movement to bring about the desired result. The club was formed in 1910 with Benjamin Hargrave as president, and E. C. Connell, secretary and treasurer, and a number of well-attended runs and social programs kept the members on the move for the opening term. In 1911 the first officers were re-elected and some new members were taken in.

The Pittsburgh M. C. appeared to hold its own, but the proper brand of enthusiasm was not displayed, and it became evident finally that the time had arrived to take a new grip on the affairs of the organization. Since the first of the new year there has been a demand on all sides for a re-organization in order that the club may make the most of the coming season, and there is every reason for believing that concerted action will place the club on a basis of permanent prosperity. A committee has the matter in hand.

BIG SQUAD ON THIS RUN.

ON a recent run about 200 members of the Los Angeles M. C. visited Pomona, stopped for dinner and paid a social call at the headquarters of the Pomona club. In the party were many women enthusiasts who occupied tandem seats. The Los Angeles club makes a run each Sunday and always takes out a big squad.

COLE'S FINE RECORD

Canadian Youngster Set Some New Marks During His First Season and Promises More Good Work for 1912.

THE accompanying photograph of Harold Cole, the young Canadian record hunter, was taken immediately after he had lowered the Dominion time for a half-mile dirt track, from one to twenty-five miles, on the Exhibition course last September. Cole reeled off the quarter century in 30:56⅗. His time for five miles was 6:11, and he was clocked at 12:20 for ten miles. His fastest lap was turned off in 34⅗ seconds. He also holds the five and ten-mile records on the Exhibition track for stock machines of the 30.50 class.

Cole began his racing career in the spring of 1911, and out of thirteen races entered last season he captured nine firsts and three seconds. He looks forward to putting a few more crimps in the Canadian records during the coming summer.

ADAMS DEVICE ON YALES.

ANNOUNCEMENT is made by the Consolidated Mfg. Co., of Toledo, Ohio, producers of the Yale, that it has taken over the manufacture of the shock absorber formerly marketed by O. L. Adams, of Denver, and that it will appear as regular equipment on all 1912 Yales. Hereafter it will be known as the Y-A (Yale-Adams), shock absorber. All dealers and riders who have received one of the 1912 Yales will be sent one of the shock-absorbing attachments without extra charge.

For some time past the Adams shock absorber has been in wide demand, and under severe tests on machines all over the country it has backed up the claims of its producers. By acquiring it the Consolidated Company takes over a fitment with plenty of service behind it and one calculated to live up to the high standard set for the Yale.

QUAKER CITY DANCE.

THERE was a large attendance at the first annual dance of the Quaker City M. C., of Philadelphia, Pa., held recently at the Wagner Dancing Academy, and the affair was as successful financially as from a social standpoint. Feminine friends of the club were present in large numbers, and many plans for summer outings were talked over informally between dances, so that there was not a dull moment. It is worthy of note that ninety per cent. of the club riders have their machines fitted with tandem attachments, and that the fair enthusiasts of the city figure in practically all the runs arranged throughout the season.

JOINS 100 PER CENT. RANKS.

THIRTY members attended the last meeting of the South Side M. C. of St. Louis, Mo., at which plans were taken up for obtaining permanent clubrooms, following a social program. It is likely that the club will be settled in suitable quarters about March 1. The squad is now in the 100 per cent. F. A. M. class and each new member is presented with a year's membership in the Federation. Several members of the South Side Club have been engaged by the St. Louis Automobile Club to scout through the State for information to be embraced in a road guide now being prepared.

WANT $7,000 SAUCER

Indianapolis Boomers Hope to Have New Track Ready for Opening Races on the Eve of Memorial Day.

PLANS for the proposed saucer to be built in Indianapolis were taken up in detail at a meeting of riders and dealers, following a banquet on February 18. Jack Prince has promised to be on hand at an early date to go over the situation with the committee. There is talk of a four-lap track, to cost about $7,000, with facilities inside the circuit for holding football and baseball games and general athletic events, when the saucer is not in use for racing. It is likely that a stock company will be formed and shares disposed of at $25 each.

Indianapolis motorcyclists are anxious to have the track completed so that the opening program may be given on the eve of the big 500-mile automobile race at the Speedway on Memorial Day, owing to the fact that the city will then be crowded with speed fans, hungry for races. The new track will probably be located near the Speedway.

IN Indianapolis, Ind., one person out of every 350 rides a motorcycle, according to the latest report on city licenses, which shows 750 machine owners.

A 1912 Harley-Davidson Undergoing a Road Test with a Foot of Snow on the Ground.

TO CROSS CONTINENT

Spokane Motor Cop With Remarkable Record Will Ride to Atlantic Coast With Wife in Sidecar.

NOT content with several track and cross-country championships which he has won on his motorcycle in the last few seasons, Motorcycle Officer John Frese, of the Spokane (Wash.) police department, is now planning the biggest thing he has attempted yet, in the form of a motorcycle trip across the continent, a distance by road that he estimates at 3,500 miles.

He expects to fit up a Flying Merkel machine with a side-car attachment and will be accompanied by his wife and five-year-old daughter. Mr. Frese has been motorcycle officer in the Spokane police department since September, 1910, and in company with two other motorcycle officers has been kept busy.

Frese took up motorcycle racing in the summer of 1909, entering his first race on the Spokane Interstate fair ground, and appearing in fair races and those of the motorcycle association. He has been a regular competitor in every motorcycle race in Spokane since that time.

His greatest achievement in the cross-country racing line was in hanging up a record of 71 minutes 20 seconds for the round trip from Spokane to Coeur d'Alene City, a distance of nearly 70 miles. He turned that trick one Sunday in 1911. With his wife sitting on the tank of the machine Frese almost equaled that stunt last summer when he rode the 35 miles to Spokane in 40 minutes. Frese claims to have won more races than any other Northwest rider, and at his home are five big sterling silver cups to back up his claims. In 1910 a tandem machine, Frese and his brother, E. C. traveled from Spokane to Los Angeles, 1,749 miles in 13 days. As an introduction to California racedom Frese won a 20-mile amateur event on the Los Angeles saucer track during his sojourn in the Southern city.

LONDON OFFICERS NAMED.

AT the annual meeting of the London (Ont.) M. C., held recently, the following officers were elected: W. J. Cunningham, president; W. Tite, vice-president; F. Benson, treasurer; A. Thorpe, captain. The sports, tours, house and publicity committees were named and steps were taken to outline a series of events for the coming season. There was a discussion concerning the advisability of affiliating with the F. A. M., and the matter was laid over until the next regular meeting.

MAY REPEAT 24-HOUR RUN.

MEMBERS of the New Jersey M. C., of Newark, N. J., are considering the advisability of holding another twenty-four-hour run on Memorial Day. The first run of this kind to be held in the United States was carried out successfully by the club on May 30, 1911, and it is argued that a similar contest to open the coming season would arouse wide interest.

HARRISBURG ACTIVITY.

THIRTY-FOUR riders make up the roster of the Harrisburg (Pa.) M. C., and judging from the number of orders already placed with local dealers the club should experience little difficulty in doubling its membership during the coming season.

Willing to Let You Decide

Thirteen Motorcycle manufacturers are willing to give you the utmost tire quality—

Diamond
TIRES

Thirteen manufacturers are **thinking of your mileage as well as their profit.**

Their machines are: **Excelsior, Eagle, Emblem, Harley-Davidson, Marvel, Merkel, Minneapolis, M-M, New Era, Reading-Standard, Shaw, Thor, Yale.**

Diamond Motorcycle Tires cost the manufacturer a little more than other tires—that's because of their higher quality. But you can get them on any of these machines at **no extra cost to you** by specifying **Diamond** Tires. Tell your dealer to have **Diamond** Tires put on your new machine and you will get them.

Diamond Studded tread motorcycle tires are sold at the same price as Diamond Corrugated Tread motorcycle tires. Your dealer can supply you with either type.

Tire expense is the largest single item in the cost of running your machine—just as important when you get your machine as after you have had it a year.

There is only one way to put tire expense on a minimum basis at the start—specify **Diamond** Tires. And if your not getting a new machine this year cut down your tire bills by buying **Diamond** Tires from your dealer.

Our illustrated catalogue tells you why **Diamond** Motorcycle Tires are the longest wearing, easiest riding motorcycle tires ever built. Send for it today.

The Diamond Rubber Co.
Akron, Ohio

Fifty-four **Diamond** Service Stations do more than sell tires—they take care of **Diamond** tire dealers.

MOTORCYCLE ILLUSTRATED

THURSDAY
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J. LEO SAUER . . . . President
H. N. CONDICT . . . . . . Secretary

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MOTORCYCLE SHOW SOON.

IT may not be next year, but the date of the opening of the first distinct Motorcycle Show in New York or Chicago is not far distant. The fact that the manager of the Chicago exhibition did all within reason to give the makers of motorcycles and motorcycle accessories reasonable accommodations is generally conceded by those who know something about the circumstances. However that may be, thousands of visitors walked through the commercial vehicle section the second week of the Chicago Show and made straight for the gallery in which motorcycles were displayed. They came to look over the motor two-wheeler. It was their principal object of interest, and not merely a matter of idle curiosity. They left their homes with a set purpose, and that purpose would have brought them to any hall in which motorcycles were shown.

In other words, the motorcycle has established itself as a distinct show attraction. That being so, how long will the trade resist the temptation to "go it alone?" It will cost the trade no more, and the public less. An admission fee of twenty-five cents to a show including motorcycles, bicycles and motor and cycle accessories is today in the minds of 90 per cent. of those who attended the Chicago Show early this month. If in the imagination of so many, then why not in fact? "But," say those on the inside, "who will manage it for us?" It is true that efficient show managers are few and far between. But let the M. M. A. place itself on record and the difficulty of securing proper management will soon be dissipated by the appearance of just the right man.

THE NATIONAL TOUR.

AT the Chicago session of the Motorcycle Manufacturers' Association, the national tour proposed by Messrs. Coffman and Musselman was approved except for its carrying the names of those who fathered the plan. This detail disposed of, those present at the meeting expressed their endorsement of the general idea and, with the manufacturers inclined to assist, the tour or tours to the city where the 1912 meet is to be held are now practically assured.

The proposed distance and the racing schedule, however, are both out of the question. Half the suggested mileage, or even less, and an easy-going pace, will undoubtedly be arranged for. In order to be successful, these national tours must be what their designation implies. They should afford every opportunity for light recreation awheel, and not necessitate the imposition of the slightest hardship upon even the veriest tyro of a tourist.

It is more than probable now that Columbus will be the next meeting place of the National Assembly of the F. A. M. In that event, two tours, one from the East and one from the West, will in all likelihood be arranged, as in 1911. With the experiences of last year to profit by, with improved machines, better road conditions and a much larger number of enthusiasts to interest, there is no reason why at least five hundred visitors should not ride into the F. A. M. meet town some eventful day next summer.

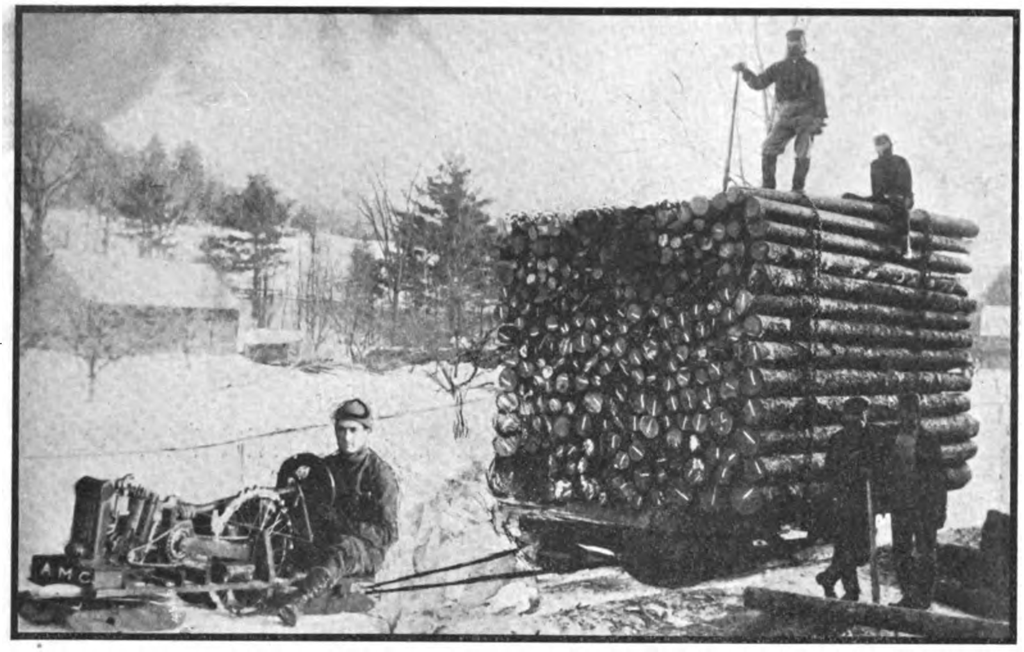
ADVERTISING THE SPORT.

UNDER the capable leadership of Jesse Edwards, the Chicago dealers are up and doing. Without any serious trouble they have raised a publicity fund of more ample dimensions than has ever before graced the treasury of a motorcycle dealers' association in this country. A systematic advertising campaign will be carried on through the newspapers, or, rather, by concentrating for the present upon one, with a wide, cosmopolitan circulation, they propose to literally force recognition of their business and the sport. The Chicago agents will advertise according to the principle that the average reader of a daily paper is not interested in comparisons between any one machine and its rivals for popular favor. Instead Mr. Edwards, in behalf of the Chicago dealers' association, will prepare his advertising copy with a view to interesting the reader in the motorcycle as a means of recreation and the transaction of business. No invidious comparisons will be made; the very fact that practically all the dealers in Chicago are jointly financing the scheme insures fairness to all. In sum and substance, the Chicago plan is to advertise just the motorcycle, not any particular make, but all makes. The names and addresses of all the dealers contributing to the support of the campaign will be incorporated in each advertisement. Present plans call for the insertion of half pages weekly during the spring and early summer.

The Chicago plan should prove successful; the dealers there are operating along broad lines. That alone is deserving of note, for too many motorcycle dealers have heretofore distinguished themselves for their inability to see any further than the ends of their noses. If Chicago demonstrates the practicability of the plan about to be tried out, other cities will follow her example, of course, and in each one where the idea is put into operation hitherto antagonistic agents will be brought into close touch with one another, induced to co-operate and shown the futility of everlastingly knocking the other dealer's machine. If only for the realization of that dream of joy—of dealers everywhere marching in harmony under one flag—we hope the Chicago plan proves a record-breaking success.

BOOM IS ON IN CALGARY.

CALGARY, a thriving city of 60,000 inhabitants, in the Province of Alberta, Canada, has thirty-five motorcyclists at present with a prospect of having more than two hundred before the close of the 1912 season. Among the machines represented are the C. C. M., Excelsior, Harley-Davidson, Humber, Indian, N. S. U., Pope and Reading Standard.



A NOVEL MOTOR SLEIGH.

D. S. ADAMS, of Elizabethtown, N. Y., forwards the accompanying interesting photograph of a "motorcycle sleigh" which he has been using for pleasure purposes as well as for such tasks as the one illustrated. He uses a 2¾ h. Indian motor, and reports that he experiences no difficulty in taking most of the bad hills in his vicinity. He is able to travel almost anywhere that an ordinary motorcycle could be driven as there is only a slight increase in weight through the fitting of the sleigh.

Traction is obtained by a spiked tire and spring tension, and the difficulty of steering with three bearing points on the ground is overcome by using flat runners on the rear section of the sleigh. The outfit is home-made, aside from the motor, countershaft and wheel, and the outlay for the sleigh attachment was about three dollars.

NOT HAMPERED BY SNOW

Toronto Sidecar Enthusiasts Find Traveling Almost as Pleasant Now as During Summer Season.

TORONTO'S sidecar enthusiasts are finding out that wintry conditions are no hindrance to the pleasures of motorcycling, and bright days this past month or two have always found a number of riders hitting the trails in and around the city. With the "sociables" attached, it is quite an easy matter to maintain a correct riding position on either deep snow or packed roads, and warmly clad, the sport of riding can be enjoyed in the cold months almost as much as in the summer, it is declared.

Bert Webb, of the T. M. C., recently made a trip into the country on a 7-twin Indian, with car attached, the total distance covered being 56 miles. One Sunday, Percy Barnes, on a Triumph, with passenger, made a twenty-mile journey over packed roads, which he found in better condition than they generally are in the summer season. W. H. Dunn, the Thor agent at Toronto, has also been doing sidecar traveling, while W. E. Amoss, the Flanders' distributor, often trots out his demonstrator and "chair."

RACES IN NEW ORLEANS.

"VOL" JENSEN, well known as a motorcyclist in New Orleans, La., staged a series of motorcycle races in connection with the Speed Carnival held there on February 17-18. Three events, each at five miles, were put on each day and the programs were well received.

JOHNS TURNS "PRO."

LOS ANGELES, CAL.—With the opening of the new Stadium Don Johns, the young Indian speedster who holds the 20-mile amateur record, entered the professional ranks. Johns, who is just turning into the twenties, is a wide-awake youngster of the Balke type, cool in an emergency, but ready to take chances with the best of them when there is a second to be clipped off a record. He has been connected with various motorcycle shops and tire companies in Los Angeles for years past, and knows his machine inside and out. He promises to make the fans sits up before he has been riding long at the Stadium, and his friends believe he can turn the trick.

MUSE STILL WORKING

Rochester Rhymster Makes a Plea for Simple Life and the Yale Despite Wintry Blasts.

WHILE the annual supply of Spring poetry is still frost-bound, there appears to be no lack of activity on the part of the motorcycle muse, and the following verses indicate that enthusiasm for the two-wheeler is an all-year product. The poem is forwarded by W. H. Reid, a representative of John Kimpson, Yale agent in Rochester, N. Y.

When you're feeling dull and 'dopey,' and life has lost its joy,
Liver pills won't cure you; take it straight from me, old boy.
You want to waken up a bit, to get about and see
All the things that folks are doing for the good of you and me.

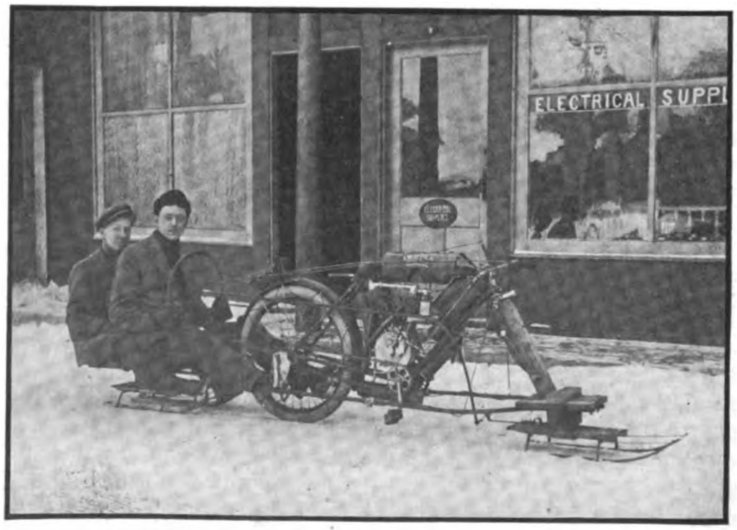
Get out into the country, where life is full of zest,
Down among the meadows where old Nature looks her best.
Get out into the sunshine where it filters through the trees,
Scent the fragrance of the wild flowers, hear the hum of busy bees.

Leave the noisy, gloomy city, and its worries for a spell;
Just go where Nature beckons, and life won't seem such a "sell."
Buy yourself a motorcycle, and you'll find you have the power
To crowd a week of living into less than half an hour.

You will learn more on one journey than you do now in a year;
Your outlook will grow brighter, and your troubles disappear.
Now, don't say you can't afford it, for you'll tell a different tale,
If you only use some judgment, and be sure you get a Yale.

ENJOYED WINTER RUN.

DR. A. M. WEBSTER, Northern Commissioner of Ohio, recently captained some twenty riders of the Lorain Motorcycle Club on a run of 37 miles to Cleveland and return. The roads were covered with ice and snow but the ride was enjoyed.



QUEER OUTFIT.

B. W. DIETER, of Greenfield, Ind., has constructed the ingenious motor sled which is shown in the photograph. He uses a 1908 Indian motor of 5 horsepower, and finds that he can get all the speed necessary. Excellent time has been made over the roads in the vicinity of Greenfield, and ordinary hills do not balk the outfit. Sitting on the rear of the sleigh is Verle Niles, an employee at the Wagner and Harley-Davidson agency.

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COLD-WEATHER ENTHUSIASM

Motorcycle Devotees Find Many Ways to Utilize Their Mounts When Roads Are Covered With Snow.

THAT the motorcycle, in some form, is bound to figure in the winter amusements of its devotees, has been increasingly evident of late, and the three accompanying photographs prove that the real enthusiast is not at all particular as to what the form is. The motor sleigh illustrated is the property of Raymond Snyder, son of W. H. Snyder, Emblem agent in Columbus, Ohio. It is propelled by an Emblem motor with regulation belt drive to the traction wheel, which is fitted with chains to grip the snow and ice-covered roads. It has developed a speed of about 40 miles an hour on the road, and has plenty of power for all kinds of going.

The picture in which the box sleigh appears was forwarded from Freeport, Ill., where Joe Kagle is the Harley-Davidson representative. Joe mounted his Harley and towed the sleigh fourteen blocks through the city in competition with a machine of another make, which failed to stand the test. Needless to say, the novel outfit attracted much attention and Kagle was duly proud of his feat.

The third photograph shows R. L. Orton and wife, of Touchet, Wash., as they were about to start on their Indian for a run over snow-covered country roads. The snow was a foot deep, but little difficulty was experienced in making good headway even through drifts.

CONCOURSE OFFICERS.

W. A. McCLELLAN was chosen as president at the annual election of the Concourse M. C., of New York City, on February 13, and his associates were named as follows: George Heinig, vice-president; V. T. Nydrle, recording secretary; L. Herberger, financial secretary; C. L. Frobisher, corresponding secretary; M. P. Sullivan, road captain; J. J. McNally, D. McGregor and J. C. Foley, board of directors, and A. T. Merrick; L. Restrepo, George Heinig, A. Smith and C. L. Frobisher, board of trustees.

TRAVELS ON THE WATER

Pontoon Attachment Invented by Californian Supports Motorcycle in Novel Test on Lake Merritt.

SAN FRANCISCO, CAL.—An invention whereby a motorcycle can travel with equal facility on land or water has been perfected by Eugene Fry at 559 Sixteenth street, Oakland. The machine was given demonstrations on Lake Merritt recently.

The invention, for which a patent is pending, consists of two outrigger boats, made of galvanized tin, each boat having three compartments. When in the water the motorcycle rests on these outriggers.

A two-blade propeller, with a clutch attachment, is attached to the motor of the cycle. The boat is guided by the handle bars by means of two wires which run through pulleys and attach to two rudders, one on each outrigger boat. When in the water, the appearance is that of a man skimming across the surface on a motorcycle.

A BUSY STORE.

TO provide more floor space for their extensive stock of motorcycle and accessories, F. A. Baker & Co., the well-known New York jobbers are installing their office force on a balcony in the rear end of the store. Judging from the way their store is usually crowded with purchasers this firm is evidently enjoying prosperous business.

WHY SCHMIDT DECLINED

Pittsburgher is Willing to Boom Reorganized Club But He Doesn't Want the Job of Machine Doctor.

RECENTLY when the movement to reorganize the Pittsburgh (Pa.) M. C. was taken up one of the boosters approached A. G. Schmidt, manager of the Motorcycle Exchange, with the suggestion that he should again accept the office of lieutenant, which he held during 1910. Schmidt is a lively club worker and full-fledged enthusiast, but he informed the interviewer that the job of lieutenant was one for which he had no further harkering.

"I appreciate your efforts to make me an officer in the club," said the veteran, "but I don't believe I'm in a position to take advantage of it. I've been there, as you might say, and I know what that lieutenant office is. Every time we held a club run in 1910 I would have to put in an afternoon of hard work helping the boys out with their down-and-out machines, as this was part of the lieutenant's work. Some of the fellows would steer clear of my shop all week and then line up and tell me their troubles on the day before a run. Of course, I had to jump in and put their mounts in shape for another week's riding."

Schmidt has been riding motorcycles since the days when the little 2¼ h. mount was the rage, and he is also something of a record hunter, having ten fine cups to his credit.

VISITED HOME OF THE THOR

Messrs. Hurley and E. J. Knight Entertained Large Number of Dealers and Others One Day During Chicago Show Week

ENTIRELY successful from both a business and social standpoint was the recent journey of several score show visitors to the plant of the Aurora Automatic Machinery Company, manufacturers of the Thor machine. The company's guests were taken to Aurora in a special train, in charge of Vice-President E. M. Hurley and Sales Manager E. J. Knight; the party leaving in three chartered cars over the Aurora, Elgin and Chicago Electric Line. The party left Chicago at 11 a. m., arriving at Aurora in time for luncheon and a special entertainment, which was rendered during luncheon hour. Following the entertainment special trolley cars took the party to the factory, where guides conducted the visitors through the entire plant.

Following the inspection of the plant refreshments were served on the return trip. The party arrived in Chicago at 5:45 p. m. and a special vote of thanks was extended to the Thor company for the jolly good time afforded them. The guests included the following:

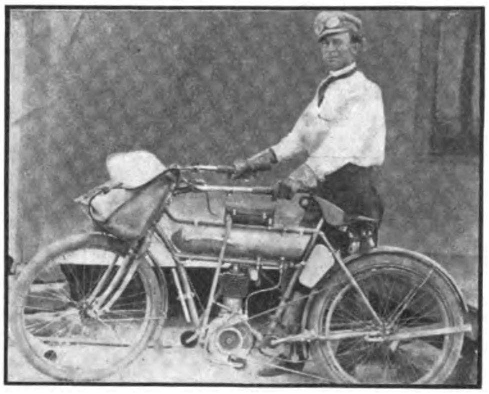
Leland Ratford, Martinsville, Ind.; John Sink, Evansville, Ind.; Paul Koutowski, Indianapolis, Ind.; M. Brothuson, Joplin, Mo.; J. H. Tubman, Lincoln, Nebr.; W. R. Brightenburg, Raymond, Nebr.; F. B. Black, Raymond, Nebr.; Nels A. Rosendahl, Minneapolis, Minn.; A. J. Keeley, Aurora, Ill.; J. H. Whipple, Jackson blvd., Chicago, Ill.; Dan Griffin, U. S. Tire Co., Chicago, Ill.; J. B. Trossel, Detroit, Mich.; C. J. Welch, U. S. Tire Co., Chicago, Ill.; O. Kuball, Kenosha, Wis.; H. Proesel, R. F. D. No. 99, Mortongrove, Ill.; W. Knust, Chicago, Ill.; W. B. Lewis, Logansport, Ind.; J. Borne & Ziesmur Co., Racine, Wis.; J. H. Loving, Alliance, O.; W. Veltman, Grand Rapids, Mich.; P. J. Van Drunnan, So. Holland, Ill.; Shorty Matthews, Chicago, Ill.; A. L. H. Verwys, Verwys Bros., Grand Rapids, Mich.; Byrd Moore, Des Moines, Ia.; Dan Popoin, Star Elec. Co., Chicago, Ill.; Ed. Hunter, Jr., Des Moines, Ia.; B. R. Merrill, Des Moines, Ia.; S. J. Wilson, Tylertown, Miss.; Jack Petska, Jackson blvd., Chicago, Ill.; Arthur Crawford, Cambridge Ill.; R. E. Buell, 916 West 71st street, Chicago, Ill.; Roy T. Lentz, La Grange, Ill.; Earl King Mandlin, Ill.; C. W. Fisher, Louisville, Ky.; A. P. Brown, McComb, Ill.; Eay Knappenberger, Macomb, Ill.; Lee Olcoffson, Manlin Ill.; Russell Smiley, Dayton, Ill.; Olive O Henlepp, Ashland, Ky.; W. H. Dunn, Toronto Can.; B. W. Bedell, Chicago, Ill.; C. O. Horstman, Peoria, Ill.; W. Cutter, Peoria, Ill.; C. R. Schwarz, 447 No. North avenue, Chicago, Ill.; E. J. Hawkins, Cleveland, O.; J. A. Zucker, Cleveland, O.; W. J. Cameron, Goodyear Tire Co., Chicago, Ill.; Al. Eckles, Akron, O.; H. A. Schultz, Monticello, Wis.; J. M. Brichbri, Chicago, Ill.; J. J. Lentry, Milwaukee, Wis.; W. H. Wallburg, Oak Park, Chicago, Ill.; A. Schuetz, Monitowoc, Wis.; G. L. Muffley, Vermont, Ill.; H. M. Bondfield, Waterloo, Ia.; D. L. Qulbins, Kenton, O.; L. P. Brenkeback, Columbus, O.; Fred Personett, Elkhardt, Ind.; G. H. Snider, South Bend, Ind.; J. A. Sheppard, Hammond, Ind.; G. W. Setty, Cedar Rapids, Ia.; W. F. Honpel, 3016 91st street, Chicago, Ill.; P. Lourzur, 9008 Sommerside avenue, 11,213 Michigan avenue, Chicago, Ill.; P. Van Wyngarden, 108 So. Michigan avenue, Chicago, Ill.; A. S. Eddy, Aberdeen, So. Dak.; W. T. Purdy, Chicago, Ill.; W. L. Dreiver, Preston, Conn.; N. T. Horney, 375 East 55th street, Chicago, Ill.; C. Roovart, 375 East 55th street, Chicago, Ill.; G. H. Kaufman, B1 World; E. N. Hurley, vice-president, Chicago, Ill.; B. P. Hogan, Ravenswood, Ill.; Paul Hanke, 3545 West North avenue, Chicago, Ill.; J. T. Minor, 854 West Jackson blvd., Chicago, Ill.; Chas. Simmerman, 1305 Sherman avenue, Evanston, Ill.; L. B. Lyman, Akron, O.; Harry Knipp, Diamond Tire Co., Chicago, Ill.; F. H. Harris, Akron, O.; Wellington Quirk, 1305 Sherman avenue, Chicago, Ill.; W. J. Hilliard, Holmhurst, Ill.; A. B. Crosby, Aurora, Ill.

EASTON'S NEW SHOP.

THE Easton Cycle Company, Easton, Pa., has opened an up-to-date headquarters at 668 Northampton street, where it is prepared to cater to all the needs of motorcyclists and bicyclists. The company has one of the finest storerooms in the city and accommodations for making riders comfortable while their machines are being attended to. It is the intention to have the repair shop registered with the F. A. M. at an early date and the firm opens its campaign for 1912 business with the brightest prospects.

BLAKE'S FINE RECORD.

MAURICE BLAKE, a rural mail carrier of Boynton, Oklahoma, writes that he has ridden a 1910 model Yale 40,000 miles over his route and on side trips, and that he has at last convinced the residents in and about Boynton that a standard motorcycle is capable of meeting every requirement under long, rough usage.



INGALLS OPENS REPAIR SHOP.

HOWARD INGALLS is the new proprietor of an up-to-date repair shop located on Main street, Scottsville, N. Y., which promises to be a busy establishment during the coming season. The shop is on the main highway between Rochester and Buffalo, being twelve miles from Buffalo by way of Caledonia, LeRoy and Batavia. Mr. Ingalls is a repairman of experience, and is exceedingly popular with the riders of his district.

The shop equipment consists of a 12-inch lathe, air compressor forge and anvil, brazier, and a full line of taps and dies with a complete outfit of modern tools. The shop occupies a space of 20 by 40 feet and is well lighted and ventilated. Mr. Ingalls will carry a line of small accessories so that the rider who experiences any ordinary road trouble may have all his wants attended to.

TO HAVE CLUB UNIFORM

Rochester Motorcyclists Plan to Maintain Their Reputation for Neatness by Adoption of Standard Suit.

PROGRESS along all healthful lines is attending the operations of the Rochester Motorcycle Club, particularly since the changes which marked the last Christmas season. Owing to its rapid growth, the club's directors have been forced to secure an additional room adjoining the present quarters. A piano will be installed and a member of the club, who has directed several musical bodies, will form a chorus and prepare a program for a later date.

There has been repeated comment on the neat appearance of Rochester riders, and the R. M. C. members feel this due in great measure to the club spirit fostered by their officers. To merit continued approbation, the riders discussed at the last meeting the matter of a club uniform, particular stress being laid on utility and neatness. It was finally decided to have a factory expert address the club on fabrics, styles and utility, after which the boys hope to make a wise choice of club clothes.

The R. M. C. members are on the qui vive over the national F. A. M. tour. President Ochs of the club, states that the Rochester men are only waiting to know that the tour is assured before balloting on the men to ride for the club. The members think the tour is the best project for the advancement of the sport and the trade that has ever been proposed.

PLANNING UTICA BANQUET.

A WELL-ATTENDED meeting of the Utica (N. Y.) Motorcycle Club was held at the clubrooms, 120 Lafayette street, on Thursday evening, Feb. 15. Their rooms are still in process of decoration and furnishing. It was expected that the quarters would be entirely finished for this meeting and although the house committee had made final arrangements, the carpenter work had taken longer than was expected and this delayed the moving in of the furniture and rugs for a couple of days. The members were somewhat disappointed on account of the delay, but made merry over a feast of spaghetti after the business session.

Arrangements are now under way for an anniversary banquet to be held as a sort of commemoration of the founding of the club about a year ago. The banquet of last year was held on March 16 and the one this year is planned for March 21. It is expected that about seventy-five riders will turn out to make it a success.

MARICOPA SQUAD ON RUN.

FIVE members of the West Side M. C., of Maricopa, Cal., recently made a Sunday morning run over the Carissa plains, with Captain J. Cedric Snook setting the pace, and the trip proved so enjoyable that regular Sunday runs will be held from now on.

FINE WICHITA PROGRAM.

A HILL climb at Winfield, several races on the track at Douglass and a run of more than one hundred miles over ideal roads were features of the program given recently under the auspices of the Wichita (Kan.) M. C.

Andrew J. Gladwell, 207 South Main street, Lima, Ohio, has the 1912 agency for the Excelsior and Thor lines.

BAY RIDGE CLUB IS BUSY

Members of Brooklyn Squad Meet Nightly in Quarters to Thresh Out Plans for the Summer.

UNUSUAL interest in plans for the coming season is being displayed by the members of the Bay Ridge M. C., of Brooklyn, N. Y., who gather almost nightly in their clubrooms to rehearse old tales of the road and look forward to new ones. The club captain and lieutenants are brushing up on tour information, and arrangements are being made for a series of summer runs, which will be started as soon as the riding season opens. The entertainment committee is also active, and a number of surprises are promised for the club's coming stag.

At the annual meeting, which was followed by a banquet, the club named its new officers as follows: Robert Campbell, president; John McCormack, vice-president; Jules Verbeck, treasurer; R. G. Hanna, secretary; William Kaiser, captain; C. Clausen, first lieutenant; Charles R. Lee, second lieutenant; F. Muller, color bearer. The club holds its meetings on the second and fourth Fridays of each month, and usually brings out its full membership of twenty-five riders. The boys have the right idea as regards good fellowship, and have extended an invitation to all visiting riders to drop in at the clubrooms and make themselves at home. The quarters are well located at 6321 Fourth avenue.

REGISTERED SHOPS.

REGISTERED F. A. M. shops, for the week ending February 16, are as follows:

Joseph Kapp, 56 W. Chester Ave., Port Chester, N. Y.; Lee McKinsey, Frankfort, Ind.; Spingler & Gosnay, 2003 Market St., Philadelphia, Pa.; T. R. Anderson, 546 W. 18th St., Erie, Pa.; Deadwood Motor Co., Deadwood, S. Dak.; New York Motorcycle Co., 318 West 48th St., New York, N. Y.; Stamford Motorcycle Co., 41 Main St., Stamford, Conn.; A. L. Hall, 1021 First Ave., Seattle, Wash.; Amana Society (William Foerstner), High, Iowa; Wauchope Bros., 114 N. Sacramento St., Lodi, Calif.; Harry F. Schnell, 345 Broad St., Newark, N. J.; Coe F. Dix, Stockton, N. J.; G. H. Walter & Co., 303 So. Main St., Butler, Pa.; George S. Maslem, 1242 Main St., Hartford, Conn.; Ben Ruderman, 1041 Bedford Ave., Brooklyn, N. Y.; C. W. Pearson, 623 Landis Ave., Vineland, N. J.

THREE MORE WORKERS.

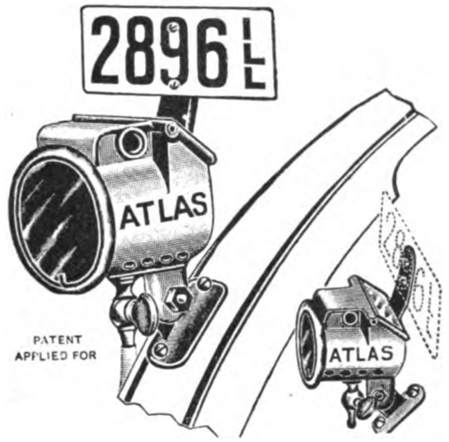
THAT State Commissioner R. Y. Leslie, of Pasadena, Cal., keeps on the move is evidenced by the acquisition of three more local commissioners to boom F. A. M. affairs in their districts. They are C. W. Livengood, of Pomona; C. C. Russell, of Stockton, and D. F. Lightner, of Bakersfield. Each of the appointees is secretary of the F. A. M. club in his town.

A SNAPPY BOOKLET.

THE latest Goodrich booklet, enclosed in a folder with an attractive cover design, tells a terse story of the company's tires for the motorcycle. It refers particularly to the new center rib feature in the firm's studded tread tire, and to the well-known corrugated tread. The demand of the day is for bigger motorcycle tires, and the Goodrich 2¾ and 3-inch tires are proving most popular sellers.

ATLAS COMBINATION TAIL LIGHT.

MADE to comply with tail light laws and ordinances, the Atlas combination tail lamp and license bracket is both practical, neat and attractive. This lamp is made by the Atlas Specialty Mfg. Company, of 557-563 West Jackson Blvd., Chicago, of a highly finished one-piece aluminum casting, with an oblong glass covered opening in upper rear part of lamp, so arranged as to completely illuminate the license plate. It has an adjustable ratchet bracket on bottom for attaching to mud guard, and is equipped with a one-sixth foot burner and special reducing cork to cut down pressure on small lamp when used in conjunction with head lamp equipped with large burner.



Also included in the Atlas line are the Reliance, Professional Universal, Protector, National Boulevard, Aviator and West Point leggings; a waterproof cover which fits all makes of machines; tool rolls and tool bags of entirely new design; leather dust and skirt protectors, lamp covers, magneto covers, hand wind-shields, tube bags, etc. The Atlas catalog may be had for the asking.

NEW BROOKS FEATURES.

WHILE its full line in calculated to attract the discerning motorcyclist as in the past, the features of special interest in the 1912 catalog of J. B. Brooks & Co., of Birmingham, England, are its new B400 type, its B170, which affords an unusually low position; its improved back-rest, sturdy and attractive cases for motorcycle belts and spark plugs and its newly designed pannier bags.

In the B400 type the saddle is 12 inches wide and 13 inches long, and the distinctive Brooks compound springs are placed directly under the weight-carrying portion of the saddle, thereby allowing it to derive maximum benefit from the springing device. The seat part of the B170 type is a carefully molded steel base, comfortably cushioned, and built throughout with a regard for anatomical requirements. In this model the springing is identical with the well-known Brooks B104.

APPOINTING JERSEY AGENTS.

SINCE the close of the New York Show W. J. Ruhle, distributing agent for the Harley-Davidson Motor Co., has been busy establishing new agencies through New Jersey, and his efforts have met with unusual success. One of the new Harley representatives in this territory is J. Fred Sauer, of 110 Catharine street, Elizabeth, N. J. His agency covers Elizabeth and vicinity, including Roselle, Cranford and Rahway.

L. P. Birkenbach, of Columbus, O., has succeeded the Franklin Cycle & Supply Company as Thor distributor for Columbus, O.

JENKINS FIRM BUILDS

Des Moines Agents Will Have Fine Quarters in Up-to-Date Building to Handle Rapidly Growing Business.

JENKINS & COMPANY, Excelsior and Indian representatives in Des Moines, Iowa, have in course of construction a new building, well located, which will embrace a modern garage and a large salesroom in about 8,500 square feet of floor space. Being on a corner it will afford unusual display facilities. The garage will be fitted with lockers for rent, and every arrangement will be made to give patrons comfort and high-class service.

A section of the upper floor will be devoted to the shop, there being simply a door shop on lower floor. The remainder of the upper floor will be given up to the firm's accessory business, in connection with which 20,000 catalogs will soon be circulated. The Jenkins company was credited with holding the motorcycle record for Iowa in 1911, and its present outlook insures similar prosperity for the coming season. Two hundred machines were sold during the last year, and there are indications that the number will reach 500 during 1912.

Mr. Jenkins is F. A. M. commissioner for Iowa, and despite the heavy demands made upon his time by his other interests he is a Federation booster of the first water. He is anxious to hear from motorcyclists who are in a position to accept appointments as local commissioners throughout the State.

GENERATOR LIQUIDS.

H. A. L.—There is no satisfactory non-freezing liquid suitable for use in an acetylene generator. Water is necessary to convert the calcium carbide into acetylene gas, leaving a powdery residue of calcium oxide. If another substance is used, trouble may result; grain alcohol, of low freezing point, on calcium carbide, will give a sort of acetylene gas, but the residue will be objectionable. A very weak solution of grain alcohol in water may be of some use, but we cannot recommend its employment.

ROLLED GOOD SCORES.

AT the last meeting of the Motorcycle Bowling League of Columbus, Ohio, steps were taken to enter two teams in the city bowling contest which started recently. Birkenbach's Yales and Haynes' Harley-Davidsons were entered and have bowled fair games in the contest. The scores of the Yales were 807, 755, and 799, and the Harley-Davidsons rolled 818, 748 and 788.

FRED P. AMES, who has done much to popularize the Emblem in Kansas City, Mo., has moved from 1835 Benton Boulevard to commodious quarters at 2112 East Fifteeth street. The move is coincident with his renewing for the Emblem agency this season, his old quarters having proved too small to adequately handle his growing business.

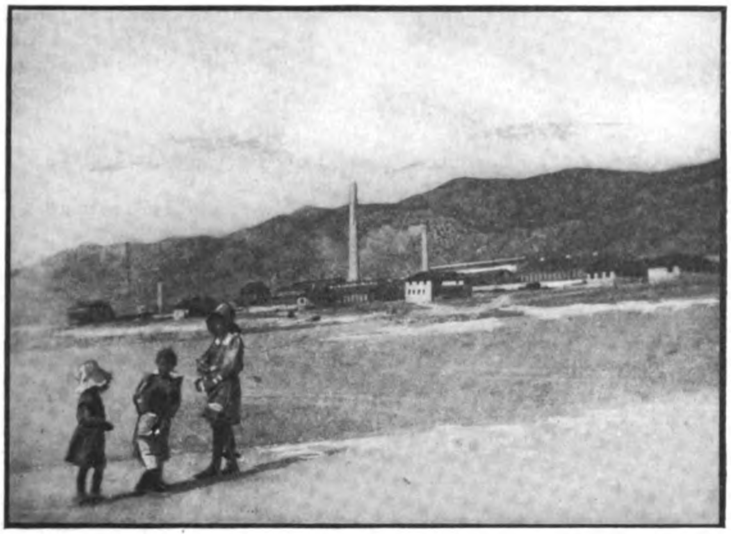
P. H. VOGEL, of the Franklin Cycle & Supply Company, Columbus, agent for the Excelsior and Reading-Standard machines, speaks in optimistic terms of the coming season, and says that the outlook for motorcycle business was never better.

C. E. BARR, of the Barr Motorcycle Company, Columbus agent for the Indian, is preparing for a big year, and has placed an order for a car-load of machines, 60 in all, to arrive within the next two weeks.

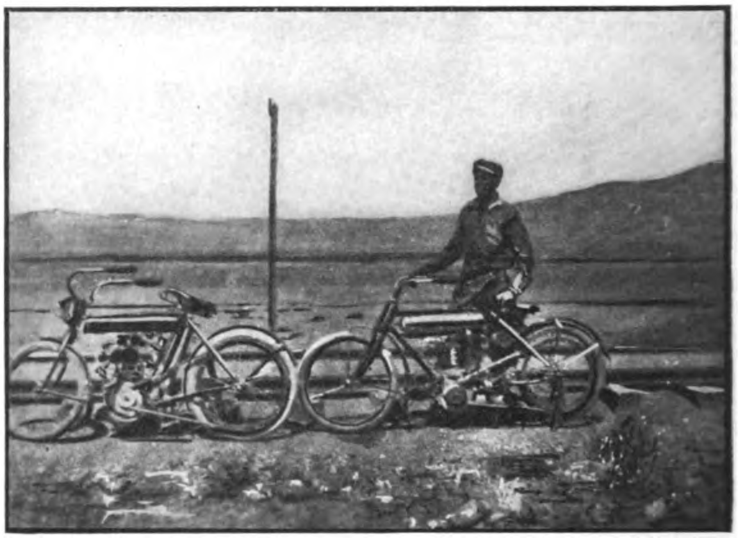
HARROWING TRIP OVER NEVADA TRAILS

Bruised and Weakened by Falls and Suffering from Thirst Western Motorcyclist Is Lost in Desert with Wrecked Machine as Night Comes On—Graphic Tale of a Perilous Tour.

By R. E. HEGNER.



A Smelter Near the Town of McGill.



Down in the Valley of the Desert.

IN the following remarkable article R. E. Hegner, now a resident of San Francisco, paints a vivid picture of road conditions in Nevada and unfolds the story of a motorcycle tour which is probably without precedent in this country for hardships and daring. It is difficult to imagine more desperate circumstances than those which attended Hegner's perilous journey over the barren, alkali "roads" of the far-western State, or to conceive a more hopeless situation than that which confronted him when his machine was wrecked on a desert trail with no sign of life as far as the eye could reach. Hegner's graphic story will be concluded in the next issue of MOTORCYCLE ILLUSTRATED.

On September 1, 1911, I set out from McGill, Nevada, for San Francisco, intending to make the 500-mile run and return inside of two weeks. From this simple announcement it will be inferred that I expected little difficulty in carrying out my plans, but it may be stated without further parley that I was figuring on a false basis. It is my humble opinion that the annals of motorcycle touring in this country will never be complete without the story of my harrowing trip, and it is for this reason that I have made a formal record of it.

My intended partner for the journey turned wise at the eleventh hour, and in a moment of recklessness I decided to take to the trail alone. In planning for the trip we had made provision for every contingency, but I discovered that a motor van would be needed to carry my outfit if I operated on this broad basis, and the work of pruning down the luggage was undertaken. When I finally started out of McGill inner tube patches and a blow-out sleeve with a few light tools made up my machine kit, and my personal effects were limited to the clothes I wore, a toothbrush, and an indestructible flask, filled with an "antidote" for rattlesnake bites. Rattlesnakes are quite numerous in Nevada.

The First Mishap.

I must say that I did not entirely overlook the dangers of such a trip, for I knew something of the roads. Many of the trails I would have to cover are seldom traveled, all are in bad condition and water holes are widely separated in some of the stretches. A few days previous to the start heavy showers had drenched our locality, but I believed them to be mostly local in nature, and so did not hesitate to get under way.

For the first ten minutes nothing worthy of note happened, but when I reached the bottom of the valley my machine kicked out from under me and I went down, bending a pedal crank and pedal into the frame of the machine. As this had been done several times previously the threads on the crank were weakened and now they were almost stripped. Finally I pounded the crank into fair shape and started again. I quickly found that riding on this clay bottom was no task for an amateur, and so was obliged to push the machine a great part of the fifteen miles to Ely. I made this stage of the trip in four and a half hours. After lunch I set out to make up for lost time and did so at the nerve-racking rate of five to six miles an hour! The road was bad but ridable, and I finally reached the summit of Veteran Hill. Going down was easy enough but the climb up the next grade was another matter. All the ruts were now small watercourses, and I was forced to push the machine again in order to top the hill.

Over an Embankment.

The road in the valley beyond was fair for a short distance, but I soon ran into a stretch where the mud had been churned up by heavy wagons and cattle, and once more it became necessary to push my mount. On gaining higher ground I was able to ride again and a ranch house was reached as the sun was going down. I decided to pass this place and go on to another ranch I knew of for the night. Accordingly I put on speed and went by with flying colors. Then I tried to check my speed to take a turn, but failed and went over an embankment. On extricating myself from the frame of the machine I found that my only injuries were cuts and scratches, and that the machine had come through fairly well. My lamp was broken, the carbureter lever was smashed, a pedal crank was bent into the frame again and one handlebar was bent, but I felt that conditions might have been worse.

Supper at a Ranch House.

I made hurried repairs and returned to the ranch house I had just passed. Being in time for supper I enjoyed a hearty meal. On the following morning I was informed that the Kirkland Valley offered great touring possibilities, so with only a hasty overhaul of the machine I started. The road was bad, rough and hilly, and at noon I had traveled only six miles. At that I was taking some big chances. In time—a long time—I rode down into the valley and obtained some milk at a ranch house. I was informed that the road beyond was in the worst possible condition, so decided not to proceed to Kirkland. Then I inquired as to the condition of the road to Eureka.

"Bad, very bad," said the rancher. "All washed out. You'll have an awful time getting through with that cutter of yours."

Hard Trip to Eureka.

With this cheerful information I started. One pedal was now out of commission and the going was slow and very tiring. I had to dismount and climb back into the saddle every few minutes, and any motorcyclist of experience can appreciate what this meant, especially on rough roads and up grades. I reached the foot of a long grade, eleven miles from Eureka, about sundown, and realized that I would have to ride the remaining eleven miles in an hour. My lamp being ruined I could not count on night riding.

The distance would not have been so formidable, even for an amateur, but for the fact that at this point I struck sand. The best I could do was to gain the summit three miles outside the city before darkness fell, and how I got into the city is something of a mystery to this day. When I arrived in Eureka I was glad to turn in and sleep. On the following morning I set the village blacksmith to work on the bent crank of my machine and tinkered with the lamp until I made it emit a feeble light. By 11 o'clock I was ready to start, but was persuaded by the only other motorcyclist in the town to wait until the next day. This chap held practically every office in the once famous silver camp and was also telegraph operator, photographer and orchestra for the town dances.

Machine Is Abandoned.

The following morning was cool and crisp and by 7 o'clock I was well on my way to Austin. I followed the old stage trail which is supposed to be 80 miles distant by the old stage-coach road. For the first 25 miles I had little trouble. Then I struck a flat stretch of alkali road. Unknown to me this mud accumulated in the drive pulley and the belt became badly strained, breaking a ply here and there. Smoky Valley was reached and here the traveling became heavy. At first I alternated between riding and pushing the machine and finally I was unable to ride at all. The greater part of the next six hours was given up to the strong back act, pushing. Having finished my rock and rye the reaction set in, and to say that I was weak is putting it mildly.

I became so exhausted that I experienced difficulty in putting the machine on the stand, and at this point thirst began to add to my troubles. I sat down to rest for a few minutes and fell asleep in that position. I awoke soon, however, and realizing that sleeping along the road was dangerous in more ways than one I left the machine and stumbled along through the black night toward town. At the foot of another hill I found water which served to revive me somewhat. Although too much water after long thirst is worse than none, I must have gulped from that spring for ten full minutes. Finally I reached the summit of the hill and found an Indian camp. An Indian informed me that the town of Austin lay just at the bottom of the hill and so I tottered on again, reaching the settlement more dead than alive.

Off on New Trail.

It was not much of a town, but it looked mighty good to me. At that hour the restaurant was closed, but a bartender managed to get me some sandwiches and I have never relished anything more than this much-needed meal. Then I turned in. At 10 o'clock the next morning I had breakfast, later inquiring as to the condition of the road to Fallen. They told me it was almost impassable. At one point an automobile—how it ever got out into this country is a mystery—had disappeared in quicksand and the Austinites told me I would find a party fishing for it. This turned me sick at heart. I decided to head for the Southern Pacific railroad which I hoped to strike somewhere near Palisade.

Procuring an empty varnish can I filled it with gasoline and headed back over the road to the point where I had abandoned the machine. On the way I discovered that my shoes were almost in ribbons and that my feet were in bad condition. Nevada roads do not seem to be exceptionally hard on tires—strange to say—but they do eat shoes to pieces in quick order.

A Plunge Into a Waterhole.

Before night fell I reached the Grass Valley ranch, 25 miles from Austin. Here there was considerable grass and many head of cattle. About a dozen men, half of them Indians, were working at the ranch. A good meal was disposed of and I rolled under a blanket. When the gong was hammered at 5.45 the next morning I washed up and ate a hearty breakfast. The road was fair, in spite of the watercourses which cut across it at many points, and in time I reached the Warm Spring ranch house. I had traveled 18 miles. From this point on, the road was unrideable in many places. Soon the carbureter started to cause trouble, but I plugged ahead, riding and pushing alternately.

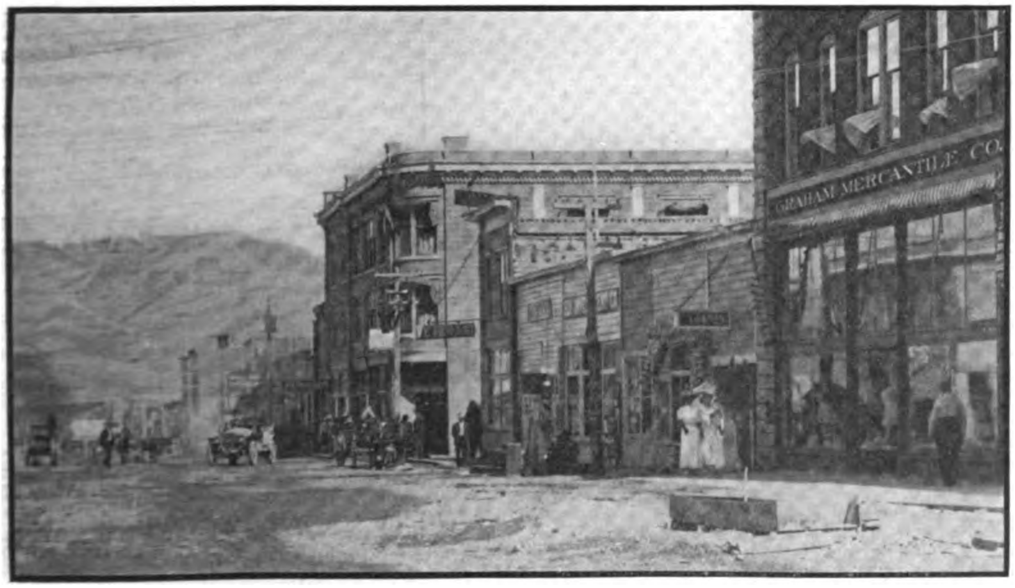
More roads than I had been informed of were found branching from the trail and of course I took the wrong one. Later I met a rancher in a wagon who told me that the road I was on would take me to Cordez, a deserted mining camp of the palmy days in Nevada. He helped me to get back on the proper road and an hour later I reached a spring and took a good rest. When I started again I tried to tinker with the carbureter "on the wing" and did not see a big waterhole ahead. When I crawled out of it with about half my senses in working order I scrambled back to the machine, which was trying to tear itself to pieces, and shut off the power. Somehow I dragged the mount up on the stand and looked it over. The front fork was broken and there was other damage.

Forgotten by the World.

I felt as if I had broken a bone or two, but could find only cuts and scratches. I considered myself fortunate. As I looked at the wrecked machine a cold shiver ran down my spine. What was I to do? The whole thing seemed like a bad dream from which I might awake—but I didn't. To repair the fork with bailing wire was out of the question. I decided this after trying. There was nothing to do but take off the broken part and carry it to some ranch having a forge. But where was the ranch? After two hours of the hardest kind of work I had the fork out and after propping the machine against a rock I set out for Palisade.

My sensation at that moment is beyond words. There were no water signs—such as a green cluster—in the direction of Palisade and I was afraid to go on. I turned back and finally reached the machine again. Then I dropped on the ground in despair. Night was coming on and I had only a vague idea of my location. As I lay on the hot sand it dawned upon me that I might die of thirst and starvation in this barren waste, and that there would be only my wrecked machine to tell the story. I raised on my elbow and looked about; there was only sand and silence. The world had forgotten me.

(To be concluded.)



The Town of Austin, in the Midst of the Desert.

Resting Under the Sage Brush.

POINTERS FOR OLD WORLD TOURISTS

Member of Columbus Party Which Traveled Europe by Motorcycle Gives Valuable Instructions for Riders Who Contemplate Similar Trips on Their Machines.

BY K. M. McKEE

THE writer, in company with three friends, spent four months last summer in a most enjoyable motorcycle tour which covered a large part of Europe, and as some readers of MOTORCYCLE ILLUSTRATED probably have in mind similar trips for the coming summer a few words of advice and a warning or two should be quite timely.

The itinerary will, of course, depend largely on time and personal preference, but our experience would lead us to believe that the average motorcyclist will enjoy the different countries in about the following order: Italy, Switzerland, Spain, Holland, France, England and Germany. The districts to avoid are Belgium, where the roads are all of rough paving; Italy, south of Naples, and all of Spain except the northern frontier. With any good 4 h. p. machine this trip may be undertaken without hesitation, although it will be highly advisable to have an extra pulley or sprocket for mountain work, or better still, a two-speed gear.

Equipment should be cut to the minimum, and should consist of such spare parts as are absolutely necessary, one change of clothing and a good, small kodak. We made the mistake of taking too much luggage, and were compelled to pay a considerable sum for having it forwarded from place to place by train. Photographic films can be purchased anywhere at reasonable prices and need not be carried. Before starting it will be advisable to get a good supply of maps (printed in English), which can be obtained from the Michelin Tire Company, of Paris, or from the automobile or motorcycle clubs of the different countries.

We traveled under membership of the Touring Club of France and found it recognized everywhere. It costs only $1.30, and furthermore, we saved 10 per cent. of our bills quite often, by showing our membership cards. An international license, however, can be secured without much trouble, and we understand it is very satisfactory. We all had passports, although they proved unnecessary. A dictionary, or phrase book, for each country is indispensable.

For shipping, the machine must be free from gas and oil, and well crated; the universal freight charge on the boat is $5. We shipped our machines without pedals, handlebars or controls, and by jollying the baggage-master on the boat, received permission to uncrate and set them up before we landed, thus saving about a day. It is much better to make a large crate and to unpack your machine tuned up and ready to run, the rate being no higher for the larger crate. It is also cheaper to dispose of the crate and have a new one made for the return trip, as we found out by experience. Going over we took the precaution to lacquer all the nickel work on our machines and coat the rest with heavy oil, as we feared the action of the salt water.

Customs formalities we found to be stricter at home than anywhere else, and the only precaution necessary is to get signed statements that the customs have been passed. Neglect of this cost us a week in Milan, Italy, where we were arrested as smugglers. We had it all planned out how we would start at 5 a. m. every morning and ride only in the cool of the day. Do not neglect to make this resolution. We never succeeded in carrying it out, but it was very useful for getting the boys up at 8 or 9 o'clock.

In riding we tried all combinations, in a squad of four, single and two and two, and found the latter to be by far the better method. While riding in a party each puncture, accident or repair meant the loss of time multiplied by four, and the dust is also most disagreeable. Riding single is lonesome work and means a loss of time in waiting for extra parts or guide books which some one else always has. Gas and oil can be procured almost anywhere in sealed cans. Extra casings proved unnecessary in our case, and we were told that the metric casings would fit our rims, although we did not try any.

We had figured on spending one-half our time in sight-seeing, and the other half on our machines. This worked out about right, with the exception of a week's walking tour in Switzerland, which we took from our riding allowance, and which proved to be one of the best investments as to time, money and enjoyment. We had also figured on an average of 75 miles per day while we were riding, but actually only averaged about 50 miles. Seventy-five miles per day, however, is not too high, and should be accomplished without trouble if things go right.

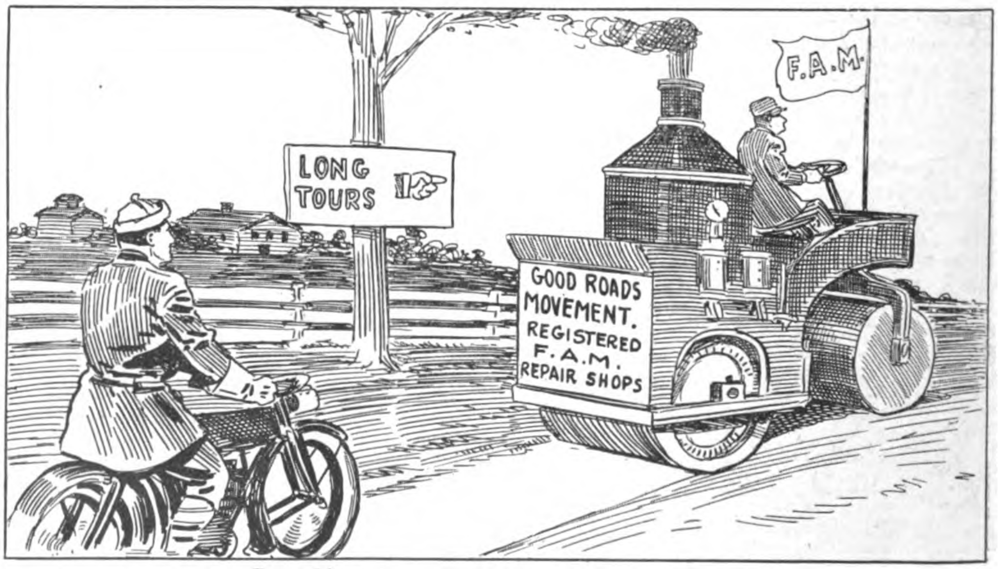
We found that our trip cost us about $600 each, not including the fare from New York. We were out about four months and toured Italy, Switzerland, France, Germany, Holland, Belgium and England. Our steamer fare, second class, was $117.50 each, for the round trip. Our expenses on the road averaged about $4 per day each, including a room and meals at about $1.25 to $2, gas at 30 cents to 60 cents a gallon, and oil at 80 cents to one dollar a gallon. In the cities our expenses averaged about $6 a day due to guides, taxicabs and other incidentals.

Garage and storing charges were normal in all towns of any size, and are about 20 cents per night. For any slight repairs be prepared to be "stung" right. We had our machines cleaned and the carbon removed at Lausanne, Switzerland, and after refusing to quote us a price until the motors were taken down, the garage people compelled us to fork over about $50; if we had refused, enough parts would have been "mislaid" to stop our trip entirely. In conclusion, I might say, there is no investment which will give such returns in health, pleasure and delightful memories as a trip to the old countries, and for all who can spare the time and money, I can only say, "You will never regret it."

HARTFORD TO MONTREAL.

E. L. BIERWORT.—Go from Hartford to Springfield, Mass., via East Hartford, Windsor, Enfield, Thompsonville, and Longmeadow. Go next to Huntington, North Chester, Peru, Hinsdale, and Dalton to Pittsfield. From Pittsfield go to Lanesboro, then New Ashford, Williamstown, Adams, Pownal, Pownal Center, Bennington (Vt.), South Shaftsbury, Shaftsbury, Arlington, Manchester, East Dorset, North Dorset, Danby, South Wallingford, Wallingford, Clarendon, and into Rutland. Road conditions, good, Hartford to Williamstown, macadam and dirt; fair dirt, Williamstown to Rutland.

From Rutland to Burlington, roads are mostly good, but there are some clay stretches in upper half. In wet weather route should not be attempted. From Rutland go to Pittsford, then to Brandon, Salisbury, Middlebury, New Haven, Vergennes, Charlotte, and Shelburne, into Bur-


F.A.M.
LONG TOURS
GOOD ROADS MOVEMENT. REGISTERED F.A.M. REPAIR SHOPS

Smoothing the Path of Thousands of Tourists.

lington. From Burlington go to Winooski, then to South Hero, North Hero, Alburg Center, and Alburg. At this place there is the Canadian Customs House. From Alburg go on next to St. Johns, P. Q., through St. Pauls', then to Chambly, St. Hubert, Longueuil, Montreal-Longueuil ferry and Montreal. This route is good, dirt roads mostly.

HARTFORD TO CHICAGO.

JOHN WERNER.—Hartford to Windsor, then to Warehouse Point, Enfield, Thompsonville, Longmeadow and Springfield, West Springfield, Westfield, Fairfield, Russell, Huntington, West Becket, East Lee, Lee, Lenox, and Pittsfield comprise the first leg of the trip. From Pittsfield go to Shaker Village, New Lebanon, New Lebanon Center, Nassau, Schodack Center, East Greenbush, Rensselaer, and Albany; go from the latter place to Schenectady, Hoffmans, Amsterdam, Fonda, Yosts, Nelliston, St. Johnsville, Little Falls, Herkimer, Utica, Kirkland, Clinton, Oneida, Anastota, and Fayetteville to Syracuse, this constituting the second leg. From Syracuse go to Camillus, Elbridge, Port Byron, Weedsport, Savannah, Clyde, Lock Berlin, Lyons, Palmyra, Macedon, Macedon Center, Fairport, and into Rochester. From Rochester go to Greece, Parma, Clarkson, Hulburton, East Gaines, Gaines, Ridgeway, Johnson Creek, Gas Port, Lockport, Williamsville and Buffalo. From Syracuse to Buffalo constitutes the third leg of the trip.

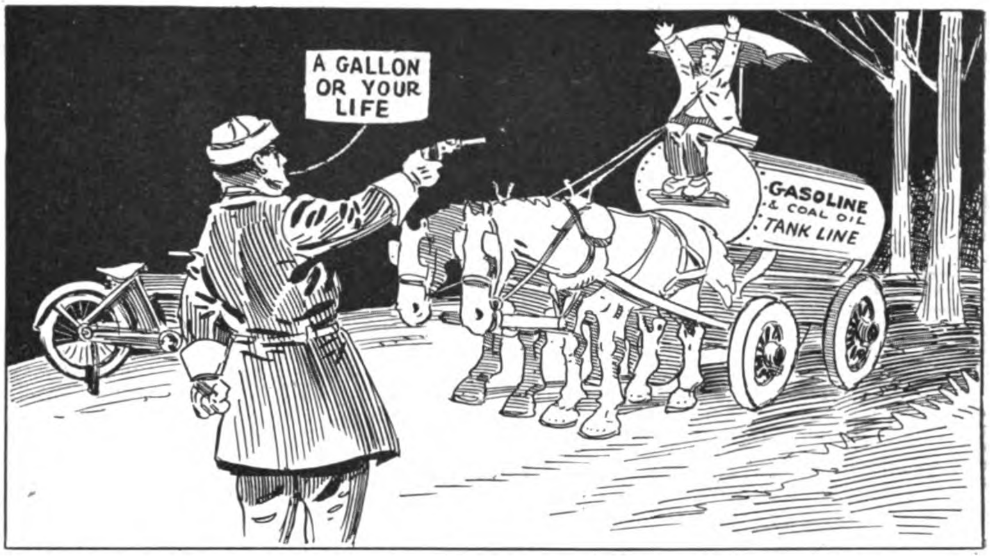
From Buffalo go to Bay View, Wanakah, Farnham, Silver Creek, Shetidan, Fredonia, Brocton, Westfield, Ripley, Northeast (Pa.), Harbor Creek, Erie, Fairview, Girard, East Springfield, West Springfield, Conneaut, Amboy, North Kingsville, Ashtabula (O.). Saybrook, Geneva, Unionville, Madison, Painesville, Mentor, Willoughby, Euclid, and into Cleveland, the fourth leg. From Cleveland, go to Dover, Elyria, Amherst, Birmingham, Norwalk, Monroeville, Bellevue, Clyde, Fremont, Woodville, Toledo, Caraghar, Swanton, Delta, Wauseon, Archbold, Bryan, Waterloo, Kendallville, Brimfield, Wawaka, Ligonier, Goshen, Elkhart, Mishawaka and South Bend (Ind.). From South Bend go to New Carlisle, then to La-Porte, Westville, Valparaiso, Hobart, Highlands, Hammond, South Chicago, Jackson Park and Chicago (Michigan Boulevard).

LITTLE ROCK TO CINCINNATI.

ROY STEUBER.—The route from Little Rock to Cincinnati, via Memphis, is in outline as follows: Little Rock, Lonoke, Clarendon, Helena, Tunica, Lake Cormorant, Memphis. From Memphis, go to Moscow, then to Saulsbury, Corinth, Burnsville, Cherokee, Tuscumbia (Ala.), Sheffield, Florence, St. Florian, Green Hill (Ala.), Loretta, (Tenn.), Lawrenceburg, Crestview, Williamsville, Ridley, Columbia, Brentwood, and Nashville. There are toll-roads between Columbia and Nashville.

The best route to Cincinnati via St. Louis, is to go to Fort Worth, Texas, via Texarkana, De Kalb, Paris (Tex.), Bonham, McKinney, Dallas. From Fort Worth go north to Bowie, then to Lawton (Okla.), El Reno, Oklahoma City, Guthrie, Enid, and follow on to Wichita (Kan.). From this place go to Peabody, Florence, Clements, Elmdale, Cottonwood Falls, Plymouth, Emporia, Waverley, Arcola, Ottawa Edgerton, Gardner, Bonita, Olathe and Kansas City. From Kansas City go to Independence, Blue Springs, Oak Grove, Odessa, Higginsville, Blackburn, Marshall, Glasgow, Armstrong, Higbee, Clark, Mexico, Martinsburg, Wellsville, New Florence, Warrenton, Wright City, Wentzville, St. Charles and finally St. Louis.

From St. Louis go to East St. Louis, Collinsville, Troy, Highland, Pocahontas, Greenville, Mulberry, Hagerstown, Vandalia, Effingham, Montrose, Woodbury, Greenup, Casey, Martinsville, Marshall and Terre Haute. Go next to Brazil, Reelsville, Manhattan, Stilesville, Plainfield, and Indianapolis. From the latter place go to New Palestine, Carrolltown, Morristown, Rushville, Connersville, Brookville, Cedar Grove, Harrison, Miami Station, Cheviot, and then into Cincinnati.


A GALLON OR YOUR LIFE
GASOLINE & COAL OIL TANK LINE

CHANGES IN MIAMI STAFF.

E. M. JACKSON, who has been sales manager of the agency division of the Miami Cycle and Mfg. Company, has tendered his resignation, and will from now on be associated with the Elyea-Austell Company, distributors of Flying Merkels in the Southern States. He will occupy the position of sales manager.

Edward Buffum, who has been connected with the Miami Company as sales manager of the motorcycle department, is to take over the distribution of Merkel machines in one of the important Eastern centers. The growth of the Merkel business has been so rapid that it is found necessary to have an Eastern distributing point for the proper handling of the trade in that territory and Mr. Buffum's long association with motorcycle affairs and his knowledge of conditions assures the agents in the Eastern States that they will receive the best possible service.

A BUSY OHIOAN.

L. P. BIRKENBACH, located at 17 North Fourth street, Columbus, Ohio, who has closed contracts for the Thor and Yale agencies for 1912 is arranging to improve his store-room extensively. The repair shop will be moved from the rear room to the basement, where up-to-date machinery will be installed. The salesroom will be remodeled.

J. W. KIDD and his wife, who are well known as long-distance tandem tourists, have moved from Oklahoma to Illinois, where Kidd has opened a garage at Fisher. He will handle the Emblem motorcycle exclusively.

HAVE WAGNER AGENCY.

THE Hagstrom Bros. Mfg. Company, of Lindsborg, Kans., makers of the well-known motorcycle plug of that name, have taken the agency for Rice, Reno, Harvey, Marion and McPherson counties for the Wagner motorcycles. This branch of their business will be conducted under the personal supervision of P. E. Zimmerman, known as "Zim," who works at the game of advertising manager when not engaged in motorcycling.

Zim is the district F. A. M. commissioner, and will be the captain in charge of a division on the big Central District tour through Kansas, Colorado, Wyoming and Nebraska next August.

McKAY IS OPTIMISTIC.

E. B. McKAY, western sales manager of Empire Tire Company, who was in charge of the firm's exhibit at the Chicago show, is very enthusiastic over results during the show, and says they were successful in appointing many new agents throughout their territory. Mr. McKay expresses a very optimistic opinion of business conditions for the next twelve months throughout the West, and states that business conditions never looked more favorable than at present.

MILITAIRE IN CANADA.

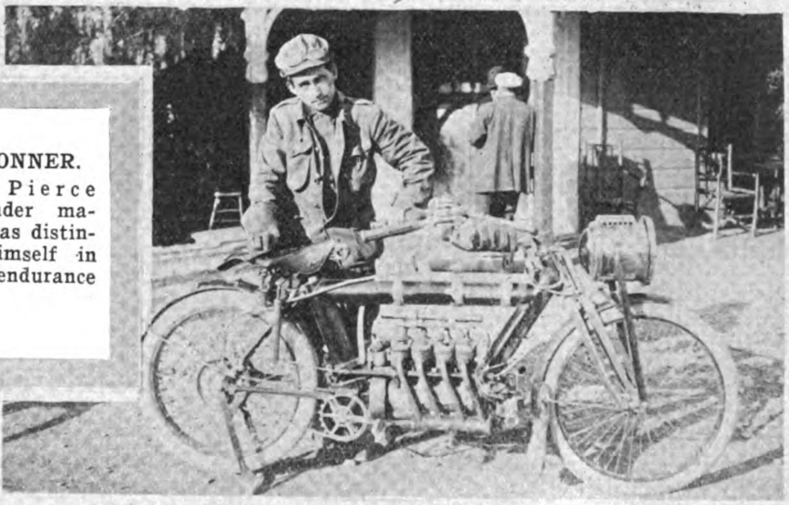
THE Canadian Militaire Auto Company just taken out incorporation papers for the Dominion of Canada. The new firm, which will be a branch of the head office at Cleveland, Ohio, will be located at Toronto where a manufacturing plant will be erected. The new company has secured the plans and patents for the Militaire auto-cycle and will produce this distinctive type of machine for the Canadian trade. H. S. Johnston, head of the Cleveland concern, will hold the presidency of the second establishment while his son, D. J. Johnston, of Toronto, is the principal stockholder. The capital will be $200,000. Until the erection of the Toronto factory, the Toronto Motorcycle Supply Company, 279 College Street, Toronto, will act as the distributors and head agency for the Dominion.

BUTTE HAS A CLUB.

R. D. BARNARD, of Anaconda, Mont., State commissioner for Montana, writes that an F. A. M. club has been organized in Butte, and that plans are under way to make the coming season a busy one.

PACIFIC COAST ROAD AND TRACK STARS.

The illustration opposite shows Frank Karslake and Harry Eustadillo on the Oakland Motordrome.



S. W. CONNER.

Riding a Pierce four-cylinder machine, he has distinguished himself in several endurance runs.

O. WALKER.

The pace he has set on his Harley-Davidson single seems to promise a bright racing future for him.

OHIO RACE CIRCUIT.

PLANS are well under way for the operation of a motorcycle race circuit to include Cleveland, Ohio, and neighboring cities and Dr. A. M. Webster, of Lorain F. A. M., commissioner for northern Ohio, is the most enthusiastic booster of the project. In addition to Cleveland, Elyria, Lorain, Akron, Norwalk, Canton, Erie and Painesville, and possibly Toledo, will be included in the circuit. Many of the best known riders of the district have signified their willingness to co-operate with Dr. Webster and his associates, and if the plan goes through Don Klark, Huntsberry, Willis, Kissig, "Shorty" Matthews and others who have been doing good work will be seen in action. According to the present plans three meets will be held in each of the cities mentioned, with two special programs in Cleveland.

FAVOR BOARD SAUCER.

M. F. BRAMLEY, of Cleveland, Ohio, who has announced his intention to construct a three-lap oval track for motorcycle races, is receiving many suggestions these days from motorcyclists who argue that he should build a saucer, even on a four-lap basis, in preference to the proposed oval. It is pointed out that race followers now demand the highest possible speed from motorcycles, and that only a well-built board saucer will allow the riders to go after the records with safety. Dr. A. M. Webster, of Lorain, F. A. M. commissioner in Northern Ohio, is one of those who are opposed to the type of track specified by Bramley, and he is of the opinion that when all the data are placed before the promoter he will decide to erect an up-to-date saucer.

MOTORCYCLIST WINS SUIT.

THE Toronto Jury Assize Court has awarded Alex McLean, of the Toronto Motorcycle Club, damages to the extent of $900 against the Taylor Soap Company, Toronto, for injuries received by falling from his motorcycle into some acid which had spilled from one of the company's wagons which had preceded him up the street. The defense was that McLean had fallen because of traveling at too high a speed. The accident occurred last April 29, the scene of which was long marked by ruts in the pavement made by the deadly fluid.

RODE ON THE HUDSON.

NATHANIEL E. NEY, of White Plains, N. Y., reports that he made a trip over snow and ice with his 1912 American on February 11, which proved to be one of the most pleasant motorcycle outings he has known. He rode through the country in the vicinity of White Plains until his cyclometer showed 45 miles, and later chugged his way to Tarrytown and crossed the Hudson on the ice. Throughout the trip he experienced no trouble in hitting up a good clip, despite the fact that he was obliged to climb some fairly steep hills. His American has a 7 h. motor and Eclipse free-engine clutch.

JOHN HOGAN, of Saginaw, Mich., announces that he will touch at the capital of every state in the Union on a motorcycle tour to be made during the coming summer.

CALIFORNIA WORKERS

State Commissioner Leslie Now Has Large Staff of Busy Assistants, but Is in the Field for More.

R. Y. LESLIE, of Pasadena, state F. A. M. commissioner for California, forwards the following list, complete to date, of the local commissioners he has appointed: W. G. Ramer, Corning; G. G. Willsey, Elsinore; E. S. Barron, Monravia; E. F. Rose, Oakland; S. L. Lyon, San Diego; Frank McIntyre, San Bernardino; W. B. Shortman, Porterville; A. C. Banta, San Jose; C. H. Lashlie, Redlands; A. W. Taylor, Watsonville; P. E. Marlott, Santa Rosa; E. A. Shoemaker, Sacramento; E. B. Ellis, Berkeley; T. B. Haines, Maricopa; Lincoln Holland, Los Angeles; R. E. Gilbert, Colton; Harry Erickson, Fresno.

The State Commissioner announces that he still lacks local representatives in a number of important California towns, and that he will be pleased to hear from motorcyclists who can take up the F. A. M. work at points which are not covered at present.

READING BANQUET.

PRESIDENT JOHN S. HARTMAN acted as toastmaster at the first annual banquet of the Reading M. C., of Reading, Pa., which was held on February 8. There was practically a full attendance of the members, the following being present: President Hartman, Paul Eisenhower, John G. Nuebling. William Schaeffer, William Buel, James Mayo, A. E. Keeport, Robert Drayer, Charles Hart, Paul Ganster, George Snyder, William Stout, J. S. Deysher, A. E. Bruderick, Charles Kinsey, Roy Deem, Calvin Holloway, R. S. Fritz, J. Landis, Samuel Kellian, Harry Straub, William Eisenhower, Walter Clauser, George Mack, Dr. William Wertz, Clarence Raphje, Harry Wentzel, Albert Quinn, Harry Oswell and Earl Tobias.

ASSISTED CITY OFFICIALS.

FOR the purpose of considering a proposed new motor traffic ordinance, representatives of the Pueblo Auto Club and the Sunville Motorcycle Club, of Pueblo, Colo., recently held a conference with the officials of the city.

ONE-ARMED RIDER A HERO.

MICHAEL RUTOWSKI, a one-armed motorcyclist of Scranton, Pa., rushed into a burning house recently and saved the life of a child. He was riding past on his machine when he discovered the fire.

MOTORCYCLE SAVED HIM.

OVERCOME by the fumes of gas Burt Mooney had a narrow escape from death while taking a bath at his home in Port Huron, Mich., and it is due to the racing efforts of his brother on a motorcycle to bring a physician to the home that the young man is alive today.

TWO new contenders for "attractive costume" honors are Fred Kreusler and A. H. Hyde, Jr., who appear in the photograph herewith. They believe that almost any kind of a road can be traveled on a motorcycle without making a serious sacrifice as to appearance.

ILLINOIS RIDER'S TRIP THROUGH SNOW

Jaunt of 130 Miles, From Sterling to Chicago, Was Made on a Wager with Mercury Hovering Near Zero.

FOLLOWING is an interesting story of a motorcycle trip through five inches of snow from Sterling, Ill., to Chicago, a distance of about 130 miles. It was accomplished by Glenn Engle, a young enthusiast of Sterling, on an Eagle machine.

"Two days after I received my new Eagle machine," writes Engle, "we had quite a heavy snowstorm, but like a kid with a new top I couldn't resist the temptation to take it out for a trial. When I stopped at a cigar store some of my friends poked fun at me for attempting to ride in such weather, and I was finally jollied into making a bet that I could ride to Chicago. After thinking the matter over I could see that I had undertaken a big order, but I was not to be bluffed, and after hurried preparations I started.

"I pulled out of Sterling at 8.30 a. m. on Saturday with five inches of snow on the ground and the mercury hovering around zero. However, I was dressed appropriately and did not mind the cold much. The roads were in fair shape for five miles outside of Sterling, but as I neared Dixon they became rougher. I crossed the bridge into Dixon without mishap and stopped for a few minutes at a garage to warm up and inspect my machine. I found no trouble and soon went on. The roads were fair again and my next stop was made at Franklin Grove. The going was rougher as I neared Ashton, but I continued to make good time.

"At Ashton I was informed that the roads to Rochelle were in bad shape, and after proceeding a short distance I learned that the information was correct. I managed to keep the machine in the center of the road for a time, but in rounding a corner at the foot of a hill I went down into a ditch filled with snow. I pulled the machine out, knocked the snow out of the carbureter where it was holding the air valve open, wiped off the spark plug with my handkerchief and started again. The roads improved as I neared Rochelle and I reached DeKalb without more trouble. Riding through Geneva I headed into West Chicago, examined my machine again and then plugged on to Wheaton.

"Near Wheaton I had another spill and bent a pedal but soon made repairs and went on. When I reached Maywood I was obliged to light my lamp and a short time later I was on Washington boulevard. Then I continued to my destination on Michigan avenue, arriving at 6.30 p. m., tired but triumphant."

Fred Kreusler and A. H. Hyde, Jr., of Chicago.

With the Clubs

HELD OPEN HOUSE

National Capital M. C. Entertained Many Guests With Fine Program In Its Headquarters.

FOR the first time since its organization the National Capital M. C., of Washington, D. C., held open house at its headquarters on February 8, and a highly enjoyable program was given. A general invitation had been extended to the motorcyclists of the city, and nearly 500 were in attendance. The program, arranged by the entertainment committee, consisting of Messrs. Cohen, Throop and Boyle, provided for a smoker, beginning at 8 p. m., followed by a buffet lunch.

President F. D. Yowell delivered the principal address, taking up the club plans for the 1912 season and referring to the policies which have allowed the organization to reach its present high standing. He was followed by Sergeant Headley, of the local police department and others. At 9.30 a luncheon was served, the time-honored "gasoline" being left out of the menu. At the close of the program there was a rising vote of thanks for the officers of the club; the staff is made up as follows: F. D. Yowell, president; E. Mitchell Dodson, vice-president; T. O. Wansleben, corresponding secretary; Samuel Eaton, recording secretary; Charles H. Cross, treasurer; W. H. Throop, guard; George Beall, captain; Samuel McPherson, first lieutenant, and Harry Foulds, second lieutenant.

At the last regular meeting of the club plans were laid for an endurance run to be held in the spring, and a committee is working up interest in the project.

CLEVELAND CLUB'S NEW HOME.

RIDERS of the Indian M. C., of Cleveland, Ohio, will soon occupy their new clubrooms over the motorcycle headquarters of L. J. Mueller, in his recently completed building on Woodland avenue. The rooms are being fitted with everything that might add to the comfort and enjoyment of the motorcyclists, one of the features being a fine pool table. The wall paper is of an Indian wigwam design, and the decorations throughout keep the visitor reminded of the fact that he is in the home of a big chief.

PLANNING MAMMOTH MEET.

THE plan of the Bakersfield (Cal.) M. C. to call a convention of delegates from all clubs between San Francisco and Tehacapi for the purpose of considering plans for an annual mammoth race meet is meeting with favor, and it is likely that the movement will be carried through.

SUMMER PLANS OF DETROIT CLUBS

New Clubhouse, Speed Bowl and Track and Road Events Interest the Riders of Three Busy Squads In Michigan City.

DETROIT, MICH.—Sanctions for race meets to be held on Memorial Day, July 4 and Labor Day have already been obtained by the Motorcycle Club of the Detroit Wheelmen, and elaborate plans are being laid for the programs. It is likely that the club will bring professional riders to the city for these meets, and the members are working diligently to assist the new official staff of the club which is made up as follows: Russell C. Mahon, president; James Butler, vice-president; Walter F. Sheetz, secretary-treasurer; Beverly Schlunt, captain; Joseph Adcock, Louis Beyster and Arthur Ruprecht, directors.

"A circular board track for 1912" is the slogan of the Detroit M. C., which is preparing to run several meets and road events during the coming season. The club is also arranging to occupy more spacious quarters. Its new officers have been elected as follows: J. B. Gault, president; F. Zeigen, first vice-president; A. M. Carter, second vice-president; Charles Drude, secretary; A. P. Hubbard, treasurer; R. M. Hunter, William Fields, H. G. Smith, William Wandersee and A. M. Gregor, directors.

Foremost among the plans of the West Side M. C., the youngest of Detroit's trio of motorcycle organizations, is the building of a clubhouse on the shore of Lake St. Claire. A site near Vernier's Inn, Grosse Point, has practically been agreed on and as soon as warm weather arrives, the building operations will be started. The new officers of the organization: Carl J. Stecher, president; Joseph M'Kevitz, vice-president; Peter Roegell, secretary; Wm. W. Spier, treasurer.

The West Siders also are planning a field day to be held at Bob-Lo, June 17. The steamer *Columbia* will be chartered and races of all sorts, in addition to other sports and dancing, will be the program.

A VALUABLE BOOKLET.

"THE Cleveland Motorcycle Directory" is the name of a neat little book published under the auspices of the Cleveland M. C. It contains eighty pages of interesting matter, including the names and addresses of the club members and the makes of machines they ride, the constitution and by-laws of the club, names and addresses of all the registered motorcyclists in the city, a map showing the best roads leading out of Cleveland, and other information. Copies of the directory may be obtained from the General Publishing Company, of Cleveland.

MOTORCYCLE BASEBALL TEAM.

NOTHING new under the sun? Well, perhaps not, but a motorcycle baseball team formed in Danville, Kan., comes pretty close to being a novelty. Every member of the team is a motorcyclist, and when a game is to be played in a neighboring city the players don their diamond togs, jump upon their two-wheelers and ride in a body to the scene of the game. The idea is catching on in the West and it is reported that several other motorcycle clubs will be represented by baseball teams during the coming summer.

HENRY MERRITT, of Watertown, N. Y., is trying to round up the motorcyclists in his locality to organize a club.

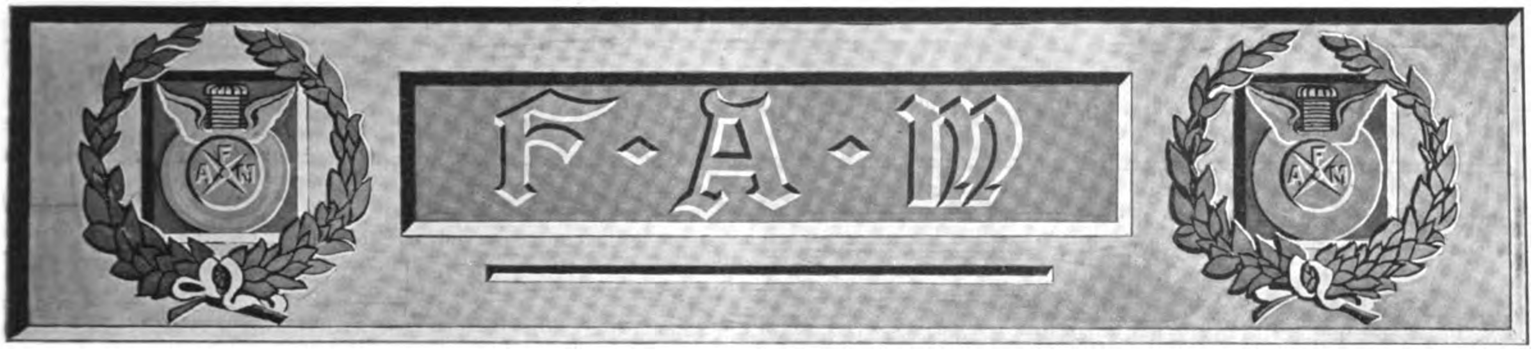
SECOND ANNUAL FEAST.

ABOUT forty members of the Boston Motorcycle Club had an enjoyable time at their second annual dinner in the "Dutch Room" at the Copley Square Hotel, on Wednesday evening, January 31, with the assistance of several professional entertainers. Dr. R. L. Colson, who was toastmaster, called upon a number of the members for remarks and they responded fittingly to the toasts given them.

The club, with a membership of eighty, is incorporated under the laws of Massachusetts, and holds its regular meeting on the first Tuesday of every month, at its headquarters, 206 Massachusetts avenue. Its officers are: President, Dr. R. L. Colson; vice-president, P. W. Richardson; secretary, F. M. Wyman; treasurer, F. L. Durkee; captain, H. F. Smith; first lieutenant, M. F. Doyle; second lieutenant, H. S. Cummings, and two directors-at-large, F. A. Savage and Rollin Abell.

Captain Smith has arranged a series of endurance runs for the 1912 season with suitable prizes, also slow runs and dinners for the members who attend them. The club is now holding a bowling and pool handicap tournament, for two large silver cups.

TWO rural mail carriers at Inman, Kans., P. S. McMullen and Henry E. Toews, averaged 216 trips last year with their motorcycles.



FIFTY LAMP PRIZES FOR F. A. M. CLUBS

Chairman Estabrook Will Award Old Sols Donated by Hawthorne Manufacturing Company in Four-Month Affiliation Race.

CHAIRMAN ESTABROOK, of the F. A. M. membership committee, announces that he is completing plans for another club affiliation contest similar to the one conducted in 1911, and that it will extend over four months, beginning March 1. In 1911 the Hawthorne Manufacturing Company donated fifteen Old Sol lamps to be awarded to the first fifteen clubs affiliating with the F. A. M. during the month of May, and as a result of the contest thirty hustling clubs were brought into the Federation during the period specified. The Hawthorne Company has again come forward with a lamp offer, far broader than its liberal one of last year and instead of fifteen lamps, Chairman Estabrook will have twenty-five to award for the opening contest of the year.

It was argued last year that one month did not allow some of the newer clubs a fair opportunity to build up their membership so that they might affiliate with the F. A. M. and win one of the lamps; hence the four-month arrangement for 1912. The Hawthorne company is donating 50 lamps of its big No. 8 type, with brackets for any standard machine, with the understanding that 25 of the lamps will be used by Chairman Estabrook before July 1 and the others before January 1, 1913. That this generous proposition will pave the way for unusually rapid growth of the F. A. M. club list and assist materially in arousing general interest goes without saying.

When the first lot of twenty-five lamps has been awarded to the lucky clubs for the four-month contest opening March 1, Chairman Estabrook will take up plans for disposing of the remaining twenty-five as prizes. Clubs, dealers and Federation workers in general who are interested in the proposition should communicate with the chairman at once in order that full details of the contest may be obtained.

NOTICE TO REPAIRMEN.

G. B. GIBSON, of Westboro, Mass., national secretary of the F. A. M., is just now actively engaged in laying out plans and preparing copy for the first list of registered F. A. M. repair shops to be delivered to all members during the latter part of March. He will communicate with every shop holding a certificate, with a view to correcting the list as at present upon the books. The names or addresses of many firms have been changed during the past year, and it is likely that some of these have neglected to notify Secretary Gibson of the change so that an opportunity will be offered them to make corrections in advance of the actual printing of the list. New or old shops that take out certificates in the meantime will be added to the list up to the last minute before going to press, but no new list will be published until 1913. There are now approximately four weeks in which repairmen can take advantage of the opportunity and list their shops.

COLUMBUS M. C. BUTTONS.

COLUMBUS, OHIO.—At a meeting of the Columbus Motorcycle Club an appropriate button was adopted to be worn by members which will be a means of identification. The buttons have a similar design to that of the F. A. M. and in addition has the letters "C. M. C."

MEMBERS of the Bakersfield (Cal.) M. C. recently made a run into the country on a goose hunt.

ADDING TO THE LIST.

CHAIRMAN ESTABROOK reports that the week ending February 9 was responsible for a gain of fourteen registered F. A. M. shops, as follows:

W. H. Knight, 219 4th St., Sioux City, Iowa; Aichele & Son, 68 Portage Ave., Ft. Wayne, Ind.; Cummings & Martin, 105 E. Greene St., Ithaca, N. Y.; Paul Hanke, 545 W. North Ave., Chicago, Ill.; R. E. Day, 944 So. D St., Tacoma, Wash.; F. E. Best, corner North Ave. and Temple St., Owego, N. Y.; Charles Petmecky, 202 West 6th St., Austin, Texas; P. E. Reichel, 14 E. Charles St., Massillon, Ohio; Arey Hardware Co., 123 South Main St., Salisbury, N. C.; P. E. Marlott, 501 5th St., Santa Rosa, Calif.; William Buel, 841 Washington St., Reading, Pa.; Harry L. Neff, 106 Federal St., Pittsburgh, Pa.; S. V. Doherty, 41 Buffalo St., Lockport, N. Y.; C. S. Hinckley, 47 LaSalle St., Aurora, Ill.

COMPARATIVE GAINS.

F. A. M. membership gains for the six months of the present fiscal year, compared with the corresponding months of 1910, which was the busiest in the history of the Federation, are as follows: 1910—August, 328; September, 242; October, 193; November, 217; December, 249; January (1911), 231; total, 1,140; for 1911—August, 592; September, 557; October, 332; November, 235; December, 233; January (1912), 402; total, 2,351.

MONTGOMERY, ALA., is to have a motorcycle and aeroplane race on March 4.

F. A. M. TOUR CERTIFICATES

Seventy Riders in Western Tour to Buffalo Convention Now Hold Proof of Their Good Road Work.

P. B. WHITNEY, who was in charge of the Western tour to the 1911 F. A. M. assembly in Buffalo, recently forwarded to National Secretary Gibson the names of seventy riders who completed the tour successfully, and they have received Federation certificates. The list follows:

S. T. Barlass, Chicago, Ill.; Harry Jacobs, Chicago, Ill.; S. W. Nicholson, Chicago, Ill.; C. S. Hinckley, Aurora, Ill.; Paul E. Kottowlski, Indianapolis, Ind.; Edward Schadde, Chicago, Ill.; P. A. Heierman, South Bend, Ind.; Lynn Jordan, Wilmette, Ill.; Emil Perkowitz, Evanston, Ill.; R. T. Lantz, LaGrange, Ill.; Sam Brown, Chicago, Ill.; M. A. Held, Chicago, Ill.; C. J. King, Lewiston, Ill.; H. Bernard, Oak Park, Ill.; J. R. Kief, Chicago, Ill.; H. Dimke, Toledo, Ohio; A. Weitzman, Detroit, Mich.; E. L. Russell, Detroit, Mich.; A. F. Gregor, Detroit, Mich.; A. R. Oberwegner, Toledo, Ohio; S. J. Chubbuck, Toledo, Ohio; E. H. Tracey, Cleveland, Ohio; D. E. Miller, Detroit, Mich.; J. J. Blank, Akron, Ohio; B. A. Waltz, Akron, Ohio; G. W. Williams, Lorain, Ohio; R. Bouton, Lakewood, Ohio; A. J. Lewis, Alliance, Ohio; R. T. Phillips, Conneaut, Ohio; R. E. Underhill, Glendora, Cal.; J. C. Hosman, Chicago, Ill.; W. W. Ingram, Rutland, Ill.; Alfred Born, Chicago, Ill.; W. G. Lauterbach, Mendota, Ill.; N. T. Back, Chicago, Ill.; F. M. Reder, Chicago, Ill.; J. Sperepoulos, Pullman, Ill.; George Kohlhardt, Cudahy, Wis.; E. L. Drummond, Chicago Ill.; P. E. Haller, Chicago, Ill.; H. P. Reynolds, Chicago, Ill.; A. H. Crocker, Chicago, Ill.; F. A. Wilhelm, Chicago, Ill.; Frank Ollerman, Milwaukee, Wis.; George Puls, Milwaukee, Wis.; O. Persons, Chicago, Ill.; Roy Bowser, Chicago, Ill.; J. R. Purdy, Chicago, Ill.; R. A. Croon, Rockford, Ill.; A. L. Johnson, Rockford, Ill.; Axel Kling, Rockford, Ill.; Alvy Anderson, Rockford, Ill.; Walter Davidson, Milwaukee, Wis.; P. B. Whitney, Chicago, Ill.; W. C. Beaman, San Francisco, Cal.; R. W. DuSell, Aurora, Ill.; Edward Harmer, Kenosha, Wis.; R. D. Wickwire, Chicago, Ill.; E. C. Marquard, Burlington, Iowa; H. H. Huntsbury, Cleveland, Ohio; H. W. Cuddington, Peru, Ind.; Albert Hanson, Kansas City, Mo.; Thomas Monroe, Chicago, Ill.; C. A. Carpenter, Milwaukee, Wis.; George Hedges, Chicago, Ill.; H. H. Hedges, Chicago, Ill.; G. H. Crocker, Chicago, Ill.; Charles A. Wellman, Chicago, Ill.; J. H. Poisson, Grand Rapids, Mich.; Roy O. Chipman, Grand Rapids, Mich.

TIPS *and* TOPICS

Fraudulent Second-Hand Machine Advertisments — How to Have Repair Work Properly Done.

IN this season of the year with the shows still on, but gradually nearing their finality, the attention of many riders is called very naturally to getting another machine. In some cases, this will be a 1912 model, but in others, from motives of economy, it will be a second-hand 1911 model. Of the new models, we will not here treat, but concerning the others the demand has given rise to one of the most flagrant forms of advertising deception, resulting in the prospective purchaser expending carfare, postage, or both, in order that some individual may have the chance of turning a dishonest penny in palming off a 1908 or 1909 mount for one of 1911, if the purchaser is inexperienced. The writer refers to advertisements in the daily papers such as the following:

"1911 Blank machine, run only 600 miles, $55. Owner must give up on account of accident. Scroggins."

How the Game Is Worked.

Now, the individual that inserts this advertisement feels reasonably safe, as the machine does not exist at all. In the first place, if an experienced purchaser goes to see the machine, it has "just been sold." Again, if the prospective buyer is inexperienced, the swindler has an old mount of the same make, but of 1908 model, which he will palm off as that represented in the advertisement. Thus, either way he gets the buyer to his place, and in either case the latter is out of pocket. The swindler, of course, only "makes" if he can dispose of the old machine as a 1911 model, or by proper representation, as a 1908 model to the experienced buyer. The latter alternative, however, is sufficiently rare to warrant its not being attempted on most buyers, as in several cases recently the advertiser sustained personal damage at the hands of the irate prospective customer.

Detecting the Fraud.

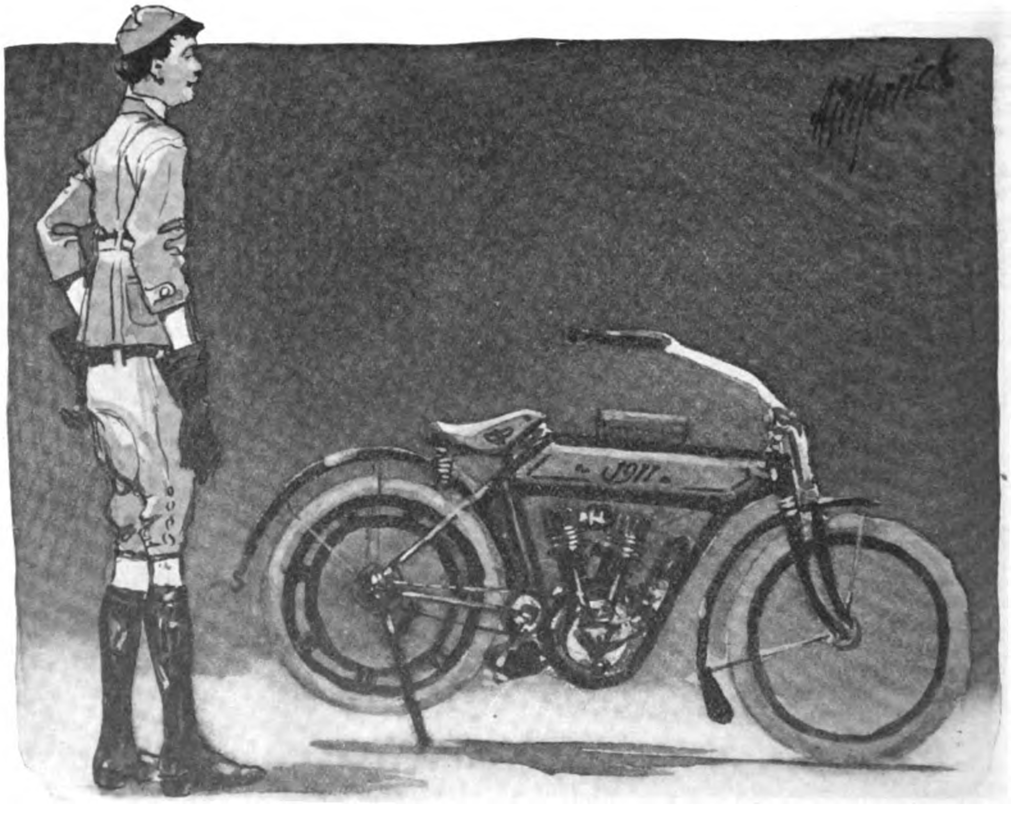
The only way to detect attempts at such imposition is to judge by the price quoted and by the excuses offered as the reason for selling. The very wording of the "excuse" is an old one in the automobile game; it has been worn threadbare, along with its companions: "Owner going abroad," "On account of ill-health," "Death in family," "Getting a 1912 model," etc. A lot of good second-hand mounts are obtainable from dealers, as a rule, and in most cases, the rider who has one to dispose of sends it to a dealer and does not advertise it in an afternoon paper. Fifty-five dollars for a 1911 machine points to the "nigger in the woodpile"; if the advertisement were legitimate, the machine would be misrepresented as to condition, is stolen goods, or the advertiser is a simpleton, the latter contingency being extremely unlikely, as any such bargain would be snapped up and re-sold at a higher price before the possessor had any reason to advertise it at all, as soon as wind of it got around. The exceptions to the above are so rare that it is doubtful if it really pays to chance even a visit in answer to the advertisements. If anyone desires a second-hand machine let him go to a reliable dealer or get the dealer to look over the advertised machine for him, paying a commission for so doing. This is not what the advertiser wants, but it ensures the would-be buyer against fraud and is worth the money.

Influencing the Dealer.

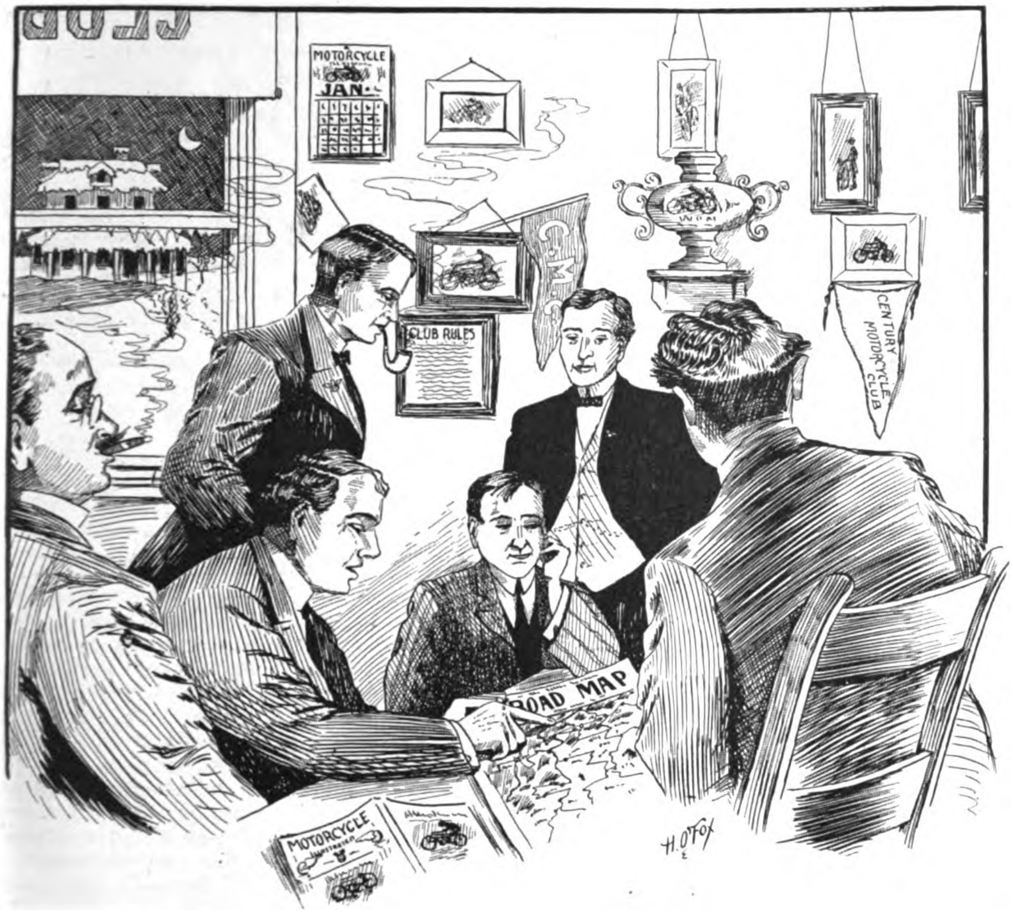
Model motorcycle shops are few, unfortunately, but the quality of the work done need not necessarily correspond to the appearance of the shop itself. But where the work is done with poor tools, most riders take the attitude that "it's none of my business as long as the work is done O. K." There they are wrong; the time will come when the work with chipped reamers, blunt drills and the like will *not* be O. K., and a howl will go up. Riders have the making or marring of the repairman in their own hands; if they don't give a "continental" as to what is used as long as the work is right, the work will cost more as it takes a longer time to work with poor edges on a drill than when the edges are sharp; you will pay for the difference of a few minutes spent in grinding, and the few pennies saved by the repairman in getting "bargains" in small tools instead of first-class articles. The remedy is obvious; keep at him, by suggestions from time to time; by pointing out the defective tools and any poor work done by them, and with enough suggestion from a number of his clients, he will get the tools all right and all will benefit.

An Illustration.

A case that illustrates this is as follows: A factory sent down a set of motor bearings to a dealer to fit in a rider's machine, but it was necessary to ream them before the fit was satisfactory. The only reamer in stock at the shop was chipped along its cutting edges, and one of these was half gone. The rider finding that the "fit" was indifferent, asked to have the bearing scraped, but there were no scrapers at hand, so one had to be made. When the scraper was made and used, there was no Prussian blue for testing for a good surface, and this the rider bought out of his own pocket. Result, a fine bearing surface all around for the shaft, two and a half hours' time charges plus 25 cents for the blue. Rather expensive for such a little job, it must be admitted. Now, with a scraper at hand and enough blue to cover the forefinger, the work would have been done well after reaming, and might possibly have been good enough by reaming alone. The charges would have been much less for both time



"My Clothes Have Shrunk a Foot—I've Grown a Foot—but My Old Boat Hasn't Changed. Why Couldn't It Have Grown Into a 1912 Model!"



PLANNING SUMMER TOURS

and material. The upshot of this was that the bunch got together and read the riot act to the repairman, and he laid in a set of good tools in quick time.

Starting With Rich Mixture.

Quite frequently a doleful complaint is heard about a motor being hard to start, everything being all right except that the mixture is too rich. A condition in which the motor has too much gasoline puzzles a great many riders, and is often brought about by excessive tickling of the carbureter. The remedy is, of course, to weaken the mixture already in the cylinders by ventilating. Where pet-cocks are fitted, these should be opened, and after closing the throttle the motor should be turned over several times, when it will generally start. If no cocks are fitted, hold the auxiliary air-valve open with a wire or knife-blade and pedal, taking care to remove the wire or blade as soon as the motor starts, or you will have the work to do over again. The throttle should be open and the jet opening not too large when this is being done, regulation being made with the needle valve as soon as the motor runs to get the proper mixture. In other words, ventilating is simply opening the inlet pipe or cylinder for an extra supply of air to dilute the rich mixture which prevents starting.

Case of Jet Obstruction.

Once in a while something occurs that must be investigated by a long process of elimination, and the rider without a Trouble Table is then down and out. A twin motor recently furnished one of these examples of getting at the trouble. The motor would run up to about 900 revolutions per minute, but would stop if the throttle was opened and the spark farther advanced. The rider, on reaching a garage, after limping along, set to work as follows: Mixture must be right, as there was no popping back into the carbureter, and the motor ran steadily up to that speed. Spark was good, gasolene flowed freely into carbureter, brake was not dragging, clutch was working properly, chain sprockets on rear wheel and countershaft were in line, rear wheel ran freely, and all connections were good. At last after much trying-out the jet was exposed and a horse-hair was found in the jet tube, partially choking the jet opening. This caused the "governed" running before mentioned. The rider had no idea where the hair came from, but the moral is obvious; fit a strainer between the carbureter and the tank, and do away with this and other troubles from clogged jets and flooded carbureters.

SEEKING CLUB SUPPORT

COLUMBUS, OHIO.—The Columbus Motorcycle Club, in its campaign to secure the 1912 meeting of the F. A. M., has named another committee, consisting of the board of trustees of the club, and an active campaign will be started to secure the support of all motorcycle clubs located in the Middle West. The committee adopted a button which was distributed at the Chicago show by a delegation of Columbus dealers. The special committee having the matter in charge consists of P. M. Sarver, George H. Bangham, W. H. Snyder, P. I. Haynes, P. H. Vogle, W. H. Matthews and Grant Lees.

WITH THE BALTIMORE CLUBS

Maryland M. C. Holds Banquet and Plans Run, and Chesapeake Club Is Busy With Its Summer Schedule.

BALTIMORE, Md.—The Maryland M. C. held its second annual banquet at the New Howard Hotel on Wednesday evening, January 31, and it proved far more successful than the initial one. Forty members of the club sat down to the feast, an attractive and appetizing menu having been prepared. Later there were addresses, and a feature of the program was the excellent vaudeville entertainment prepared by Samuel H. Congdon, a member of the club. Singing, dancing, juggling and whistling artists were engaged and they combined their efforts to make the diners forget that the bad weather since the first of the year has deprived them of the enjoyment of using their machines. President Frank O'Boyd acted as toastmaster.

The Chesapeake M. C., the infant organization of this city, is preparing for the coming season. The club holds a meeting every Tuesday evening at its new home, at which plans are promulgated and discussed. The club has determined to offer three prizes as an incentive to enthusiasm on the part of the members. A silver loving cup will be presented to the member who attends regularly the meetings of the club; a gold medal will be awarded to the member attending the greatest number of called runs, and a $5 gold piece will be given to the one bringing in the most applications for membership. The first run will be to Annapolis, over the new boulevard, some time in March, and the first endurance contest will be staged in July.

Announcement has just been made by the Maryland M. C. that it will promote an endurance run for riders in Baltimore and Washington during the early spring. The race will be from Baltimore to Westminster, Hagerstown, Frederick, Ridgeville, Washington and return.

TO TOUR CALIFORNIA.

E. B. CRAWFORD, who left New York City for California recently, accompanied by his mother, with a view to touring through the coast State by motorcycle and side-car, states in an interesting letter that he has arrived in Los Angeles and is amazed at the interest shown there in the power two-wheeler. Mr. Crawford, who is an artist, will purchase his motorcycle and side-car outfit in one of the California cities, and much of his time en tour will be given up to painting, the picturesque country and quaint settlements affording him broad scope in this direction.

WINFIELD BUSY AGAIN.

FREQUENTLY some of Chairman Estabrook's friends and corespondents change their base of operations and this is always a signal for renewed activity. This time it is E. Frank Winfield, who recently located in Grand Junction, Colo. Winfield positively cannot be happy unless he is mixed up with local motorcycle affairs and doing work in the interest of his favorite sport and the F. A. M.

MILLSTONE, N. .J is still grinding out prospects for a new 100 per cent. F. A. M. club and B. M. Dooley is duly on the job. Chairman Estabrook is responsible for the item and both puns.

QUESTIONS & ANSWERS

STRETCHING V-BELTS.

FRANK DAWSON.—Slipping of a V-belt is generally due to stretching and if this is the only reason, the belt must be allowed to stretch until it will no longer do so, or replace by another. Where small pulleys are used, stiff belts slip and are unsuitable. If the belt fits badly in the pulley groove, the contact will not be sufficient and slip will occur. See that the motor and rear wheel pulley are in line, as disalignment often causes destructive stretching and slipping. A poorly-formed groove occasionally allows the belt to "bottom," and this again causes slipping.

Rubber or rubber composition belts are very good for use in dry weather, but occasionally result in slip when wet. The stretch is not excessive, and many riders use the rubber belt for ordinary driving and a leather belt for wet or damp weather service. The rubber belt, however, deforms and takes a set quicker than the leather article, especially if alignment of the pulleys is not perfect. We advise your getting a new belt if the above conditions are found to have been fulfilled. Do not run a V-belt too tight, as stretching is encouraged, and the bearings are worn oval by the too great strain.

RACING QUERIES.

ROBERT CUNNINGHAM.—Joe Wolters' record that you refer to was not officially accepted, owing to his failure to have his machine measured before the race. (2) Salaries of professional riders vary widely, according to the length of time they have been riding and the prominence they have attained through their track work. There are no standard ratings, each company or organization of promoters having its own agreement with the rider. (3-4) We cannot give individual machine records with any degree of accuracy, and suggest that you write to the manufacturers in each case. They keep their records on file and will be glad to give you the required data. (5) The design of an exhaust cam for a motorcycle motor depends on the following: Size and lift of valve, speed of motor, bore and stroke of motor and size of shaft on which the cam is to be mounted. It is, therefore difficult for us to give dimensions, etc., as you do not give data on the above, nor even the name of the motor.

SPRUCING UP THE OLD BUS.

FROM R. L. BRUNNER, of Circleville, Ohio, comes the following timely information concerning a method of renovating a jaded looking machine for the coming season:

Clean the oil and dirt from the frame, tanks and all enameled parts of the machine, and then wash them with a rag dipped in gasoline, which will remove all the oil and make the varnish which is to be used flow more evenly. Retouch all the places where the enamel is rubbed off with enamel of the color already on the machine, then procure about eight ounces of clear, coach, body varnish from a carriage painter, and varnish all the enameled parts of the machine. This should be done in a room with a temperature not less than 75 degs. Fahrenheit, and care should be taken to avoid raising any dust while the varnish is wet. The parts should be allowed to stand more than 48 hours, after which they should be sponged with clean cold water before assembling. The result will be a surprise. The varnish will bring out the color in the old enamel and give a smooth surface. The varnish when dry is very tough, and one does not have to be an expert painter to apply it evenly if the temperature of the room is above 80 and the varnish is warmed before using, as under these conditions it will flow very evenly.

PACING MACHINES.

EDITOR MOTORCYCLE ILLUSTRATED: The writer noticed in your January 25 issue the answer to an inquiry re. the pacing machines at the Buffalo Vélodrome, Paris. The majority of machines used are made by Anzani, of 71½ quai d'Asniéres, Asniéres, (Seine), France, and are of 3.5 inch bore and 4.33 inch stroke, developing about 12 h. at normal speed. They are sold at about $400, and made only to order. The motorcyclist who visits the Palais des Sports in Paris can see pacing racers using these monsters almost nightly. For further information as to these machines, M. Durand, care of the Palais des Sports, Paris, will no doubt be glad to give it.

PEARSOL SARGENT.

MOTORCYCLE INSTRUCTIONS.

PHILIP L. ALLISON.—We do not know of a special school for motorcyclists in California, or for that matter, anywhere in this country. However, you should be able to obtain all information necessary from the agent who sells your machine. Our Motorcycle Manual, soon to be published, will also be of great practical value to you in acquiring a motorcycle education.

"DEVELINE" WHISTLE.

HARRY D. FOSTER.—You refer to the "Develine" whistle, in which there were two rotors inside which gave tones like a siren when blown. You should be able to obtain one from a good sporting goods house, or at least from one of the big mail order concerns, as Sears, Roebuck & Co., Chicago. We do not know who is the maker at present, but we know that they are on the market.

A 250-mile run is slated by the New Jersey M. C., of Newark, N. J., for Memorial Day.

GARAGE CHARGES.

J. O'LEARY.—Garage charges in New York City vary from $2 to $10, depending on the accommodation for the machines, etc. Gasoline is sold at 20 to 22 cents per gallon. Lubricating oil of good quality can be had for 65 cents per gallon upwards.

THE SPLITDORF STORY.

C. F. SPLITDORF of magneto fame, has issued an interesting brochure containing a resumé of the performances of engines equipped with his ignition in competition on road, hill and track, which forms a useful reference work of motor racing performances in general and the 1911 season in particular.

"A record of accomplishment" is the keynote to the publication and after referring to the founding of the house by Henry Splitdorf —a name associated with electrical appliances from 1858—it traces the progressive steps made by C. F. Splitdorf in the ignition field until his real entrance into the racing fold with the Vanderbilt Cup race of 1910 and his success in every branch of competition to the close of the 1911 season.

DAVIS PROMISES A CLUB.

THAT the loss of a prominent member of the Toronto Motorcycle Club, may prove a distinct gain for the Federation of American Motorcyclists, may be the case in the removal of Dan Davis, a well-known Toronto two-wheeler, to Sarnia, Ontario, which is about two hundred miles from the Queen City. Sarnia possesses a few motorcyclists but Davis, who is making a permanent change, promises that by the time he gets through, there will be another club in the F. A. M.—ily.

FERRO CYLINDERS.

IN addition to producing marine and stationary engines the Ferro Machine and Foundry Company, of Cleveland, Ohio, manufactures automobile and motorcycle cylinders and is finding a wide field for these products. The firm has contracts for motorcycle cylinders with several large companies, and among the automobiles carrying its cylinders are the Stearns, Peerless, Regal, Overland and Moon.

FITTING SIDECARS.

THE Hydro-Electric Commission, of Toronto, is equipping its fleet of twelve motorcycles with side-cars for the transportation of tools and supplies for the linemen employed. The side-cars are of the regular pattern. Several of the vans have been given a trial and have been proved to work very satisfactorily on snow-covered streets, as no storm during the past six weeks has caused an interruption in their use.

NEW CHICAGO CLUB.

ANOTHER live club has been added to the list of Chicago's busy motorcycle squads in the Englewood M. C., recently organized with the following officers: R. T. Purdy, president; H. W. Angsten, vice-president; N. Young, secretary; B. F. Koch, treasurer; J. R. Purdy, captain, and P. Thom, lieutenant. A stag party was given last week for the members and their friends and a highly enjoyable program was arranged. A number of runs and contests are being planned for the coming season.

USING MINNEAPOLIS VAN.

ADDITIONAL evidence that the two-wheeled brother of the automobile is working in close conjunction with its imposing relative is contained in the announcement that the Minneapolis light delivery van exhibited at the Chicago Show was purchased by the Peerless Motor Car Company, of Illinois, a branch of the Cleveland firm. The van will be used for collecting and delivering accessories and parts to be repaired, and the Minneapolis company just feels that the selection of its product by an automobile concern is in the nature of a tribute.

AN UPTOWN BRANCH.

THE Motor Car Equipment Co., 55 Warren Street, New York City, probably the largest exclusively wholesale automobile supply concern in the country, has opened an uptown branch at 238-240 West 56th Street, near Broadway, where an extensive stock of the best imported and domestic motor accessories will be carried for the convenience of their uptown trade and the neighboring cities in New York, New Jersey, and Connecticut.

The rapid growth of the firm's business has necessitated this additional branch, covering 10,000 square feet, and it will undoubtedly be appreciated by the trade in general. H. H. Seabrook has been placed in charge.

INVENTS DELIVERY WAGON.

A SMALL delivery wagon, to be equipped with a motorcycle motor, which was designed by F. W. Dickinson, of Columbus, Ohio, will be ready for the market in about 60 days according to the statement of the inventor. The plan is to equip the wagon with a seven or nine horse power motor and use it for deliveries. The capacity will be about 1,000 pounds. The vehicle will be called the "Automotor."

CLEVELAND AND VICINITY.

The M. E. Bertram Engine Company, of Cleveland, has been incorporated with a capital stock of $40,000, to manufacture and deal in gasoline engines for automobiles, motorcycles and motor boats. The incorporators are M. E. Bertram, Alfred A. Guthrie, K. S. Smith, L. M. Keller and A. G. Wallace.

Joseph N. Rogers, who comes from Portsmouth, Ohio, has opened a repair shop for motorcycles and bicycles in the old Grocery Building, on Third street below Madison street, in Ironton. He will have the local agency for the Indian.

The Kenton Motorcycle Company, of 114 South Detroit street, Kenton, has taken the local agency for the Thor.

T. E. Johnston, located at 16 Public Square, Lima, has taken the 1912 agency for the Flying Merkel.

LONG STROKE MOTORS.

EDITOR MOTORCYCLE ILLUSTRATED:—The motorcycle buyer of today, in looking over the different machines, may become confused because of the claims of the long-stroke people. He is told, for instance, that the long-stroke motor gives more power and greater economy. Let us discuss this question.

Suppose we have two motors of 3¼-inch bore, one motor being 3.6-inch stroke, the other being 4.0-inch stroke. Now cubic capacity, i. e., piston displacement, =

bore × bore × stroke × .7854;

thus the 4-inch stroke motor will take into its cylinder more gas, and give a corresponding increase of power, over the 3.6-inch stroke motor. This increase of power is because of the proportionately greater turning leverage due to the longer stroke. Therefore, with motors of equal bore, the one with the longer stroke is more powerful and uses more gas.

But suppose we have two motors of the same stroke, but of different bores. Then the one with the larger bore is the one with the greater cubic capacity. This means that it can take in a greater quantity of explosive mixture. Now if both motors use the same percentage of compression, they should have the same pressure per square inch at the moment of ignition of the charge. However, as the motor with the larger bore has the greater piston area, more usuable force is applied; the motor is more powerful, and uses more gas than the motor of like stroke, but of less bore.

From the foregoing, it would seem as if the long-stroke people only see one side of the question. In order to further compare the two types of motor, let us take a motor which will call "A," and compare it as regards power, with another motor "B." Let them both have the same cubic capacity, so that they will both use the same amount of gas at open throttle:

Let "A" have 3-inch bore, 4½-inch stroke, and "B" have 4½-inch bore, 2-inch stroke.

The moments of force of "B" and "A" are equal, for:

Force = the pressure of the exploding mixture (N), multiplied by the area of the piston head.

The moment of a force is the product of the force by the perpendicular distance from the center of moments to the direction of the force.

N times 15.9, (area of piston head), times 2.0, (stroke) = 7.95 N Motor "B."

N times 7.068, (area of piston head), times 3.0, (stroke) = 7.95 N Motor "A."

Thus motors "A" and "B" are equal in power. Power is a function of the cubic capacity, not of the bore or stroke alone.

HAROLD R. SHOEMAKER.

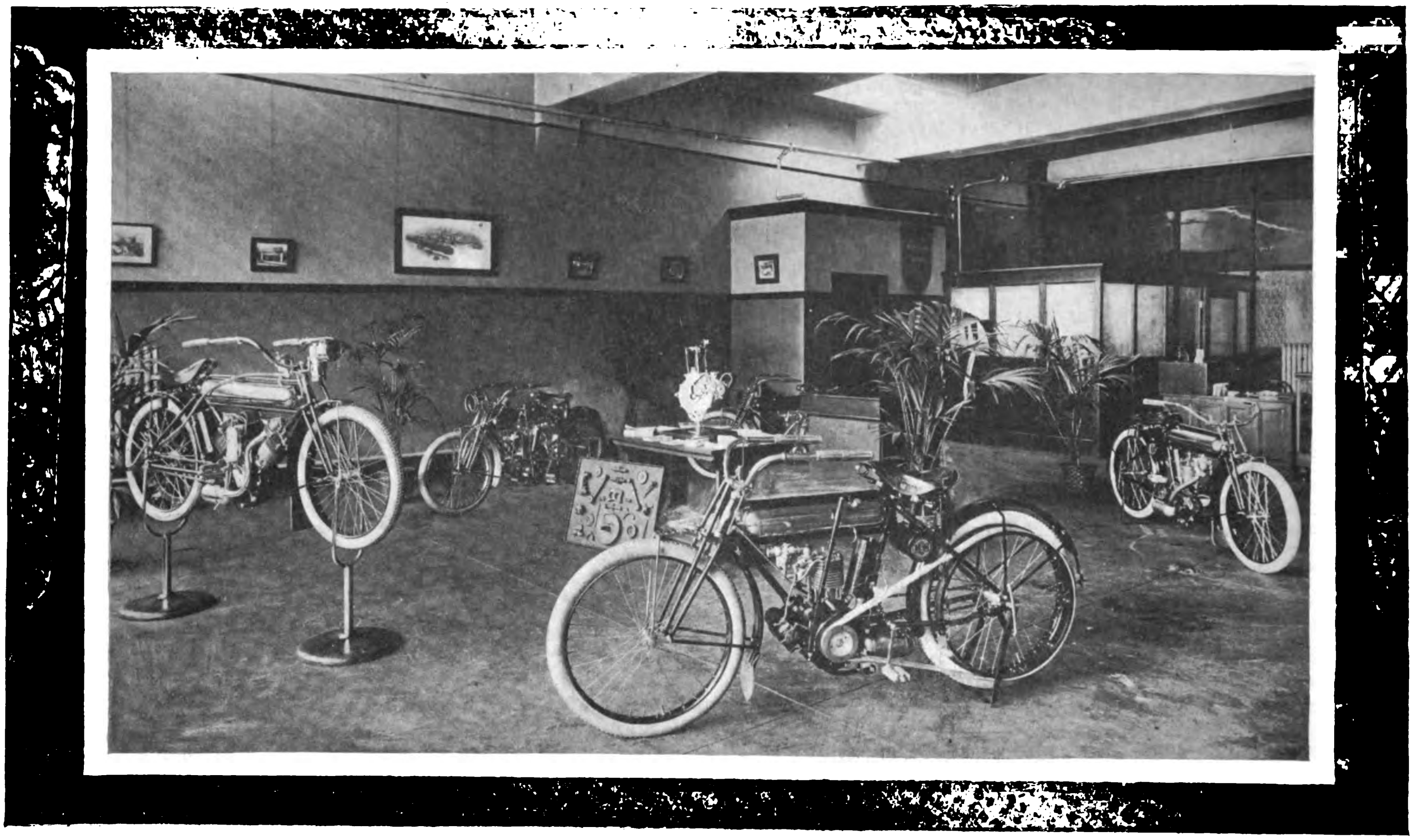
Syracuse, N. Y.

[No consideration is taken of motor speed in the above communication, which is hardly fair to either of the types under comparison. An internal combustion motor develops more power as the speed increases up to a certain point, sometimes called the "critical speed point," after which the power given off decreases in amount until the motor goes to pieces or stalls. Such being the conditions under which power is developed, a discussion neglecting speed would probably be of little value in motor design and its value in assisting a prospective rider to choose a mount would be questionable.

Undoubtedly, of two motors of the same bore, the one with the longer stroke takes in more gas per admission stroke than the other, by reason of the larger cylinder volume having to be filled on the long stroke as compared with that on the short stroke motor. Again, the practical limitations as regards speed have not been considered; motors of varying bore-stroke ratio, but of equal piston displacement, will have varying maximum speeds, and the horsepower given off will not be equal as a result. Taking the "A" motor of 3 by 4½ inches bore and stroke, the ratio is 1.1:5; the "B" motor of 4½ by 2 inches bore and stroke has a ratio of 2.25:1; the communication states that, being equal in piston displacement, they are equal in power. The experiments made to determine proper bore-stroke ratios in France, as an example, brought out the result that designs having a ratio of greater than 1.6:1 would be capable of but a moderate speed; between this ratio and the 1:1 ratio, the speed could be very greatly increased before the critical point was reached, while the very long stroke motors were capable of sustaining very high speeds. Motor "B," if fitted to a motorcycle, would probably not be able to attain 1,500 r. p. m., while motor "A" certainly should be able to do better than 2,000. The brake or the gas-engine indicator card would soon show which motor gave the more power, if one of the horsepower formulae is not considered sufficiently accurate to be used. Taking Roberts' formula, for instance: "A" should develop 5.1 horsepower, while "B" should only develop 3.8 horsepower under the conditions of speeds mentioned above.

Taking two other motors, "C" of 2¾ by 5 inches, and "D" 3¾ by 3.6 inches. Both have the same piston displacement, yet "C" will be enabled to run up to 3,000 r. p. m., while such a speed might mean destruction to motor "D." Taking the critical speed of "C" as 2,500 r.p.m., at that speed motor "D" would probably have passed its critical speed and the power developed would have fallen off. Consequently, the horsepower output would be greater at that speed for the motor "C." Again, it will be the comparison of brake tests or indicator card comparisons, rather than a consideration of relative piston-displacements or theoretical horsepower formulae.

One point which contributes to an increase in power in the long-stroke motor has not been treated in the above. This is in the more thorough burning of the charge during the longer movement of the piston when passing downward on the explosion stroke. This more thorough burning of the charge enables more power to be obtained from a given charge of air and gasoline than is the case in a motor of the same piston displacement and equal compression chamber capacity and pressure, but of shorter stroke and different bore. This is of great importance, and the proportionately greater turning leverage due to the longer stroke is not often considered in motor design and construction. The better burning of the charge results in economy in fuel consumption, and the long-stroke motor is in this the superior of that of the shorter stroke.—EDS.]



Attractive Display of M. M. Machines in the Chicago Branch of the American Motor Company.

SPEEDY DELIVERIES

Pittsburgh Merchants Praise Firm Which Operates Motorcycle Van Service Along New Lines.

PITTSBURGH, PA., now boasts of a new and promising enterprise, in the form of a "Motorcycle Quick Delivery" company, which is prepared to make immediate collections of small parcels for merchants and offices as well as for housewives. Three Harley-Davidson machines with side vans are used for the regular routes, while three fast "specials" answer the emergency calls. Merchants and others who wish to make use of the van service display a "Stop" card, and little time is lost. Approximate figuring has shown that a package collected by the company at 10 o'clock in the morning is in the hands of the consignee an hour later. In most cases shoppers at the big stores find the goods at their homes when they return, so speedy is the delivery system.

The company guarantees the safe delivery of all articles, even the most delicate, and business men in all lines, including grocers, butchers, jewelers, physicians and druggists have shown their approval of the service rendered by putting much work in the new company's path. The delivery fees are nominal. Well-known business men of the East End are at the head of the company, which has the following officers: J. M. Kelly, president; U. D. Hoffman, secretary; and Edward Schaffer, treasurer. T. C. Donahue, Pittsburgh agent for the Harley-Davidson machines, has signed a contract to provide the firm with machines and vans and also to do the repair work necessary for a term of one year.

WHERE THE MACHINES GO.

MANY inquiries are heard these days as to what becomes of the motorcycles that are exhibited at the shows, and a little information in this direction is timely. In some cases the show machines have a special finish for display purposes, but nearly all the mounts shown are taken from regular stock. The Hendee company, for instance, shows only stock models and after the shows the machines are usually turned over to the local agent to be disposed of with his regular line. This company does not ship machines from one city to another for the shows.

From the New York Show five of the Indian machines went to the headquarters of F. A. Baker & Co., downtown New York agents, and B. A. Swenson, Indian representative in Providence, R. I., took the sixth home with him. The Indian machines shown at the Chicago Show all went to the stores of the Edwards-Crist Company, and in Kansas City, Cleveland, Toronto and other show points the motorcycles displayed were taken from the stock of the local agents.

DEALERS TO ORGANIZE.

MOTORCYCLE dealers in Detroit, Mich., are discussing the advisability of organizing a dealers' association for the purpose of conducting race meets and to foster co-operation along business lines. Several meetings of the dealers have been held and definite action is expected at an early date.

William H. Loft has secured the Indian agency for Gloversville, N. Y.

MAKING SEVERE TESTS

Marketing of Black Hawk Motorcycles Is Delayed While Company Makes Exhaustive Trials of Its Product.

FOR some time past the Black Hawk Motor Co., of Rock Island, Ill., manufacturer of the Black Hawk motorcycle, has been conducting most exhaustive tests of its product with a view to demonstrating the reliability and efficiency of each detail in its makeup, and a formal announcement with reference to the marketing of the machine can be expected at an early date. Where even a slight change was found advisable after a test the company has called upon its designers to improve the part in question, and this policy accounts for the present delay in placing the machine before the public.

A reliability test of the oil pump which has just been completed gives an insight into the company's methods. It is stated that the pump was driven at a speed equal to eighty miles an hour, ten hours a day, for twenty-five days, so that an approximate total of 20,000 miles was run up. At the close of the test the pump was still working perfectly and showed little or no wear. After this test the pump was given a severe road trial with the same satisfactory results. The company announces that its tests of other parts are being conducted along the same lines.

C. W. SCHUTTE, of Wallace, Wis., reports that he has invented a steering wheel for motorcycles and bicycles, but as yet a detailed description of the device has not been made public.

TO INSURE MOTORCYCLES AGAINST THEFT

Eighty Per Cent. of a Stolen Machine's Value Will Go to Owner Who Pays Small Fee into Novel Club Proposed by Edwards-Crist Company in Chicago—Outline of the Plan.

WITH a view to discouraging the theft of motorcycles and protecting the owners of stolen machines, the Edwards-Crist Mfg. Company, of Chicago, has started a movement to organize a motorcycle insurance club and there is every indication that the idea will be widely taken up. It is the intention to assess each member of the club two per cent. of the retail value of his machine, and to insure it for eighty per cent. of its value. If the retail value of a machine is $250, the owner will pay five dollars a year and if the machine is stolen he will receive $200 from the club.

The club will be managed by a board of directors elected by the members, and the funds will be handled by a competent and responsible committee. Another committee will have charge of plans for the recovery of stolen machines and will offer a reward, probably $25, for the return of each machine. If the motorcycle is not recovered within fifteen days the owner will be entitled to eighty per cent. of its value from the organization. Should the machine be recovered subsequently the owner will have the privilege of buying it back from the committee at the price paid him by the club, plus the reward. If he should decide not to buy it back the committee may sell it and turn the funds into the club treasury.

Another phase of the plan calls for the publishing of a monthly list of stolen machines which could be placed in the hands of every agent and dealer within a radius of 100 miles of Chicago. It is pointed out that more than 100 motorcycles were stolen in Chicago during 1911, and the Edwards-Crist Company feels that the time has arrived for concerted action. The company states that the plan could hardly be made thoroughly successful unless 1,000 riders enrolled in the club, and steps have been taken to ascertain how widely the movement will be supported. That it is deserving of success goes without saying, and its promoters are of the opinion that it can be carried through.

SANDRUCK IS BUSY.

F. W. SANDRUCK, Emblem agent in Baltimore, Md., has received a 1912 demonstrator and is busy showing prospective buyers just what the machine is capable of doing on the road despite inclement weather.

BALTIMORE AGENTS.

FLANDERS machines are being handled in Baltimore, Md., by the D. C. Walker Auto Co., which is preparing to wage an active sales campaign for the coming season.

BARBEN & FARMER, for many years agents for bicycles, have secured the agency for the Flying Merkel for Watertown, N. Y., and vicinity.

BIG SHOW SALES.

BESIDES the very large number of smaller orders taken at the Show, Sales Manager Weschler, of The Hendee Manufacturing Company, closed orders at Chicago for three full carloads of Indians for immediate shipment.

GUY CAMPBELL, of Waterloo, Indian distributor for northeastern Iowa, states that he has three carloads of the Wigwam machines ordered to meet the early summer trade.

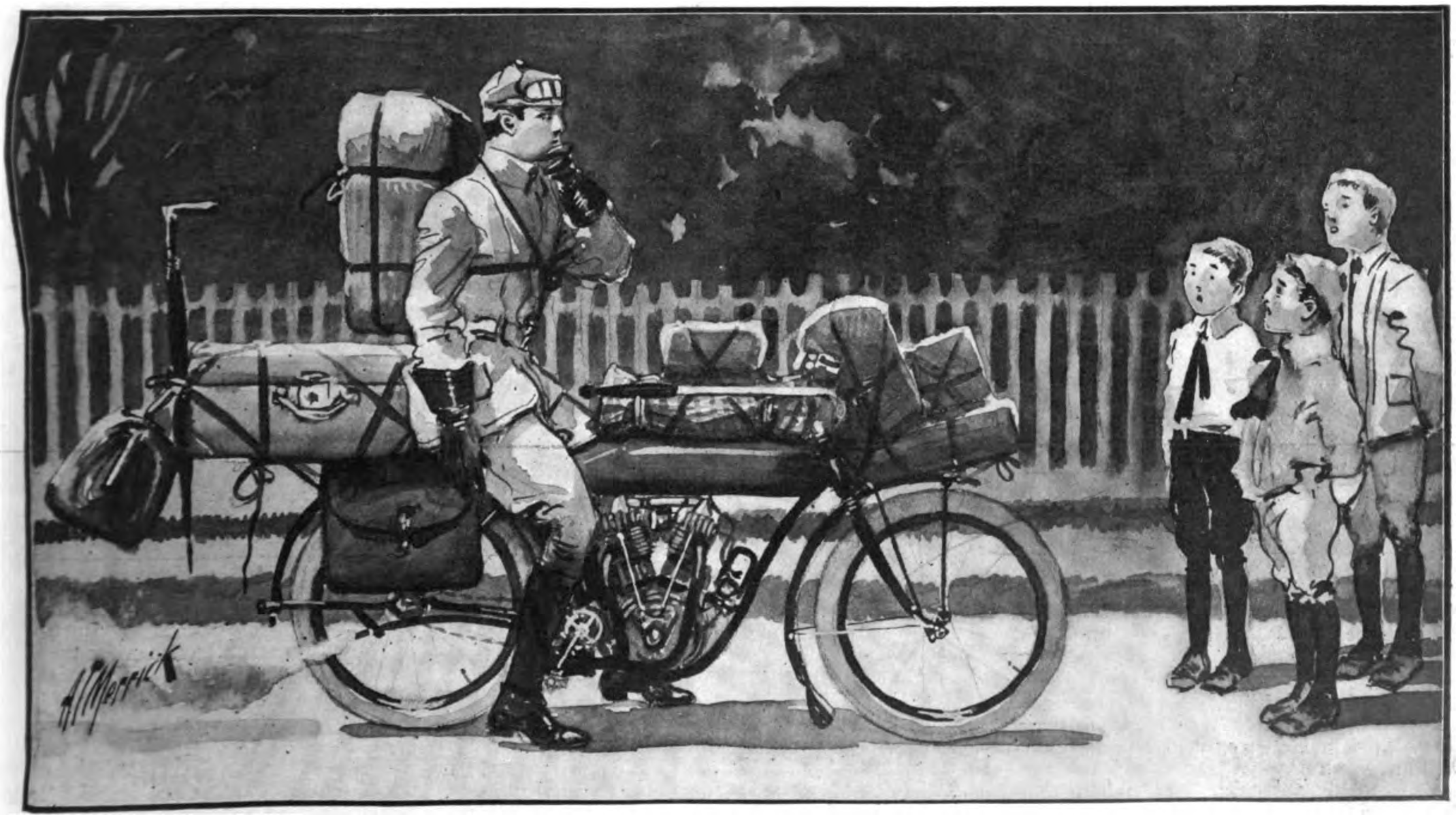
ELEVEN motorcycles are now in use by the Government in the Philippine Islands.

VISITED PIERCE PLANT.

WALTER ANDREWS, of Toronto, the Canadian bicycle champion, and agent for the Pierce motorcycle, visited the Buffalo offices of the Pierce Company recently to transact business in connection with this season's trade in the Ontario metropolis.

THE Essex County (N. J.) Park Commission has decided to equip its police force with motorcycles, and two Indian machine were purchased recently from Walter Goerke, Indian agent in Newark.

THE officials colors of the F. A. M., blue and yellow, have been adopted for the motorcycle license plates in Maine.



Tourist (Ready to Start on His First Long Journey): "I Wonder Whether I Have Forgotten Anything."

Wandersee's Model Store, the Flying Merkel's Home in Detroit.

BUSY DAYS IN LOS ANGELES DISTRICT

Clubs Are Booming, Dealers Are Selling Machines By the Score and Racing Teams Are Keyed Up to An Unusual Pitch.

H. H. WHITSELL, agent for the Excelsior motorcycle, gives out a rosy statement of last year's business. He states that he sold 1,500 Excelsiors in the Southern California territory in the year just past, and 300 of this number were disposed of in Los Angeles. Whitsell has not received his 1912 Excelsiors as yet, but has sold twenty-five in the city pending the first shipment, which he expects about March 1. Whitsell's shop is the headquarters of Jake de Rosier, Joe Wolters, Balke, and a lot of the fans.

C. M. Frink announces that there is to be a cut in prices on his shock absorbing seat devices. He has added to his stock the Kittle attachment, and will push this patent along with the well-known Frink devices. Frink handles the Wagner motorcycle, and has disposed of his first shipment of the 1912 models. His second shipment is now on the way.

The Los Angeles M. C. is making improvements in its clubrooms. The club is enlarging and refurnishing the quarters and making many desirable changes. The club recently installed its new officers as follows: G. H. Blaylock, president; F. F. Everitt, vice-president; A. H. McCollough, recording secretary; E. E. Longley, treasurer, and Bert Leadbetter, captain.

Eddie Lingenfelder, former motorcycle racer and record-breaker, who is now manager of the Los Angeles branch of the Goodyear Tire and Rubber Company, attended the Chicago Show. Lingenfelder also visited Akron, Ohio, before returning to Los Angeles to attend a meeting of branch managers of the Goodyear company.

C. W. Risden, Indian distributor for Southern California, has done a record business for the first month of the new year. He received 117 machines and has disposed of all of them over his territory and in Los Angeles. The Risden shop is quite a rendevous for motorcyclists, and most of the racers that are riding at the new Motordrome can be found there. The shop is a large and attractive place and well fitted.

C. L. Smith, distributor for Southern California for the Pope motorcycle, expresses surprise and pleasure at the great business done by him last year and the amount that he has already done in the present year. He received his first shipment of ten machines the first week in January and disposed of all of them within a week. He now has a second shipment of ten on the way to Los Angeles. Smith also handles the Merkel in this section, and reports a big demand for these machines.

Earl Armstrong, the Excelsior racer, has left Los Angeles for his home in Denver, and will not compete in the races to be held here. He explains that the races at the new motordrome will be opened in Denver about March 1, and that the local Excelsior agent wants him to ride in that vicinity.

Fred Bente, of Bente and Baumgardner, San Francisco, is in Los Angeles on his vacation. Mr. Bente has a large ranch near the city and has been spending some time there.

E. A. Meyer, recently of Salt Lake, with the Salt Lake Cyclery, has taken charge of the repair department of C. L. Smith. Mr. Meyer is well known in motorcycle circles, both in Salt Lake and Denver.

The county police force has bought recently two 7 h. p. two-speed 1912 Indians. The county force is well represented in and about Los Angeles and is doing very creditable work.

C. W. Risden has received from the Hendee Mfg. Co. a new Tourist Trophy model. It is attracting a great amount of attention.

The city authorities have recently passed an ordinance in this city compelling all motorcycles to be equipped with tail lights. It will go into effect in thirty days.

Johnnie Albright, the speedy little rider, is in this city and making a host of friends. This is the advent of this racer as a professional in Los Angeles. He was here several years ago but did no racing. Albright rides an Indian.

SANDUSKY FIRM MOVES.

THE Ogontz Garage Company, of Sandusky, Ohio, is moving its automobile and motorcycle business into larger quarters and will give special attention to pushing the motor two-wheeler throughout the coming season. The firm will continue to handle the Excelsior machines for Erie county.

WHY FRENCH IS BUSY

Baltimore Agent Is Interesting Many Firms on Possibilities of the Motorcycle as a Commercial Vehicle.

BALTIMORE, MD.—Howard A. French, of H. A. French & Co., local distributers of the Indian, reports lively business. Last year he sold 225 Indians in this city and Maryland, and he states that he expects to dispose of 500 machines during 1912. Since the first of the year he has received orders for 50 new machines, the majority of which have already been delivered.

Commercial houses here are rapidly taking to the motorcycle to facilitate the handling of business. Mr. French has just sold to J. H. Gavan & Co., Carter & Iseman and A. Burker & Co., commission merchants, a machine apiece. They have been shipped to Florida, where their agents will use them in going from farm to farm to purchase products to be disposed of in the market here. These firms believe that the motorcycles will save them a lot of expense and time in covering the territory.

The Baltimore Street Cleaning Department has just purchased three new Indians for the inspectors; the Consolidated Gas, Electric Light & Power Company has bought two, which makes five machines owned by it, for the use of its inspectors; John B. Adt & Co., plumbers, have bought one; John K. McIver, contractor, is trying to cut down expenses and time with a new Indian and special officer McCarthy, of the Maryland Automobile Commission, is the proud possessor of a 1912 model with which he is endeavoring to tra[illegible]speeding motorists. French has also delive[illegible] to the Sanders Machine Shop, Havre de Grace, Md., a 1912 Indian, which this firm will use in its work in the country.

STILL THE LIST GROWS.

NEW registrations for F. A. M. repair shops, for the week ending February 2, were as follows:

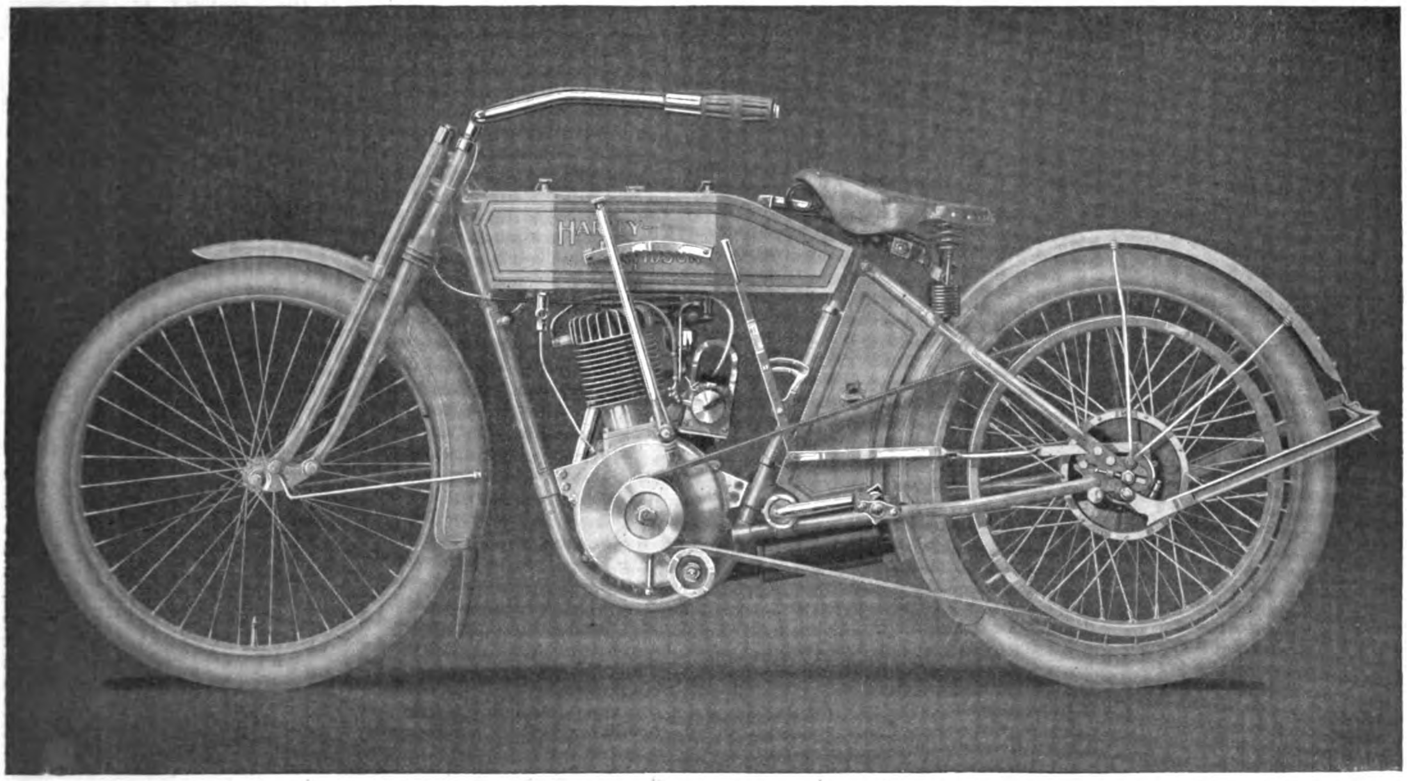
Julian Mfg. Co., Troy, Ohio; Joseph Kegal & Co., 445 Galena avenue, Freeport, Ill.; Powell Brothers, 67 N. Market street, San Jose, Cal.; Polier & Walby, 214 Jefferson street, Portland, Ore.; T. T. Hause, Excelsior Garage, 1022 Oak street, Napa, Cal.; L. E. Stair, 113 S. Main street, Mitchell, S. Dakota; F. U. Buchanan, 229 Bedford street, Johnstown, Pa.; A. W. Erpenstein, 120 N. Hamilton street, Saginaw, W. S., Mich.; W. S. Gibson, 4239 Frankford avenue, Frankford, Pa.; C. U. Fisher, 403 Broadway, Louisville, Ky.; Angus M. MacMaster, Main street, Sleepy Eye, Minn.; L. C. Notbohm, Rome, Wis.; Hagedorn & Webster, 206 E. Jefferson boulevard, South Bend, Ind.; Higginbotham & Douglas, 132 Genessee street, Waukegan, Ill.; C. U. Becker, 210 8th street, Hoquiam, Wash.; Howard D. Ingalls, Scottsville, N. Y.

SANTA ANNA AGENCY.

DE LONG and Tomblin, of Santa Anna, Cal., have taken over the agency for the Pope. They have received their new machines and are working up a good business.

POPE IN RIVERSIDE.

RIVERSIDE, CAL.—The Wheeler Cyclery have recently taken up the Pope agency in this city. The firm has a new store and is well equipped for business.



LAST YEAR there were more Harley-Davidsons sold in Akron, Ohio, than any other three makes combined. In spite of this, six times as many 1912 Harley-Davidsons have been sold and delivered there in the last four months, as were 1911 models in the same time a year ago.

This early start would not have been possible if the factory organization back of the Harley-Davidson was not on the job.

Harley-Davidson Motor Company

Milwaukee **Wisconsin**

LISTER IMPROVEMENTS.

THE Lister motorcycle establishment in Cleveland, Ohio, has been remodeled and now has additional facilities for handling the firm's growing business. An office has been built on a balcony in the rear of the store and more space has been set aside for the repair department. New tools and machinery have also been installed. A large transparent sign on the front of the buildink now catches the eye of the passerby, and indicates that the firm is up with the times. One of the new chain-driven Harley-Davidsons is the center of interest in the salesroom.

SPECIAL MOTORCYCLE DISPLAY.

WHILE the Harrisburg (Pa.) automobile show was in progress the West End Electric Company conducted a motorcycle exhibit of its own, displaying five models of the 1912 Indians. The exhibit was in charge of G. A. Gettys.

CLAFLIN BREAKS RECORDS.

LON CLAFLIN, Indian agent in Salt Lake City, Utah, reports that he has had more inquiries concerning machines so far in 1912 than during the entire year of 1911.

DEALERS ORGANIZE

Newly Formed Association in Buffalo Improves Trade Conditions and Has Bright Outlook.

AT a meeting held in the offices of the Vim Cycle and Hardware Company, of Buffalo, N. Y., on January 29, the motorcycle and bicycle dealers of the city effected a permanent organization of the Buffalo Cycle Trade Association. The following officers were elected to serve for the first year: Edward Young, president; H. Krigbaum, secretary; F. D. Barton, treasurer; Messrs. Schwegler, Nabinger and Ferrand, directors. Meetings will be held at the offices of the different manufacturers and jobbers on the first Friday of each month.

The spirit manifested at the meetings has been friendly and highly encouraging, and the association has already done more to harmonize the trade in Buffalo than any other movement attempted in years past. Already the special committee composed of President Young, George Ferrand and John W. Henry, president of the Vim Cycle and Hardware Company, has been able to correct a number of abuses which have hampered the trade in general, and the outlook for further progress is very bright. The dues in the association are $2 per year. After the organization meeting an enjoyable lunch was served.

CLEVELAND TRADE NEWS.

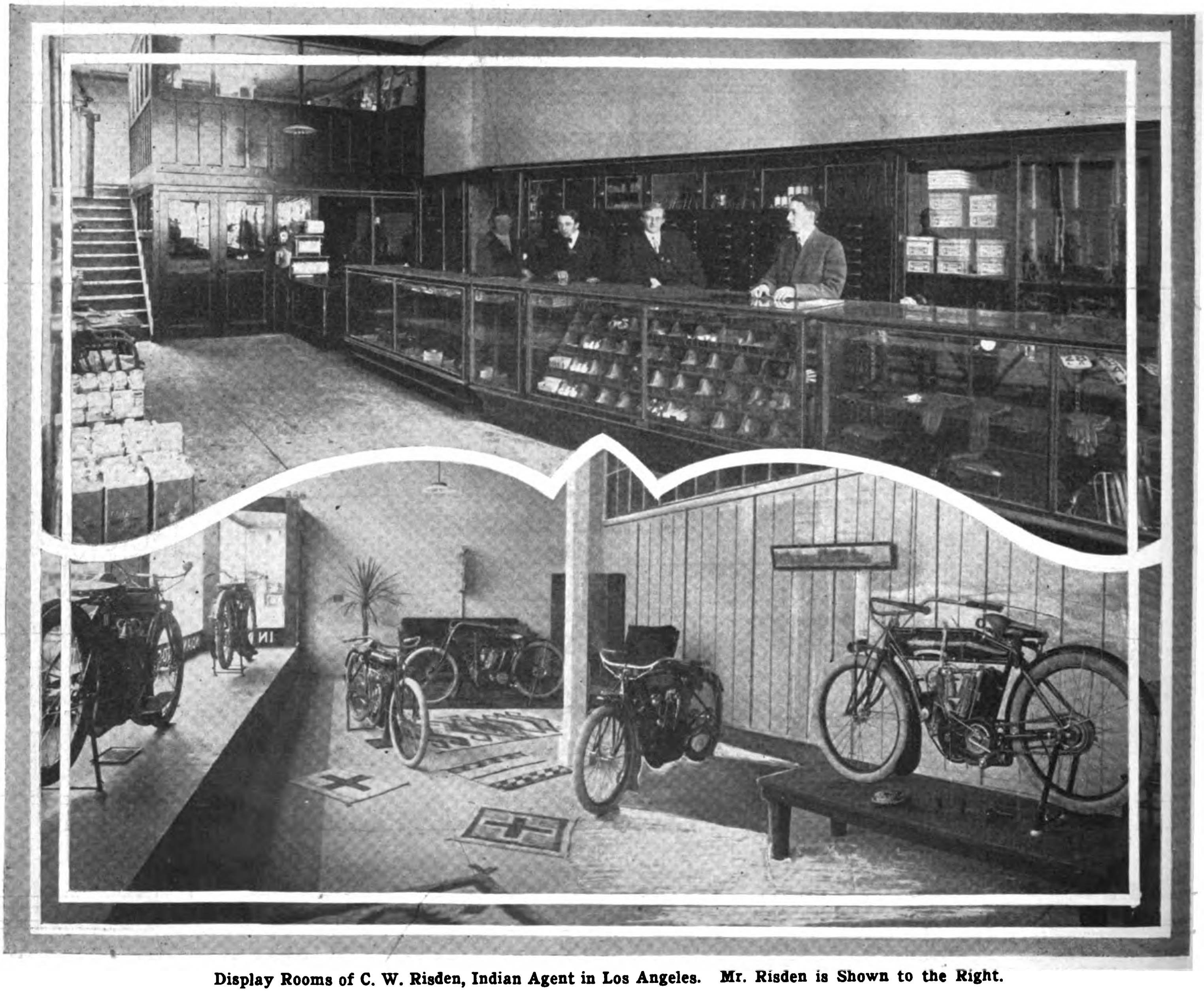
AT the Cleveland automobile show, which opened on February 17, the following dealers are exhibiting: L. J. Mueller, Indian; Lister Bros., Harley-Davidson and Flying Merkel; Kumler Bros., Reading Standard and Flanders; Cuyahoga Motorcycle Co., Marvel; Jepson Bros., Curtiss; Casino Cycle & Supply Co., Thor, Excelsior and New Era; Hall Motorcycle Co., M. M.; Ferguson Bros., Yale. The show closes February 24.

Lister Bros., Harley-Davidson agents in Cleveland, report that they have taken 135 orders for the 1912 H-D models. They are also displaying the new chain seven Flying Merkel and piling up orders for it.

Kumler Bros. recently acquired the Reading Standard agency, and several of the new models are on show in their salesrooms.

Ferguson Bros. have an attractive display in their show window, in which the new Yale 5 is featured.

The New Era has been added to the line of the Casino Cycle & Supply Co., at 6802 Superior avenue.



Display Rooms of C. W. Risden, Indian Agent in Los Angeles. Mr. Risden is Shown to the Right.

* the oil that lubricates most *

GARGOYLE

Mobiloil

A GRADE FOR EACH TYPE OF MOTOR

JAKE DE ROSIER SPEAKS FOR

Mobiloil

BIRMINGHAM, ALA., Oct. 12, 1911.

VACUUM OIL COMPANY,
Rochester, N. Y.

Gentlemen: Today I lowered the Track Record, making five miles in 4 minutes 16 seconds, on an Excelsior Motorcycle (7 horse power), making a new World's Dirt Track Record. I used MOBILOIL "B," and found it one of the finest oils made for motorcycles and especially adapted for extremely hard pulling. I recommend this oil most heartily.

Respectfully yours,
Jake De Rosier

IF OIL SAVES POWER, IT FOLLOWS THAT ONE OIL SAVES MORE POWER THAN ANOTHER

Vacuum Oil Company

Rochester. U.S.A.

Eastern Branches

BOSTON
49 Federal St.

PORTLAND
117 Commercial St.

NEW YORK
29 Broadway

BANGOR
154 Exchange St.

PHILADELPHIA
605 Brown Bros. Bldg.

SPRINGFIELD
406 Hitchcock Bldg.

HARLEY-DAVIDSON GROWTH

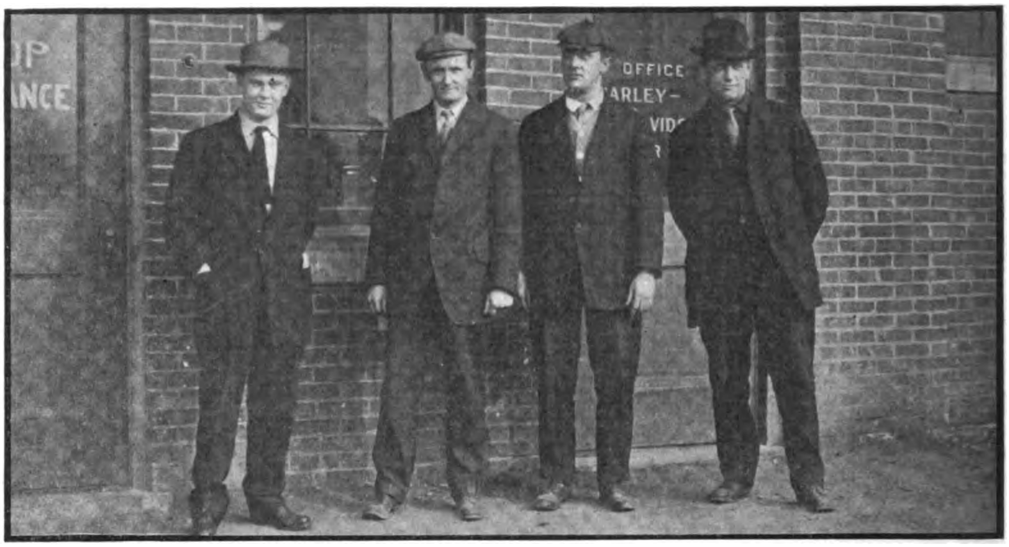
Brief Story of a Remarkable Development

SITUATED near the homes of the four young men whose brains, energy and perseverance are responsible for its existence, the Harley-Davidson factory, in Milwaukee, is a revelation in the way of marvelous development in a very short period. The Harley-Davidson factory is distinctive in that every step of its growth has been entirely financed with the resources of the founders of the business. Sacrificing every other consideration to one great purpose, Walter, "Bill" and Arthur Davidson and Will S. Harley, have not only realized their dreams of a few years ago, but have succeeded in producing results which have exceeded their fondest expectations. So rapid has been the growth of the Harley-Davidson business, that it has not always been easy to satisfy the demand; but the business has not only grown at a wonderfully rapid pace, but it has also been gradually organized, so that today the makers of Harley-Davidson machines are in position to do full justice to almost any number of orders. However, in anticipation of this and next year's increase in business, approximating the fifty per cent. annually which has been the rule during the past two or three years, the Harley-Davidson Company has given out contracts for the construction of a factory addition, which will practically double the concern's present capacity. Excavating for the new structure was begun this week.

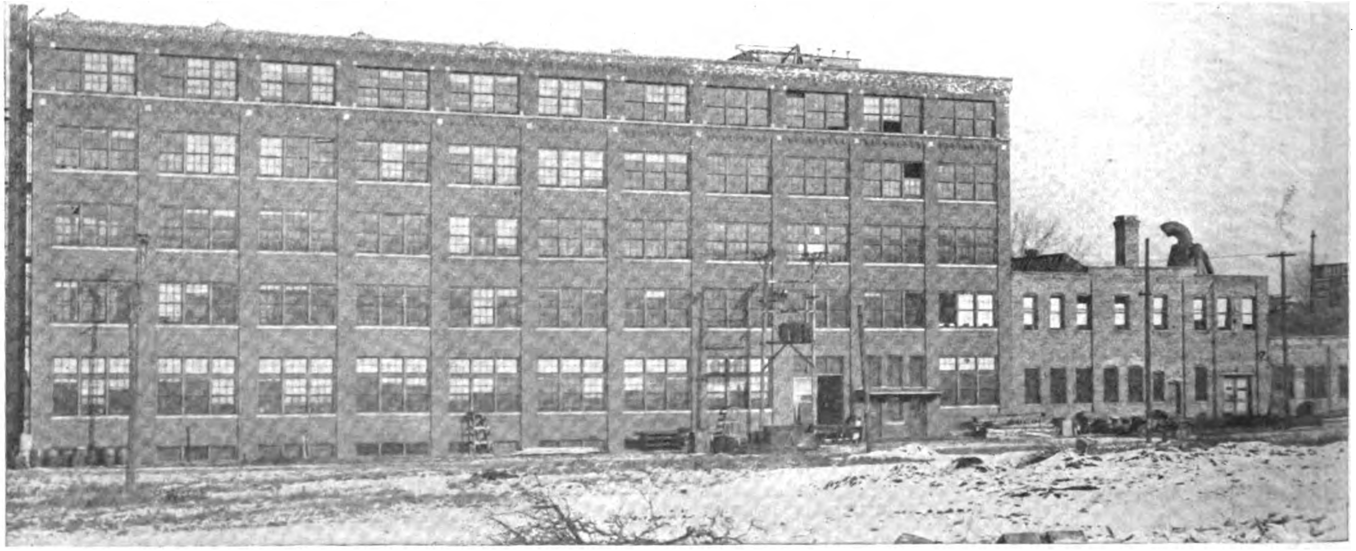
Harley and the three Davidsons are all veteran riders, and all practical mechanics. Therefore when designing and building new models, their viewpoint is that of the rider, and to their understanding of the rider's requirements they attribute the bulk of their success. Each of the four has his particular work outlined in the general scheme, and although they do not believe in high-sounding titles, it is interesting to note that Walter Davidson is president and general manager; Arthur Davidson, vice-president and sales manager; Will Harley, secretary, treasurer and engineer, and "Bill" Davidson, superintendent.

While making a tour of the factory, a week ago last Monday, the writer was especially impressed with the intimate knowledge which each one disclosed of the workings of the most intimate pieces of machinery. This is particularly true of Walter Davidson, who is an ideal factory manager. He knows his establishment from cellar to roof, and he knows his men. He is above all things else practical, and that is the keynote to Harley-Davidson success. The heads of this factory have learned from experience that simplicity of design, combined with the best possible material and workmanship, are big factors in the construction of a successful motorcycle. In the consistent pursuit of this plan, they have transformed, in the course of a few years, an insignificant little workshop into an imposing plant, employing nearly 600 people and having a daily capacity of about 50 machines. A production of a hundred a day will be possible when the addition now under construction is brought into use.

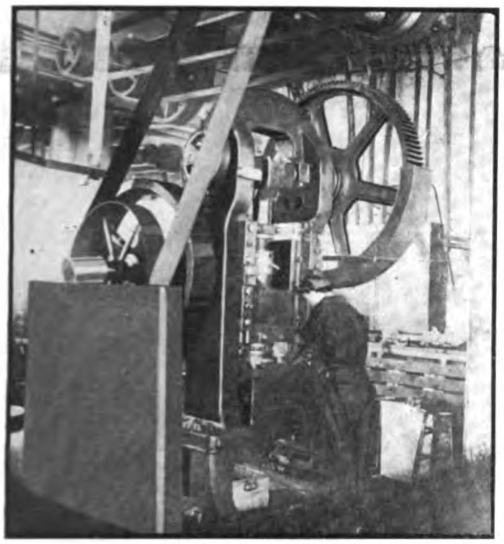
On the day of the writer's visit the first morning's mail brought in just 673 letters, and orders for the day totalled 115 machines. This is an everyday occurrence at this time of the year, a rather surprising condition of affairs in view of the fact that the company's first shop was not finished until 1905. The first structure that could be dignified with the name of factory was finished in the fall of 1906. It was originally a one-story frame



Arthur Davidson, Walter Davidson, W. S. Harley and W. A. Davidson.



The Harley-Davidson Factory, Showing Main Building and Two of the Old Structures.



The 100-Ton Press.

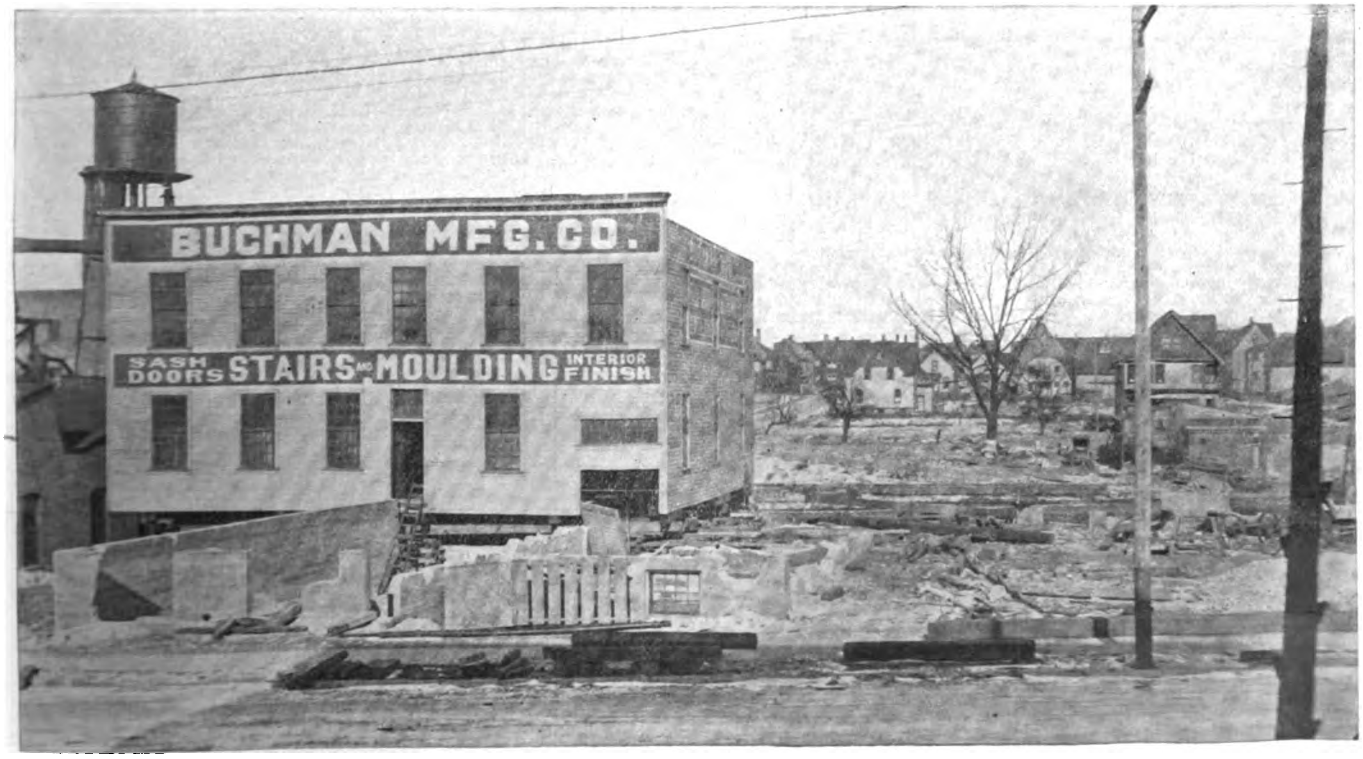
building 85 feet long by 28 feet wide. A year later, a second story was added. In 1908, an addition of the same size as the original structure was built and, in 1909, a brick building which is now used as a machine shop. In the spring of 1910, a single story frame building 90 feet long by 30 feet in width was completed, and in July, 1910, work was started on what is now part of the main factory, a five story structure, about 80 feet square. In October of the same year, one of the frame buildings, after having been used for not more than six months, was torn down to make room for the second five-story building, which was finished in April of last year. Last December the company bought property to the east of the factory and moved to one corner of the plot an old planing mill, which was put into use as soon as possible, but only as a temporary expedient. This structure will be torn down upon the completion of the new building. The latter will be L-shaped, with dimensions of 60, 170 and 180 feet respectively. There will be five stories and a twelve-foot basement.

The Harley-Davidson Company was organized in 1907 with a capital stock of $35,000. This was increased in 1909 to $100,000 and in 1911 to $500,000. With the completion of the new factory, the concern will give employment to between 750 and 800 people. Both orders and output are averaging fifty per cent. more than they did last year, and the indications are that shipments for the 1912 season will easily exceed 8,000 machines. The increased output of the new factory will bring the annual capacity of the plant to about 15,000.

At the present the different departments are somewhat cramped, notwithstanding which fact the factory organization is wonderfully complete. Aside from the cylinder castings and frame tubing, practically everything constituting the machine proper is manufactured in the Milwaukee factory. On the top floor of the most recently completed structure are the brazing and hardening departments, which are now running night and day. It is here that the writer was given an opportunity of studying the process of acetylene welding at 6,000 degrees Fahrenheit; the carbonizing and heat treatment of all moving parts, and the building up, filing and polishing of frames. The enameling, striping and transfering are done on the third floor.

The busiest and by far the most interesting part of the factory is the first floor section, with its stamping, automatic screw, machine, tool and grinding departments. It is here, also, that the polishing and plating are done. The stamping department is a distinct innovation, which, nevertheless, has been proven most successful. Here are machines exerting a force of from 75 to 100 tons, working with marvelous accuracy and despatch. The writer's attention was called to a 60 horsepower gas engine which was purchased in 1909 and which the members of the firm thought would supply all the power needed for several years. Today, that engine only runs part of the machine shop, its capacity having been outgrown within a year after its purchase.

Every Foot of Space Is Utilized in the Harley-Davidson Plant.



Old Planing Mill, Now the Machine Shop. To the Right Is the Site of the New Building.

MOTORCYCLE MART

RATES: One time, three cents a word; twice or oftener, two cents a word per insertion. Dealer's Cards, five cents a word; two or more times, three cents a word each insertion.

FOR SALE OR EXCHANGE

NEW MERKEL SINGLE, never ridden, $135. Also Merkel twin, almost new, ridden 300 miles, $175; $20 with order, balance C. O. D. H. Emrick, 905 Woodlawn Ave., Middletown, Ohio.

FOR SALE—Harley-Davidson 1911 magneto four motorcycle, brand new; guaranteed. $155, cash. George W. Wills, Canal Dover, Ohio.

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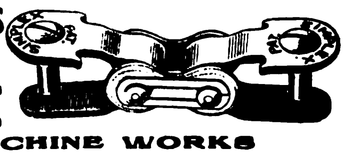

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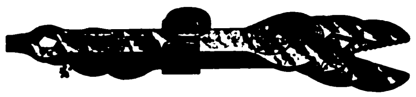

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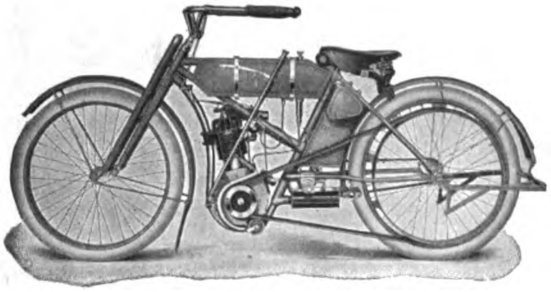

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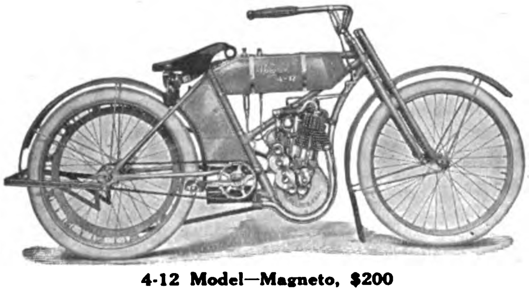

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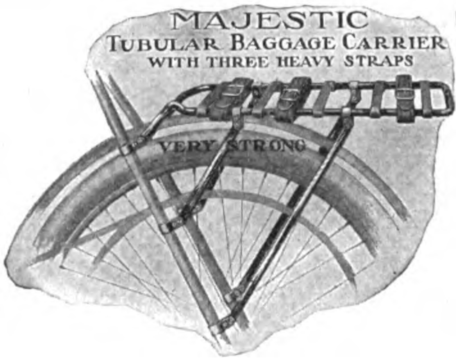

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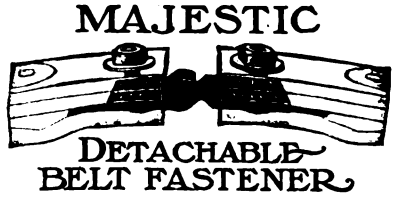

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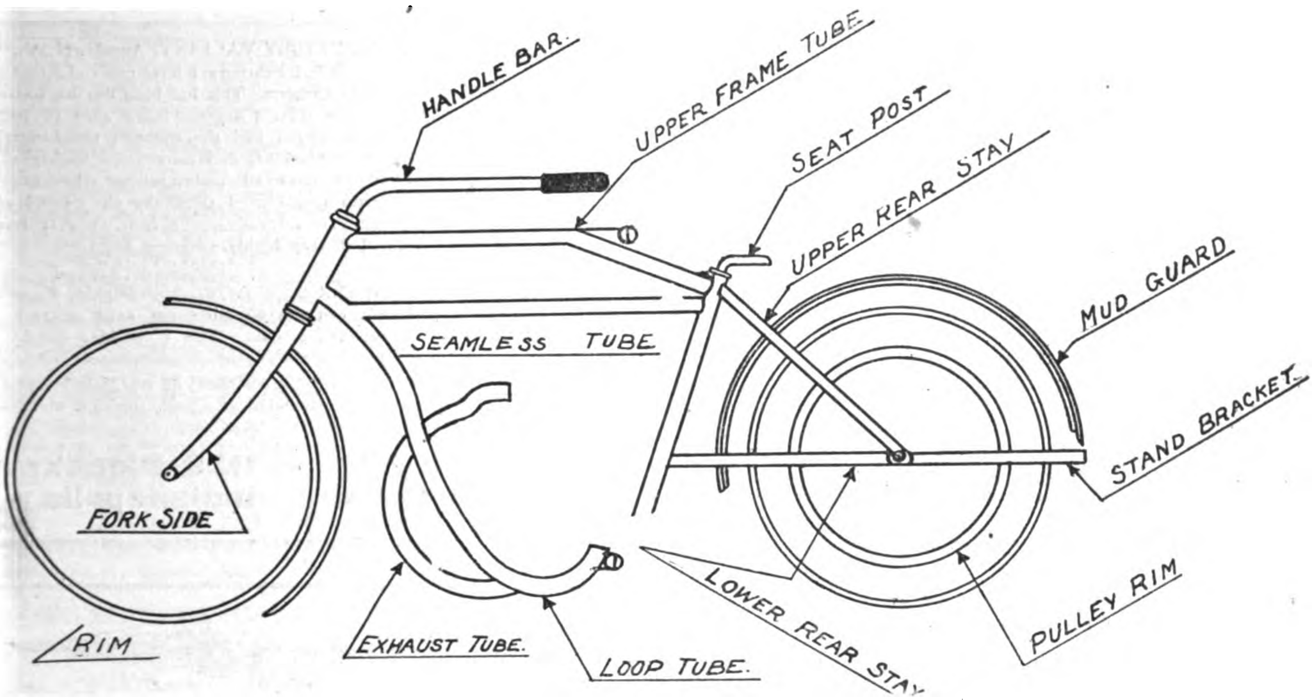
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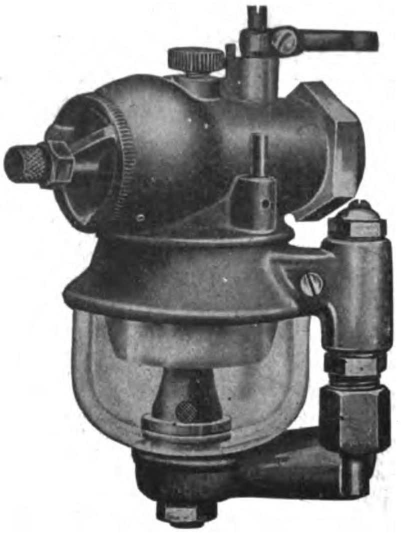

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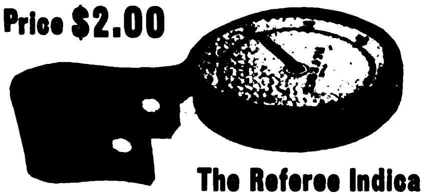

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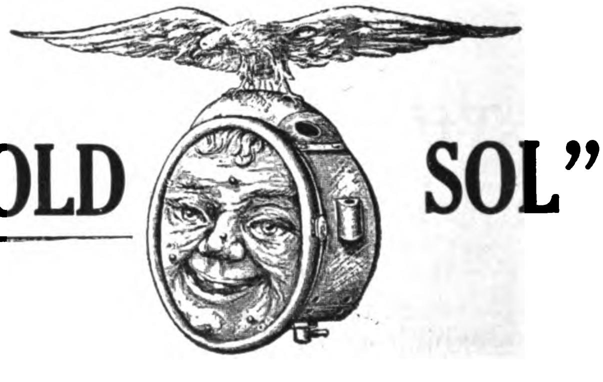

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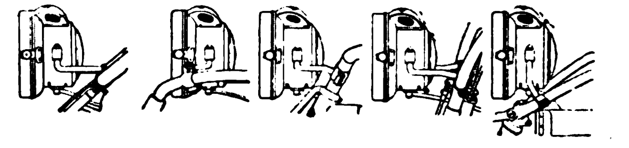

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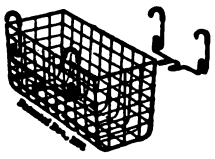

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No. 3 STANDARD MOTORCYCLE PEDALS

No. 3 MOTOR CYCLE PEDAL

They are generously proportioned and made with big, soft, easy rubber cushions that minimize the jars and bumps. The deep corrugations insure positive grip that makes the foot stay on. **You know what that means.**

They Sell for $3.00 Per Pair

Our Products for the Cycle Trade Include:

EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS.

THE STANDARD COMPANY
TORRINGTON, CONN.

READING STANDARD

FOR PROFIT OR PLEASURE

THE NEW R-S

A QUALITY PROPOSITION

OUR MANY EXCLUSIVE FEATURES SUCH AS FOOT-RESTS, DOUBLE BRAKES, DOUBLE OILING SYSTEM, R-S SHOCK-ABSORBING SPRING SEAT POST, ADJUSTABLE TO WEIGHT OF RIDER, AND MANY OTHER POINTS WHICH PLACE THE R-S ONE YEAR IN ADVANCE OF OTHERS

Two Singles, Belt or Chain One 7 H. P. Twin Direct Chain Drive, Under-Geared Transmission

SPRING FORK. More serious motorcycle accidents have occurred through broken front forks than from any other source of trouble, and faulty design is more common in this important element than in most any other part of the machine. Reading forks are perfect in design as well as in mechanical construction. Compare the springs of the Reading fork with those of any other machines and you will readily appreciate the difference. Instead of using a multiplicity of small springs we use a single load-carrying spring several inches in length, comprising nearly 65 inches of 3/16-inch steel spring wire of the highest possible grade. The rebound spring is correspondingly large, thus insuring an extreme flexibility of action and positive insurance against breaking. Another serious trouble in many spring forks is the rapid wear at the joints of the rocker arms. This is due to the excessive load sometimes carried on this mechanism. On the Reading Standard fork the load is not carried on the rocker arm but on the forward member of the fork, and the rocker arms act only as distance rods to preserve proper relation of the forks, and carry no direct vertical load whatsoever.

A Powerful Long Stroke Motor with Imported Ball Bearings, Mechanical Intake Valves and Integral Cams and Gears

All Models Have Free Engine Clutches *Send for Catalogue of "THE FINEST MOTORCYCLE IN THE WORLD"*

READING STANDARD CO., 306-340 Water Street, Reading, Pa.

READING STANDARD

1912 DUCK 1912

Tandem Attachment

Smoothes the Way

THE ASSURANCE OF LUXURY

by the addition of this tandem attachment has been unquestionably demonstrated. Always perfectly adjusted as to leverage, whether saddle be moved forward or backward. Permits of low riding position.

Particularly safe on account of extra handle bars.

Complete with Saddle and Handle Bars $16.50

Without Saddle and Handle Bars $11.50

FREED MFG. CO.

1438-40 Market St.
SAN FRANCISCO, CALIF.

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CASH

for your motorcycle. Nothing too old, nothing too new for us to buy. We will buy one or a hundred. Box 13, Station G.
New York City

BARGAINS IN SLIGHTLY USED MOTORCYCLES

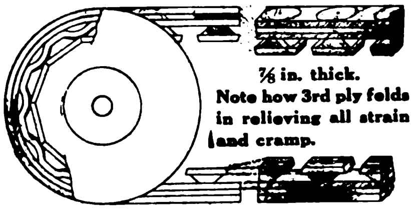
All Makes in Stock. Chain and Belt Drive. Single and Twin Cylinders

AT PRICES LESS THAN ONE-THIRD WHEN NEW

Now is the time of year we secure Bargains and can offer them to you accordingly. We guarantee every motorcycle we sell to be in perfect condition. We also equip them with fine gas lamp, horn, and full kit of tools without extra charge.

WRITE FOR COMPLETE LIST

GOTHAM SPORTING GOODS CO., 57 Warren St., N. Y. C.



⅞ in. thick.
Note how 3rd ply folds in relieving all strain and cramp.

"SOME BELT"

Unequaled for wearing quality, pliability and tensile strength. Insures smooth riding and increased power. Always reliable.

Sold under an *absolute* guarantee.

GET ACQUAINTED NOW.

REINHOLD BELT CO., NEW YORK

ENJOY WINTER RIDING

Do you find it hard to ride a machine in snow and ice? How about insuring yourself and machine with an INFALLIBLE SKID CHAIN? Used with great satisfaction by telephone companies, business houses and hundreds of motorcycle riders. Applied on rear wheel. Fits all machines.

When ordering state size of tire and make of machine. Price each $3.00.

DO YOU NEED A NEW CASING FOR YOUR MACHINE?

We have a special lot at new prices.

New Indian Motorcycles at $150, Clutch Equipped.

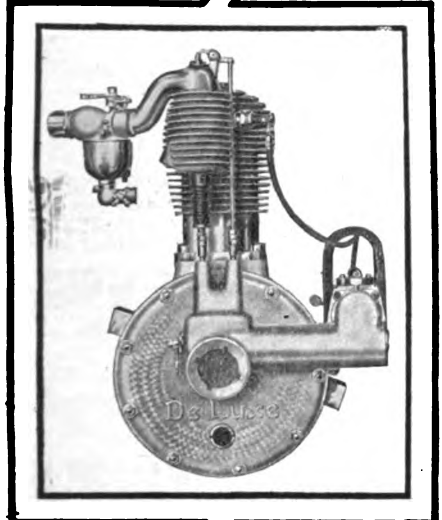
New Merkel Light Motorcycles, Model A, at $125

1912 INFALLIBLE Speedometers ready. Absolutely guaranteed, at a 50% reduction. Clear the road with an INFALLIBLE Exhaust Whistle. Write for "B" accessory catalogue describing above.

F. A. BAKER & CO. - - 10½ Warren Street, New York

A REVOLUTION

IN MOTORCYCLE MOTOR DESIGN



In bringing out our DE LUXE line of motorcycle motors, we have introduced a large number of improvements, and offer these motors as the most advanced now before the trade.

NOTEWORTHY IMPROVEMENTS.

One-piece crank shaft.
One-part crank case with cover.
Improved cam and magneto drive.
Oil tight motor.
Large Valves.
Simplified design throughout.
Reduced number of parts.
Silent Motor.
Large ball bearings mounted in steel lined pockets.
Equipped with Bosch Magneto.

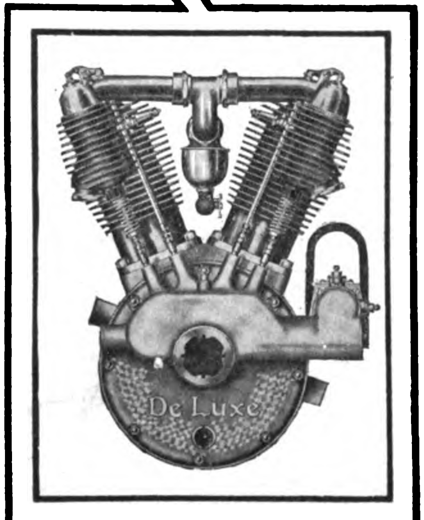
These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.

FOUR SIZES

Four H.P. Single Cylinder. Five H.P. Single Cylinder.
Seven H.P. Twin Cylinder. Nine H. P. Twin Special.

PLAIN OR TWO-SPEED MODELS.

IMMEDIATE DELIVERY. CONTRACTS SOLICITED.



THE F. W. SPACKE MACHINE CO.

INDIANAPOLIS, IND., U. S. A.

Patents Pending.

THIEM Roadster Model, V Belt, Magneto Ignition, Single Speed $225.00.
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THIEM MFG. CO., Sales Department St. Paul, Minn.

Everything You Need

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Large and Complete Stock of

BICYCLE AND MOTORCYCLE SUPPLIES

Reasonable Prices Prompt Shipments Catalogue Free

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An interesting, illustrated, practical and indispensable monthly magazine for those who make, use or sell gas or gasoline engines. 50c. per year. Sample copy, 10c.

GAS ENERGY COMPANY

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FOR IMMEDIATE RESULTS

Place a little Advertisement in

THE MART

Three Cents a Word for one insertion

Two Cents a Word per Issue after that

M. M. MOTORCYCLES—1912 LINE

Single cylinder, 4 h. p., Battery, $140.
Bosch Magneto, $160.
4½ Magneto, $200.
Two cylinder, 8 h. p. Bosch Magneto, $275.
Immediate delivery.
Full line of accessories.

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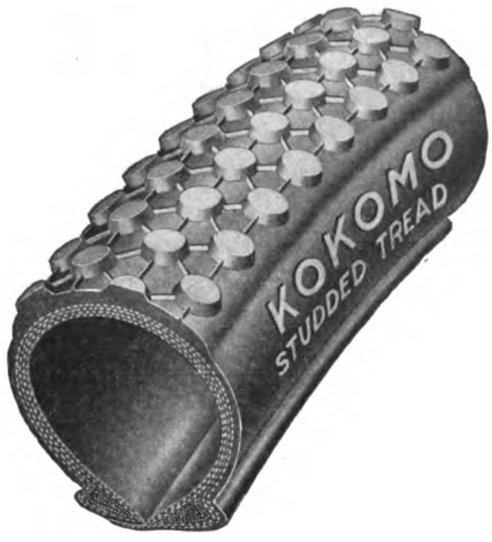


The materials entering into the construction of a tire are important factors, but something more than the best materials are necessary to produce the desired results—that something is the knowledge of rubber and how to handle it from its crude state to the finished article.

Kokomo Tires

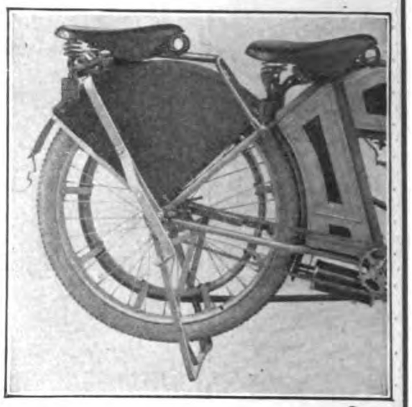
SIXTEEN YEARS OF EXPERIENCE is back of every Kokomo Tire, and experience counts for more in the manufacture of rubber tires than in any other industry.

It is this experience that eliminates the guesswork and places our product beyond the experimental state.

Kokomo Motorcycle Inner Tubes command the largest sales because of their uniform quality.

Supplied in both Butt-End and Endless.

KOKOMO
RUBBER COMPANY
KOKOMO, IND.



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Combination Luggage and Tandem Attachments

Luggage Carriers

Made of best material. Sold at popular prices. Jobbers and dealers write us for inside quotations and electrotypes.

EXCELSIOR AUTO CYCLE CO., Inc.
473 Woodward Avenue
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Capacity **Experience**

STEEL
RIMS
MOTORCYCLE
Single and Double Clinch—also Belt,
BICYCLE
G & J, Crescent and Drop Center,
AUTOMOBILE
Clincher, Q. D., Demountable and Channel.
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GUARDS
MOTORCYCLE AND BICYCLE
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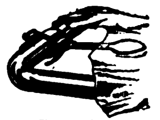
MOTT WHEEL WORKS
Manufacturers
UTICA, N. Y.
R. B. ABBOTT SALES CO., Sales Agents
Majestic Building, Detroit

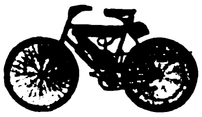
Quality **Price**



CZAR CYCLE CAPE

Complete protection against COLD, RAIN, WIND, DUST. For full particulars, samples of material and prices, write

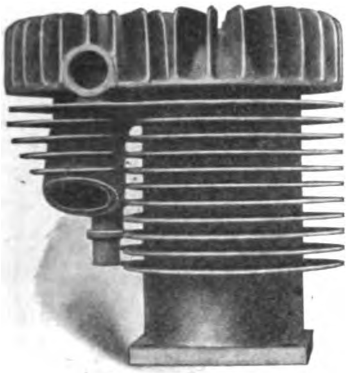
THE STAR STORM FRONT CO., Lincoln Avenue, Troy, Ohio



MAKE A MOTORCYCLE OF YOUR BIKE

at small cost by using our attachable outfit. It fits any bicycle. Motorcycles, all makes, new and second-hand, $35.00 and up. Send stamp for catalog and bargain list. Keller's new 104-page booklet, "Construction, Management and Care of Motorcycles," is now ready. Price, postpaid, 25c.

SHAW MANUFACTURING COMPANY, Dept. 26, Galesburg, Kansas



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ARE OUR SPECIALTY

(FROM CUSTOMERS' PATTERNS ONLY)

ALSO PATTERN WORK

WRITE FOR PRICES

RACINE FOUNDRY CO. RACINE, WIS.

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PLUGS

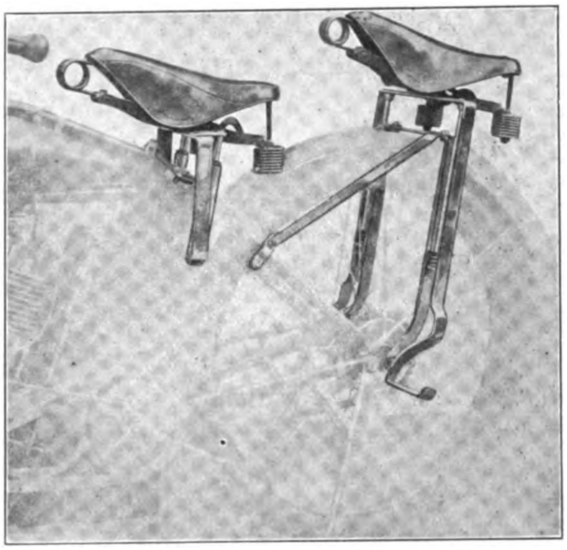
"Always There"

With the installation of SPLITDORF IGNITION—SPLITDORF SERVICE is at your command.
And SPLITDORF SERVICE is courteous and thorough and practical—from the factory and main distributing center in New York, through every branch office and every other selling artery all over the country, to the crowning detail of personal road men.
And these road men—experts in their calling and human in their intelligence—have one duty to perform, and that duty is to give their services to every SPLITDORF user for the asking.
If there is any little "kink" in your ignition system—if it is not "right up to the mark"—let SPLITDORF SERVICE straighten it out for you.
Your satisfaction is our satisfaction, so don't be afraid to call upon us.

Write for our "Racing Record"

C. F. SPLITDORF

Walton Ave. and 138th St.
Branch, 1679 Broadway **NEW YORK**
CHICAGO BOSTON LOS ANGELES
DETROIT KANSAS CITY SAN FRANCISCO



Tandems
$11

Spankers
$8

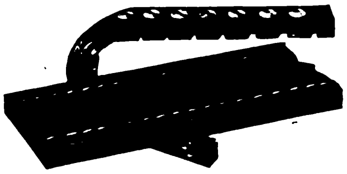
Tandems
With Saddles
$16

MR. DEALER
Write for Discount

The tandem is so constructed that the rider's feet move up and down with the body, thus preventing any bending of the knees.
The tandem is made to fit any motorcycle. Will not interfere with the stand. It has no side play, but has an up and down motion of three inches.
The Spankers are the "best ever."
We are the Pioneers in the Spring Attachments and have had them in the market for five years. All others are imitations.

KITTLE MANUFACTURING CO.
Factory and Sales Office
109-111 East Seventh Street LOS ANGELES, CAL.

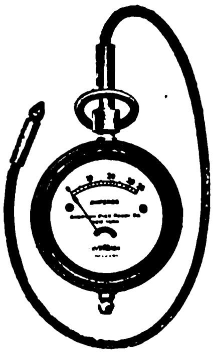
Save $3



on your next belt. Buy from the maker.

Every Oak Tanned or Buckskin Flat or V Belt guaranteed. It will only cost you one cent to get our prices. Write today.

Wayne Belting Co.
DEPT. M DETROIT, MICH.



One of our Bargains

$2.50

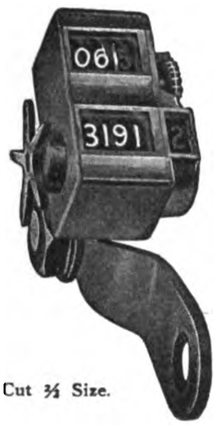
AMMETER

$1.00
Postpaid

DISCOUNT TO THE TRADE

Motorcycle Equipment Co., Hammondsport, N. Y.

Veeder


Cut ½ Size.

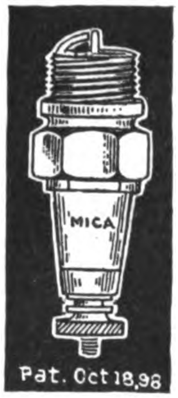
MOTORCYCLE TRIP CYCLOMETER

An accurate, lasting instrument, registering both total and trip mileage; the miles in white, tenths of miles in red. Made for 24, 26, 28 and 30 inch wheels. A bracket permits adjustment to any motorcycle.

Specially constructed to withstand hard motorcycle usage.

Sold everywhere—or write us
Price complete with bracket and striker *$3.00*

THE VEEDER MFG. CO.
42 Sargeant St., Hartford, Conn., U. S. A.



Mosler's
MOTORCYCLE PLUGS
equip
Leading Cycles

Made especially for
Air-cooled engines.
Will stand profuse
Oil and vibration.

Write for useful booklet.

Mosler, 163 W. 29th St., N. Y. City
Sole Owner and Patentee of the World Famous "Spit Fire" Plugs.

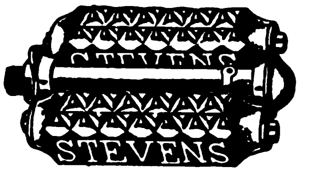
JUST OUT

SRB **New Catalog 24A which fully describes our line of Ball and Roller Bearings. Send for it.** SRB

STANDARD ROLLER BEARING CO.
Philadelphia

STEVENS

CELEBRATED MOTORCYCLE PEDALS
Strong, High Quality, Beautiful Finish, Full Size.



BLUEMEL'S CELLULOID FRAME PUMPS
The Standard of the World.

THE STERLING.
Embossed handle, trade mark in gold.
15 ins. long, ⅞ in. dia.

THE RELIABLE.
Embossed handle, 15 ins. long x ⅞ in. dia.

Far superior to brass pumps in every respect. Handsome, Indestructible, Perfect. Order through your jobber.

STEVENS & CO.,
375 Broadway, NEW YORK

STEVENS

UNIVERSAL FLUXINE

THE HIGHEST GRADE BRAZING COMPOUND IN THE WORLD.
WILL BRAZE CAST-IRON, HIGH SPEED STEEL OR ANY METAL THAT IS BRAZEABLE.
THE BEST WELDING FLUX IN THE WORLD.
50c. PER LB. BOOKLET FREE.

UNIVERSAL FLUXINE CO. URBANA, OHIO

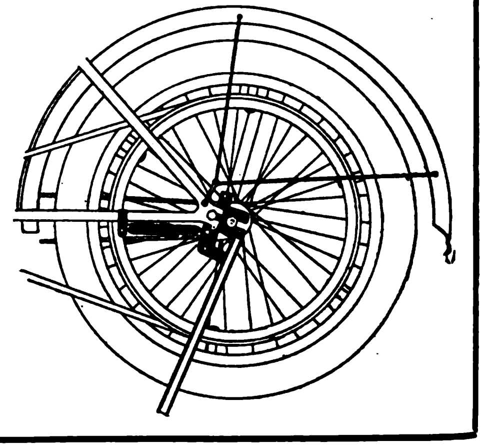
THE KOEHN
Motorcycle Shock Absorber

Pat. Pending.

Is an invention that has proved its worth to the motorcycle user. This shock absorber is made of the best material and highly nickel plated. Can be fitted either to belt or chain drive motorcycles. Two coil springs that allow a vertical motion of 3 inches.

Circulars on application.

$6.00 a Set



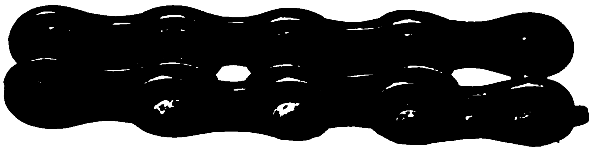
KOEHN BROS.
Tampa, Kansas

MOTORCYCLE TIRE CHAINS

Sold for Two years in all parts of world and NO KICK Yet

WHITTAKER CHAIN TREAD CO.
BOSTON, MASS.

WHITNEY



High-Grade Motorcycle Chains

ARE accurate, strong, durable and dependable, because they are made from material selected for quality regardless of cost, and are made by specialists in a factory especially equipped for the making. When making replacements, try a "Whitney" and get acquainted with its merits.

"WHITNEY" CHAINS

Are Built for Strains

THE WHITNEY MFG. CO.

HARTFORD, CONN.

SUPPLIES CYCLE MOTORCYCLE AUTO MACHINISTS'

We specialize on prompt and full shipments. Our catalog of

CYCLE AND MOTORCYCLE SUPPLIES

is very complete and contains no dead numbers. Our prices are right and we protect the dealer.

Write for Catalog B

MOTOR CAR SUPPLY COMPANY

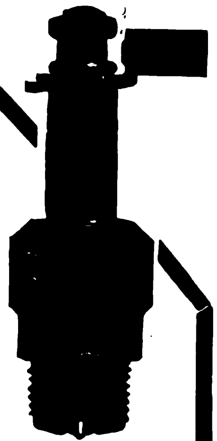
1451-1453-1455 Michigan Blvd. Chicago

Shock Absorbing
Spring Tandems
AND
Saddle Attachments
ARE
Smile Producing
Sold by the Live Ones

C. M. FRINK

831 So. Olive Street, LOS ANGELES, CAL.

HERZ PLUG
New Motorcycle Model



"It Never Failed Us Once!"

said a motorcyclist at the end of a 1,700-mile run. This is the usual experience with the

HERZ PLUG

"BOUGIE MERCEDES"

It is the only Plug *sure* to stand up under all conditions; the only Plug with Indestructible Stone Insulation; the only Plug guaranteed not to carbonize—not affected by oil; the only Plug that's

Guaranteed a Year!

Since 1894 the standard of Europe and America

$1.25

At all good dealers or direct

HERZ & CO.
295 Lafayette St., New York
Ask for the New, Improved 1912 Model

OUR HOME

AUTOMOBILES

1587 BROADWAY 1589
GREEN'S
PURCHASING AGENCY
MOTOR CYCLES
USED AUTOMOBILES

MOTORCYCLES

Largest Salesrooms in New York

Agents Wanted. Write for Our Prices

HIGH GRADE, SLIGHTLY USED MACHINES

Green's Purchasing Agency

1587 BROADWAY

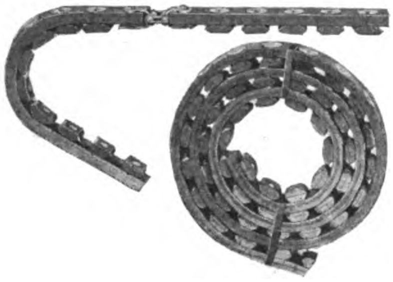
Corner 48th Street NEW YORK CITY

The One Best Belt

SPARTAN

Service

After all, the inevitable questions of every user of belts are, **"Will it do its work well?"** and **"What has been the experience of others?"** So we won't waste your time by detailing with what care the hides are selected, their "Spar-tannage", a secret process of tanning, or the skilled labor employed, or the many stretchings which each belt undergoes before it is declared ready for work by the inspector, and a thousand and one other things upon which we **might** dwell. But we only refer you to

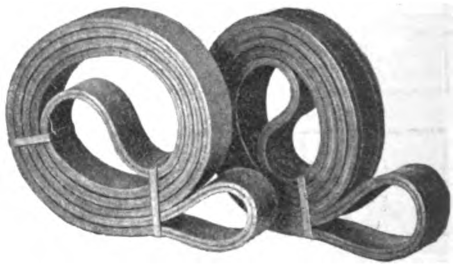


SPARTAN "V" BELT.

80%

of the

Motorcycle Manufacturers in the United States



SPARTAN FLAT BELT.

They will tell you that the **Spartan Belt** holds the record for mileage; that it has withstood the most terrific strains, in hill climbing contests, race meets, road tours and so on; that its secret tannage makes it impervious to heat, cold, oil or water—in a word, that they are SATISFIED that the **Spartan Belt** fulfills in every respect the duty imposed upon it, which is Perfect Transmission.

Ask Your Dealer for "The One Best Belt"

MANUFACTURED BY

THE GRATON & KNIGHT MFG. CO., FRANKLIN AND NORFOLK STS.
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MILWAUKEE, WIS.	103 West Water Street
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NEW YORK, N. Y.	72 Warren Street
PHILADELPHIA, PA	132 North Third Street
PORTLAND, ORE	51 First Street
SAN FRANCISCO, CAL.	30-32 Fremont Street
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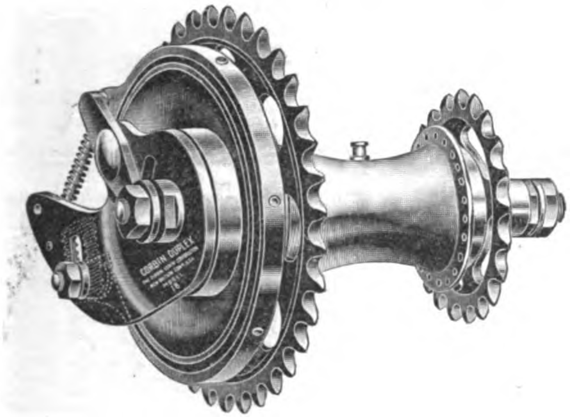
DALLAS, TEXAS	309 North Austin Street

DEALERS, ORDER THROUGH YOUR JOBBER OR ANY OF THESE BRANCHES

40% OF ALL MOTORCYCLES IN USE IN THIS COUNTRY ARE EQUIPPED WITH THE



Corbin Duplex Motorcycle Brake

Its use increases the safety and pleasure of motorcycling.

Confidence, Reliability and Control are the chief advantages of being Corbin equipped.

The most careful and expert rider cannot afford to ignore this thoroughly efficient braking device.

For sale by the trade.

Send for free 1912 catalog describing all models

THE CORBIN SCREW CORPORATION
(Division of the American Hardware Corporation)
NEW BRITAIN, CONN.

WESTERN DEPARTMENT: 65-67 Lake Street, Chicago, Ill.

Licensed Coaster Brake Manufacturers

My Third Anniversary

Red Head

March 4th 1912

I was inaugurated March 4, 1909—the same day as President Taft.

When I took the oath of office, I knew that I was better fitted than any other spark plug to serve the people. To-day a happy family of over 1,000,000 RED HEADS have been elected by the motor industry throughout the world.

But I would feel disappointed if I could boast only of the largest *national* sale. I am jubilant on this occasion because I am the *accepted Standard for Service.*

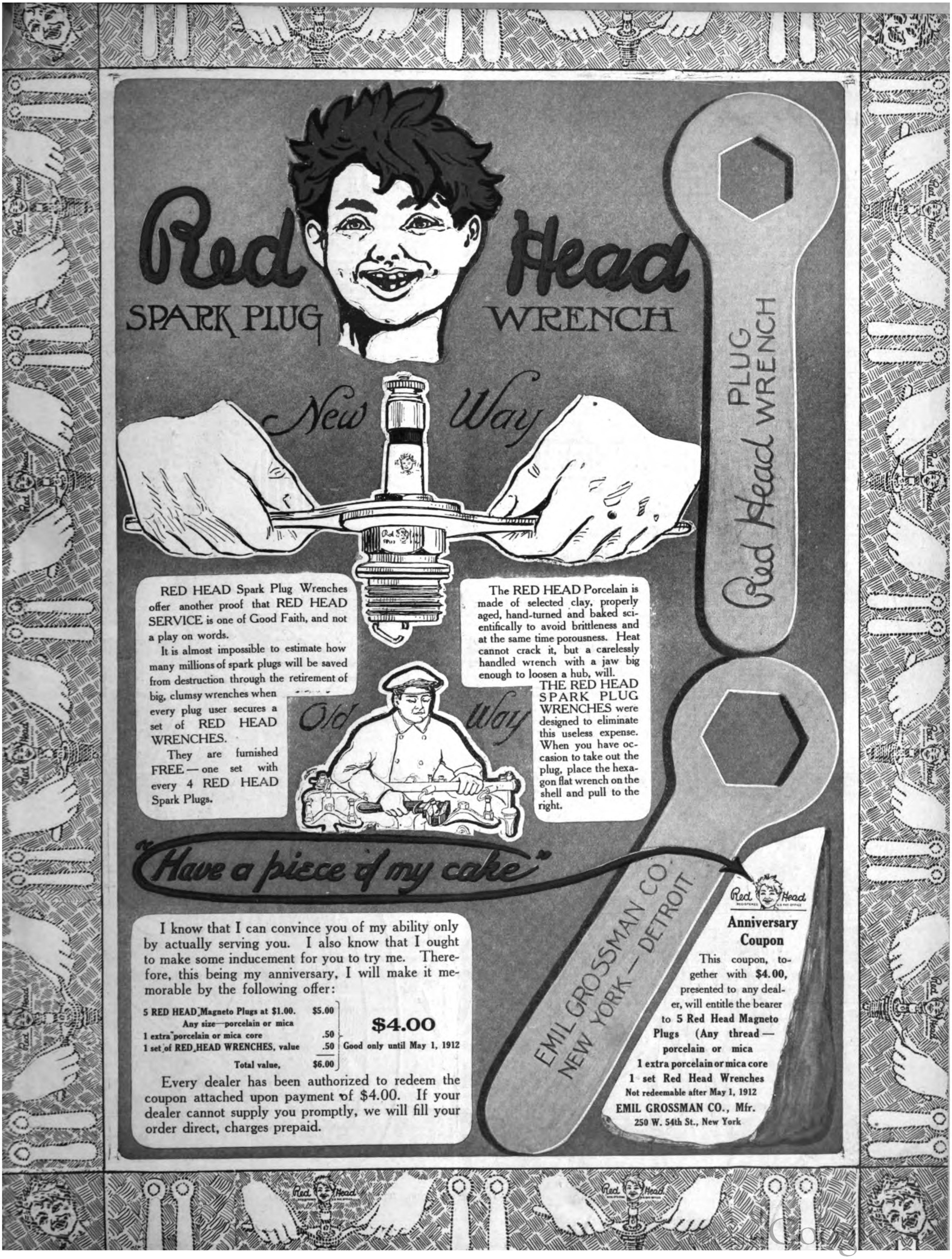
If you are not personally acquainted with me, the introductory anniversary coupon on the last page entitles you to participate in my birthday party.

Emil Grossman Company, Manufacturer, New York

Western Branch and Factory, 844 Woodward Avenue, Detroit

Canadian Distributor: Hall Motor Supplies Co., 141 King St., E., Toronto

R. S. V. P.



RED HEAD Spark Plug Wrenches offer another proof that RED HEAD SERVICE is one of Good Faith, and not a play on words.

It is almost impossible to estimate how many millions of spark plugs will be saved from destruction through the retirement of big, clumsy wrenches when every plug user secures a set of RED HEAD WRENCHES.

They are furnished FREE — one set with every 4 RED HEAD Spark Plugs.

The RED HEAD Porcelain is made of selected clay, properly aged, hand-turned and baked scientifically to avoid brittleness and at the same time porousness. Heat cannot crack it, but a carelessly handled wrench with a jaw big enough to loosen a hub, will.

THE RED HEAD SPARK PLUG WRENCHES were designed to eliminate this useless expense. When you have occasion to take out the plug, place the hexagon flat wrench on the shell and pull to the right.

I know that I can convince you of my ability only by actually serving you. I also know that I ought to make some inducement for you to try me. Therefore, this being my anniversary, I will make it memorable by the following offer:

5 RED HEAD Magneto Plugs at $1.00. Any size—porcelain or mica	$5.00	**$4.00**
1 extra porcelain or mica core	.50	
1 set of RED HEAD WRENCHES, value	.50	Good only until May 1, 1912
Total value,	$6.00	

Every dealer has been authorized to redeem the coupon attached upon payment of $4.00. If your dealer cannot supply you promptly, we will fill your order direct, charges prepaid.

Red Head
REGISTERED U.S. PAT. OFFICE

Anniversary Coupon

This coupon, together with $4.00, presented to any dealer, will entitle the bearer to 5 Red Head Magneto Plugs (Any thread — porcelain or mica
1 extra porcelain or mica core
1 set Red Head Wrenches
Not redeemable after May 1, 1912

EMIL GROSSMAN CO., Mfr.
250 W. 54th St., New York

WELCOME TO OUR MIDST!

For many years, the only machine that took comfort into consideration was

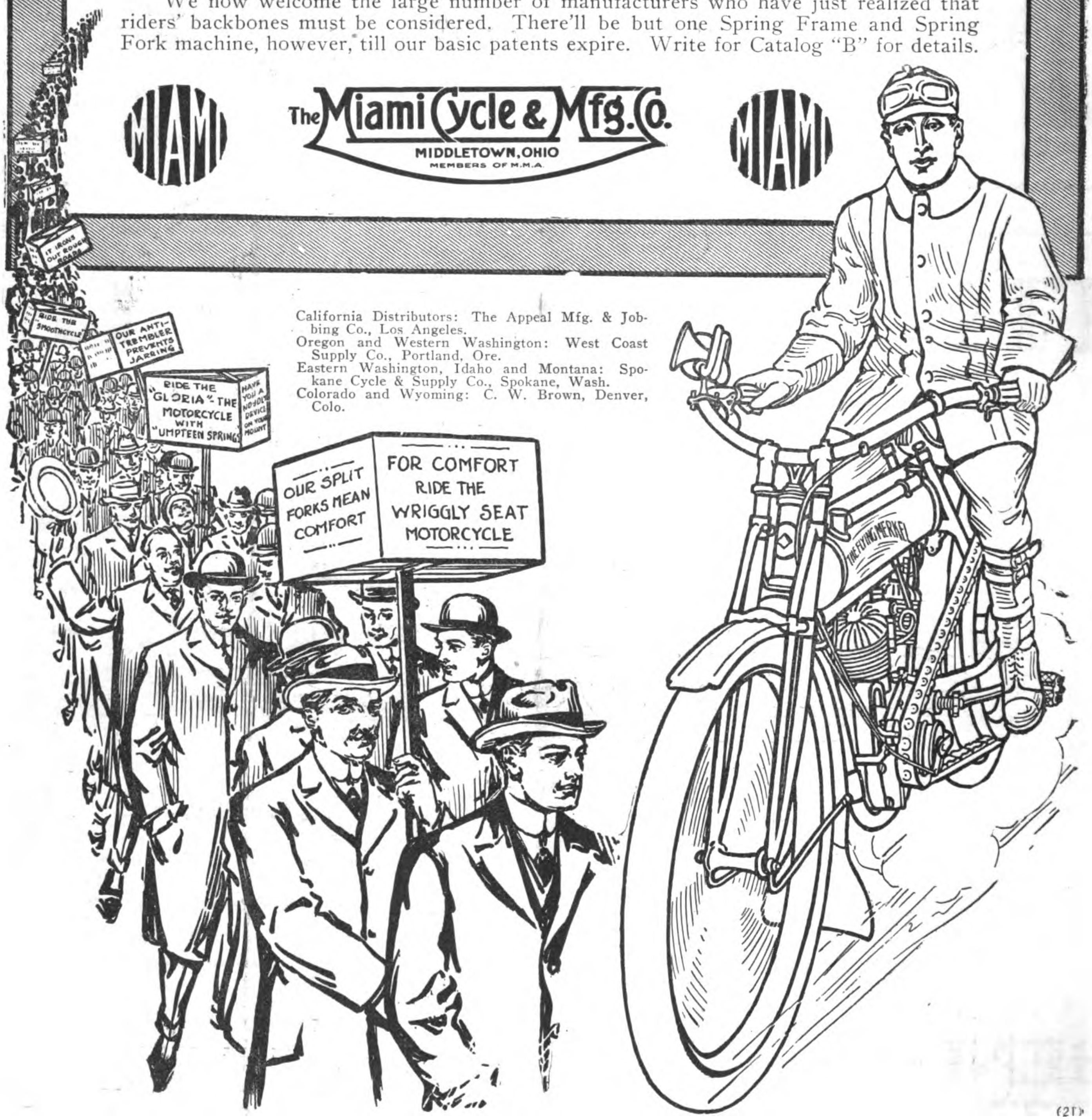
THE FLYING MERKEL

We now welcome the large number of manufacturers who have just realized that riders' backbones must be considered. There'll be but one Spring Frame and Spring Fork machine, however, till our basic patents expire. Write for Catalog "B" for details.

MIAMI

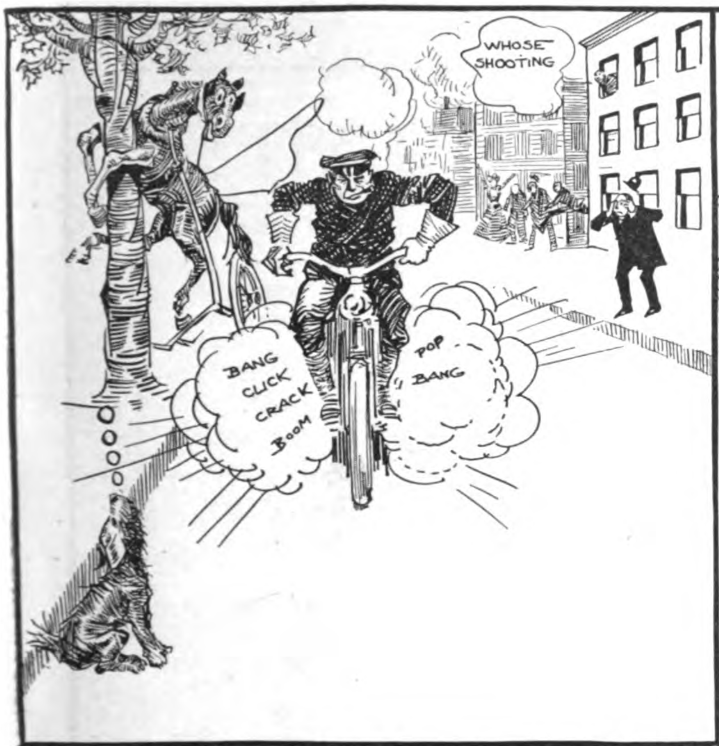
The Miami Cycle & Mfg. Co.
MIDDLETOWN, OHIO
MEMBERS OF M.M.A.

MIAMI

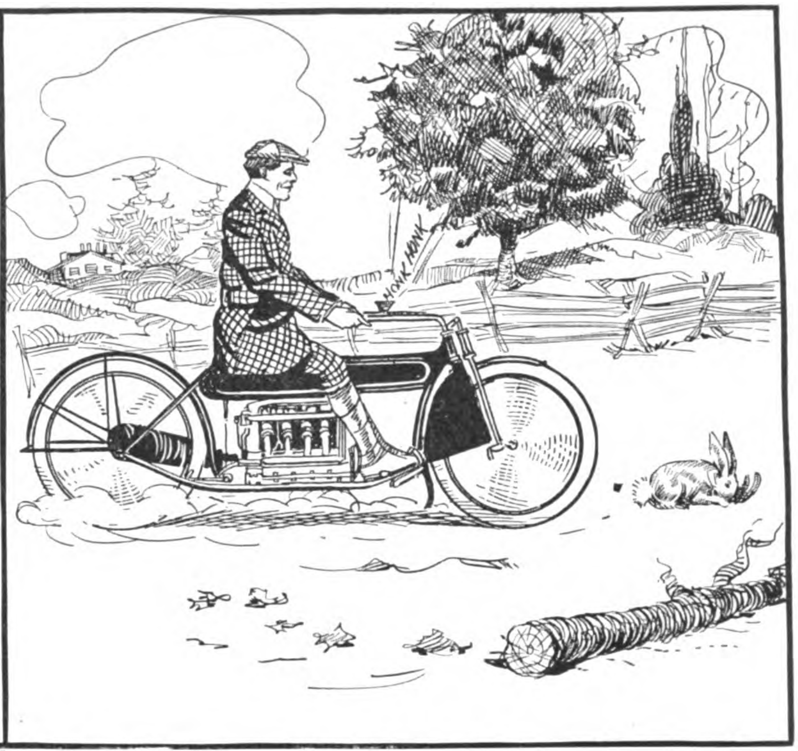

IT IRONS OUT ROUGH ROADS
RIDE THE "SMOOTHCYCLE"
OUR ANTI-TREMBLER PREVENTS JARRING
RIDE THE "GLORIA"-THE MOTORCYCLE WITH "UMPTEEN SPRINGS"
HAVE YOU A NO-JOLT DEVICE ON YOUR MOUNT
OUR SPLIT FORKS MEAN COMFORT
FOR COMFORT RIDE THE WRIGGLY SEAT MOTORCYCLE
THE FLYING MERKEL

California Distributors: The Appeal Mfg. & Jobbing Co., Los Angeles.
Oregon and Western Washington: West Coast Supply Co., Portland, Ore.
Eastern Washington, Idaho and Montana: Spokane Cycle & Supply Co., Spokane, Wash.
Colorado and Wyoming: C. W. Brown, Denver, Colo.

(21)


WHOSE SHOOTING
BANG CLICK CRACK BOOM
POP BANG

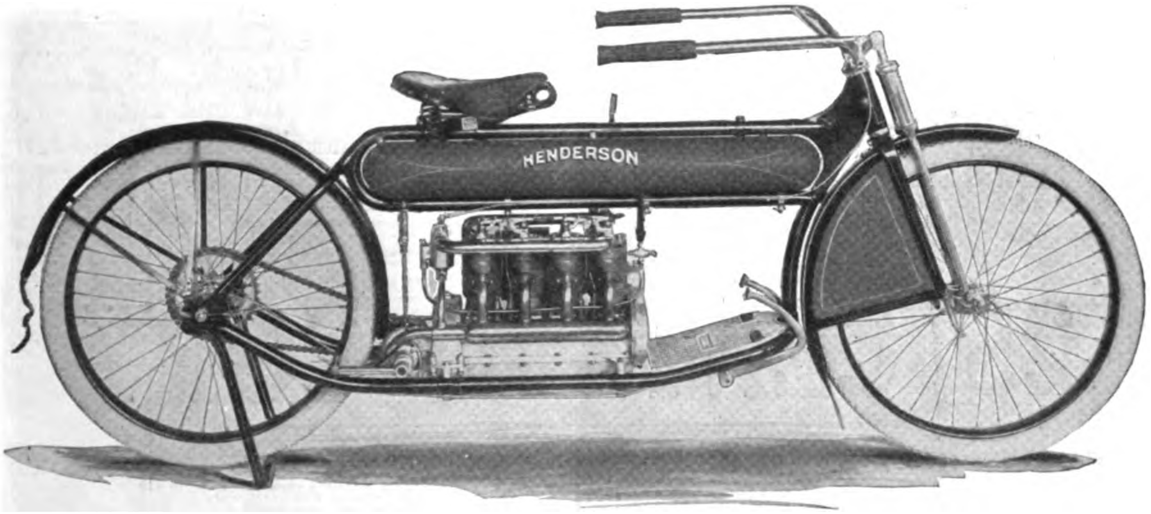
Noise



Quietness

THE HENDERSON

has high power—flexible power—it climbs the stiff, sandy hills easily—and makes no noise while doing it.



7 H. P. **4 Cyl.** **$325.**

DEALERS—Territory is going fast—better get in line.

HENDERSON MOTORCYCLE CO.

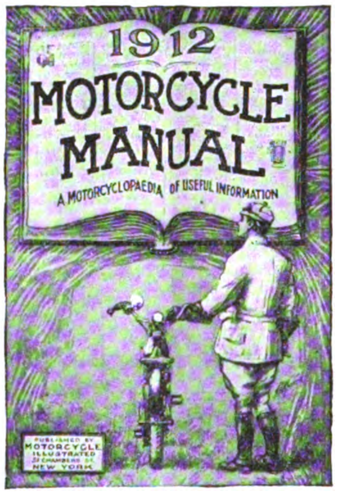
270 Jefferson Ave. - - Detroit, Mich.

1912 MOTORCYCLE MANUAL

IS NOW READY

104 PAGES

of the most useful information regarding the motorcycle—Engine and Frame Parts Illustrated and Described. A Crackerjack Trouble Finder—All You Need to Know About the Motorcycle, arranged in Handy Reference Form.



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$10 WORTH

of Practical Knowledge, beautifully printed on coated paper; size of publication 7 x 9 inches—"How to Tour"—The F. A. M.—Official Racing Records—Horsepower and Hill-climbing Formulæ—Up-to-date Trade Directory.

25 CENTS A COPY

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THE MOTORCYCLE MANUAL
51 CHAMBERS STREET :: :: :: :: NEW YORK CITY

Empire Tires

WEAR LONGEST

Because they are made of the best material obtainable, consisting of strictly long staple cotton duck and a tough wear-resisting compound of rubber, by expert workmen under the supervision of men who KNOW HOW and have the interest of EMPIRE POLICY at heart

REMEMBER WE ONLY MAKE ONE GRADE

"February 28th, 1912.

"Empire Tire Co., 1305 Michigan Avenue,
"Chicago, Ill.

"Gentlemen:

"Replying to your inquiry as to what I think of Empire Tires, my Harley single, equipped with Empire Tires, I rode in the Western F. A. M. tour last July from Chicago to Buffalo and return, together with R. E. Underhill.

"We saw lots of tire trouble on this trip, but we both made the entire trip to Buffalo and return without once touching our tires.

"Since that time I have ridden my machine almost every day and a good deal during the winter, and would estimate my mileage between 3,000 and 4,000 miles. A careful examination of my tires at this time shows them to be in perfect condition and from appearances should be good for at least as many more miles.

"You can put me down on your BOOSTER list, as I am certainly all for Empires, and have specified Empire Tires on my new Harley twin for 1912.

"Yours very truly,

"J. C. Hosman."

RIDE EMPIRES AND FORGET TIRE TROUBLES

Do not take any other. INSIST on your dealer equipping your new machine this year with EMPIRE TIRES Then you know you have the best. Do not be persuaded to accept a cheaper or inferior tire, but ask for EMPIRES.

Fill Out This Coupon ☛

WRITE US ABOUT THEM

Empire Tire Company

FACTORIES

Trenton, N. J.

EMPIRE TIRE CO. FACTORIES: TRENTON, N. J.

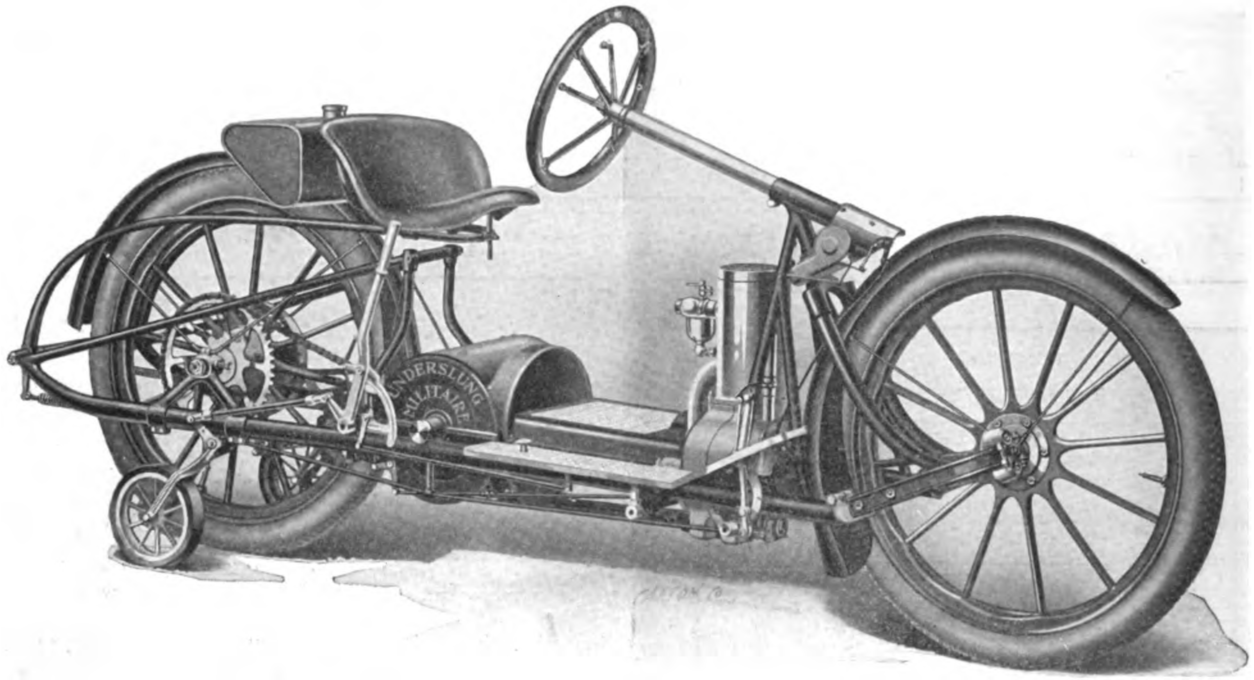
Gentlemen:—Kindly mail me catalog and prices of your high-grade Empire motorcycle tires.

Name..............................

Address..............................

City and State..............................

FIVE YEARS AHEAD OF THE MOTORCYCLE WORLD



(Patents Pending in United States and Foreign Countries.)

THE

UNDERSLUNG MILITAIRE

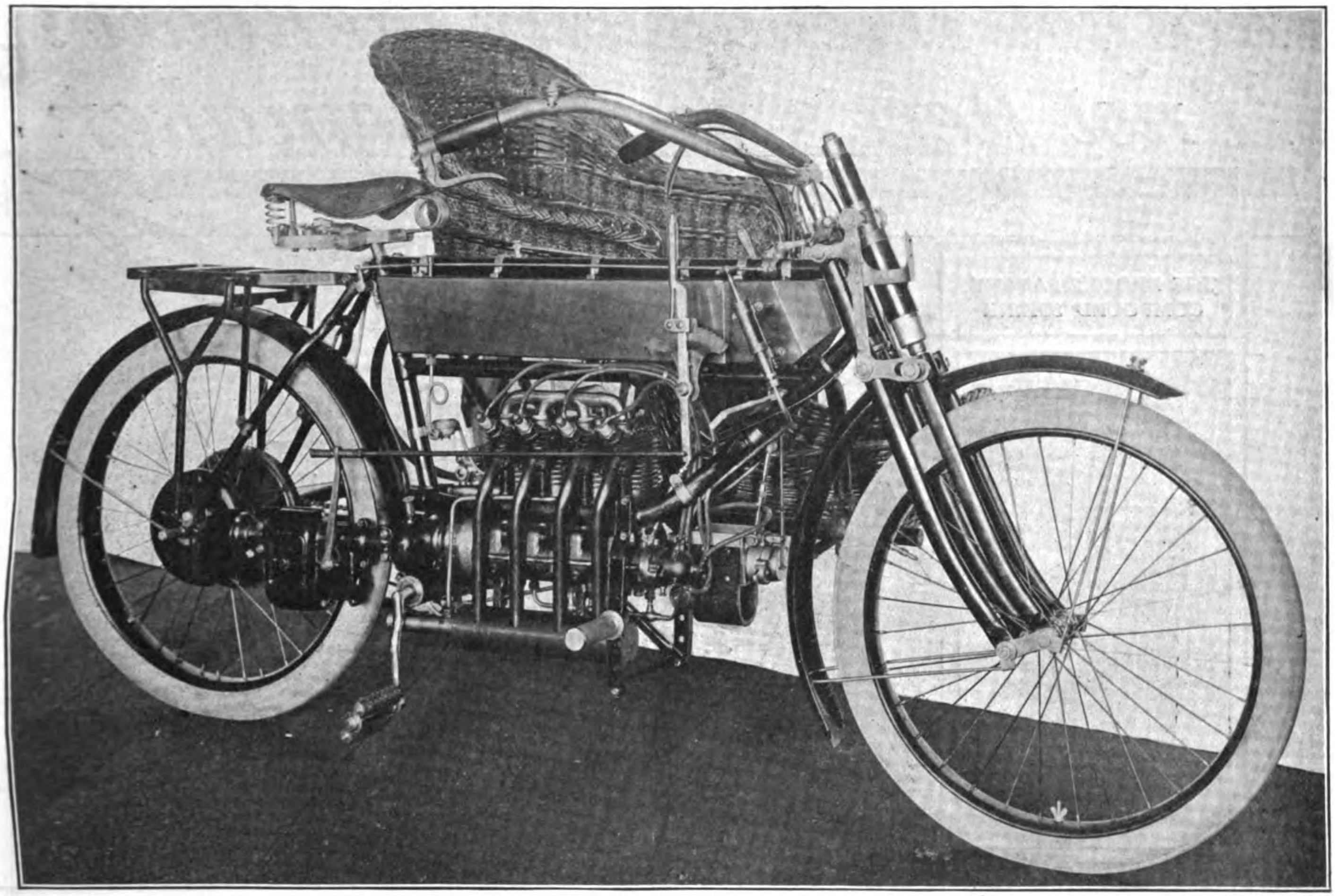
Will as surely revolutionize motorcycle construction as the first "visible" typewriter revolutionized writing machines.

You have observed, no doubt, the uneasiness we have created in certain quarters of the trade already!

UNEASINESS
is the forerunner of fear

REASON:
Everybody likes the Underslung Militaire

THE MILITAIRE AUTO CO., INC., CLEVELAND OHIO



The Noiseless Four Cylinder

F. N.

Shaft Drive Vibrationless

WITH SIDE-CAR ATTACHED

Affording the Most Efficient and Most Luxurious Combination of Two-Passenger Motorcycle

PRICE, ACCORDING TO TYPE OF MACHINE ORDERED

OUR VARIOUS MACHINE MODELS

Glider (Trade Mark)	**$250**	**Free Engine**	**$350**
Standard	**$300**	**Two Speed and Free Engine**	**$400**

CLUTCH CONTROLLED FROM THE HANDLEBAR

SPECIFICATIONS;

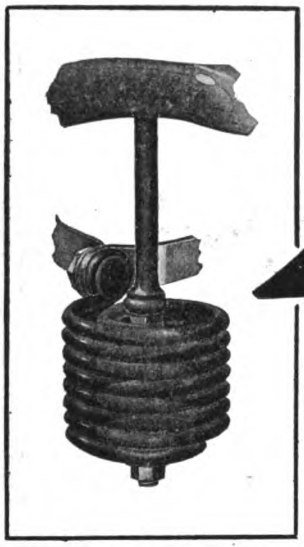
1. Motor, 5 H. P.; cylinder capacity, 498 cubic centimetres; 57 mm., bore; 52½ mm., stroke.
2. Ignition by high-tension, armored magneto with distributor fixed thereon, with which it forms a whole, entirely tight. It is entirely protected against water, dust and mud. The armored magneto first appeared in this country on the F. N.
3. Highly efficient automatic carbureter.
4. Separate gasoline filter.
5. Transmission by bevel pinions (ratio 1:5, 1:4).
6. Improved elastic fork, with counter check spring.
7. One lever for controlling carbureter, fitted on right hand side of handlebar.
8. Height of frame, 20 inches.
9. Wheels, 26 x 2½ inches.
10. Wheel base, 56 inches.
11. Lubrication by pump inside the tank; simple, safe and effective.
12. Free engine by multiple disc clutch, running in oil.
13. Declutching device is controlled by Bowden wire from handlebar—the only machine in the world having this feature.
14. Plugs, short in length, fitted with ebonite, eliminating the possibility of electric discharges when the rider touches the plugs with his knees.
15. Foot rests are regular equipment.

ALSO TWO-SPEED GEARS

AMERICAN F. N. CO., Newtonville Station, Boston, Mass.

Are you friends with the Road? If not here's the Peacemaker—

THE BROOKS PATENT COMPOUND SPRING



the spring
which is an exclusive
feature of the

BROOKS

the original and only genuine Compound-spring Saddle—

The spring which, by its perfect compensating action, settles once and for all your quarrel with the road, and makes its surface a matter of indifference.

It is a spring within a spring—each acting as a perfect check upon the other, and each assisting in that total absorption of vibration which means so much in the making of your perfect pleasure.

And those merits should impel you to specify the BROOKS and decline to take the substitute.

J. B. BROOKS & CO., Ltd.
75 Criterion Works
Birmingham, Eng.

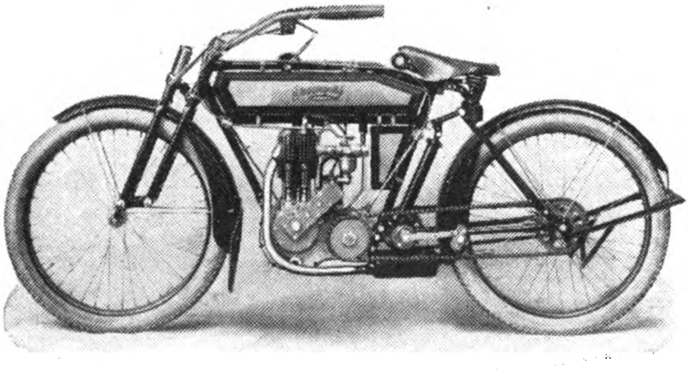
Distributing Agents for U. S. A.:
The D. P. Harris Hardware Co.
48 Warren St., New York

"RIDE ONE AND SEE"

RIDING A MINNEAPOLIS BIG 5

IS NOT ONLY COMFORTABLE BUT A

POSITIVE PLEASURE



AN AUTOMOBILE ON TWO WHEELS.

Jolting Up and Down Is Torture

Our Spring Frame is the only one that allows the rider to forget road conditions. Catalog describing our famous unit power plant, two-speed transmission and De Luxe special 10 h. p. twin is yours on request.

GOOD AGENTS WANTED

THE MINNEAPOLIS MOTORCYCLE CO., Inc., Manfrs.
517 South Seventh St., MINNEAPOLIS, MINN.

$20.00 Worth For $15.00

SAVE MONEY ON

Motorcycle Supplies

Until April 1, for $15 we will ship you the following assortment—every item new standard goods:

1 28 x 2½ single or double clinch Casing (United States, Goodyear, Diamond or Empire make).

1 28 x 2½ Inner Tube (above makes).

1 Detroit Luggage Carrier (regular price, $3.50).

1 pair Standard Motorcycle Pedals.

2 Mica Spark Plugs, any size.

You can find out from any dealer what you would have to pay for these things at retail.

All kinds of motorcycle supplies at corresponding savings.

Motorcycle Co-Operative Supply Co.
654 Woodward Ave., Detroit, Mich.

THE THOR 1912 PRICE ANNOUNCEMENT

To Our Present and Prospective Dealers:

You will be governed by the following prices on the six distinctive models.

MODEL		
CR	**4 H. P. Chain Drive, Battery ignition, color White or Blue**	**$175.00**
CT	**4 H. P. Belt Drive, Battery ignition, color Blue only**	**175.00**
CM	**4 H. P. Chain Drive, Magneto ignition, color Blue only**	**200.00**
CN	**4 H. P. Belt Drive, Magneto ignition, color Blue only**	**200.00**
W	**5 H. P. Chain Drive, Magneto ignition, color White or Blue**	**225.00**
U	**7 H. P. Chain Drive, Magneto ignition, color White or Blue**	**275.00**

Thor Free Engine Clutch furnished on all models without extra charge.

Thor two-speed will be furnished on models W and U only; $25.00 extra.

Good territory open for Rider Agents and Dealers.

Aurora Automatic Machinery Company

THOR BUILDING, CHICAGO, ILLS.

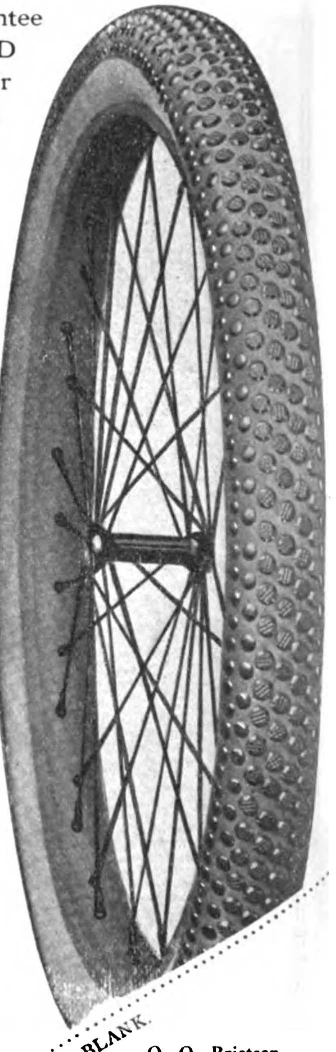
A. FREED, Pacific Coast Distributor, 1440 Market Street, San Francisco, Cal.

TIRE PROTECTION WITH A GUARANTEE

No longer is it necessary for motorcyclists to worry about PUNCTURES, BLOW-OUTS, GLASS CUTS, SKIDDING and unnecessary tire expense, which heretofore has MARRED the pleasure of all motoring—"BRICTSON" DETACHABLE TREADS will eliminate all this.

10,000 Mile Guarantee

SEND FOR COPY OF SAME



Yes, we will give you a 10,000 mile written guarantee with every "BRICTSON" MOTORCYCLE TREAD on a daily mileage basis of twenty-five miles per day. Can you get this kind of a guarantee on your rubber tires? Figure this guarantee out and you will see that it covers a period of 400 days.

Design and Construction

Made of select, specially prepared chrome tanned leather, soft and pliable, which gives with the "BRICTSON" the full benefit of the pneumatic tire. Studded on the surface with small neat-looking steel studs, designed to give perfect traction as well as a perfect "non-skid." There are layers of the best tire fabric between the layers of leather, which add strength and keep the tread from stretching. In addition to all these important features, the "BRICTSON" is lined perfectly smooth on the inside so there are no rivets or studs in contact with the rubber casing, making it impossible for the tread to injure the casing in any way.

The "BRICTSON" is the only scientifically constructed tread in that it CANNOT slip or slide on the rubber casing in ANY direction, owing to the patented, scientific method of fastening. It is held in position on the rubber casing by equal tension from all points of the circle, and for this reason may be adjusted to PERFECTLY fit the casing over which it is applied, which CANNOT be accomplished with any other method of fastening, and also envelops the entire casing, excluding sand, stones, mud, or even water from coming in contact with the rubber casing.

The "BRICTSON" is the ONLY TREAD THAT HAS PERFECT TENSION ADJUSTMENT FROM ALL POINTS OF THE CIRCLE, which other tread manufacturers have tried to imitate with metal contrivances that only detract from the appearance of the tread, add weight, and destroy the pneumatic feature, but still do not accomplish the desired result.

The "Brictson" Exclusive Patented Way of Fastening

The "BRICTSON" has no HOOPS, HOOKS, BUCKLES, SPRINGS, or any other unnecessary metal contrivances to add weight, break or eat into the rubber casing; neither is it cemented, laced, vulcanized, riveted or fastened to the rubber casing in any way—NATURAL INFLATION OF THE TIRE DOES THE TRICK—Simply clamped between the head of casing and rim—strictly Quick Detachable.

PRICES: One-half the price of a rubber casing and guaranteed three times as long. Compare the following prices:

26 x 2¼	$5.50	28 x 2¼	$6.50
26 x 2½	6.00	28 x 2½	7.00

Other sizes on application.

Ask Your Dealer for "Brictson" Detachable Treads

Ask the best dealer in your town to show you the famous "BRICTSON" Guaranteed Detachable Tread. If for any reason he cannot supply you, fill out the attached ORDER BLANK, pin your check to same, mail it, and I will ship you the treads on TEN DAYS' FREE TRIAL, and if you don't find them perfectly satisfactory within 10 days from receipt of treads, return them and I will cheerfully refund your money. Remember, I take all the risk.

O. A. BRICTSON, President

The Brictson Mfg. Co.

2532 Brictson Building

Brookings, South Dakota

DEALER'S COUPON.

O. A. Brictson,
President,
The Brictson Mfg. Co.,
2522 Brictson Bldg.,
Brookings, So. Dak.

Without obligation on my part, send me your Dealer's Prices Catalogue and full particulars.

Name....................................

City......................... State.............

County...

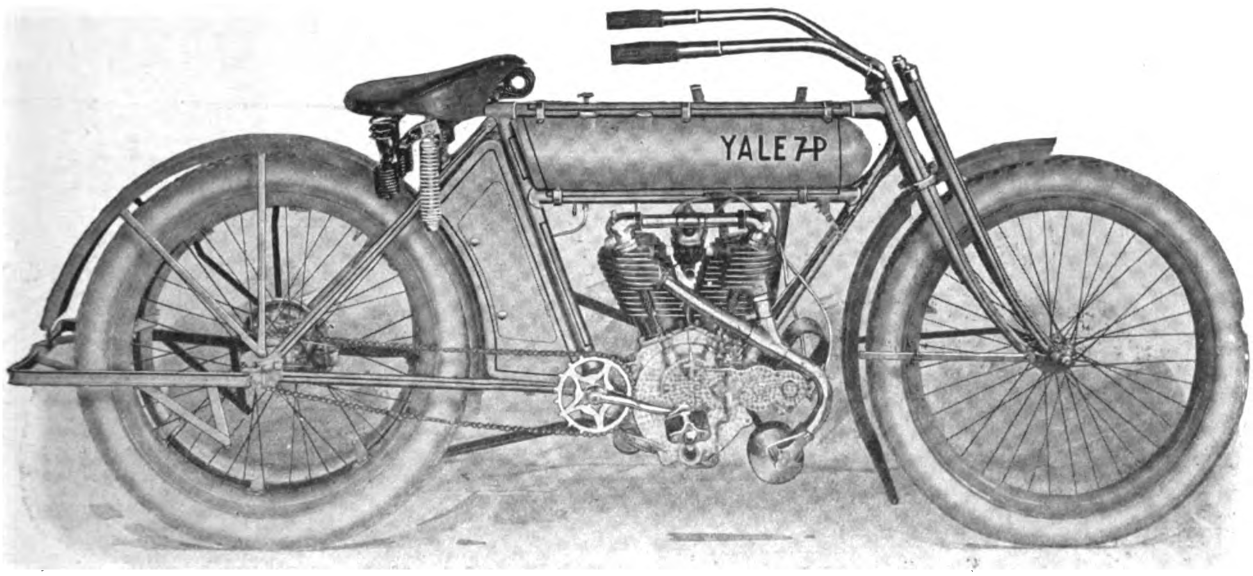
MOTORIST'S COUPON ORDER BLANK.

O. O. Brictson,
President.
The Brictson Mfg. Co.,
2522 Brictson Bldg.,
Brookings, So. Dak.

Enclosed please find.................. in the sum of $.................. for which ship by ex. or fgt......(quantity)..........Brictson Motorcycle Treads, size........with the understanding if they are not perfectly satisfactory I may return them within 10 days from receipt of shipment and you will refund my money.

Signed..

Yale Quality



Model 27, 7 H. P., $285.00

The Quality That Shows

When a manufacturer claims Quality for his product, he should be able to show you.

YALE Quality is no mystery. It is DOMINANT and TANGIBLE from tires to handle bars and proves itself by accomplishment.

Its source is drop forged frame fittings, motor parts, cranks, controlling levers, etc. The best seamless tubing scientifically reinforced; skilled workmanship throughout and the highest grade equipment on the market, such as Bosch Magneto, Yale-Eclipse Free Motor Clutch, 2¾-inch studded tires and the Y-A Shock Absorber.

Its proof is the enthusiastic support of every YALE owner and the winning of every big endurance test of material importance.

Such is YALE Quality. It costs a little more than the other kind, but it is worth the money.

Four models for 1912, single and double cylinder, 4, 5 and 7 horse power. Prices, $210 to $285.

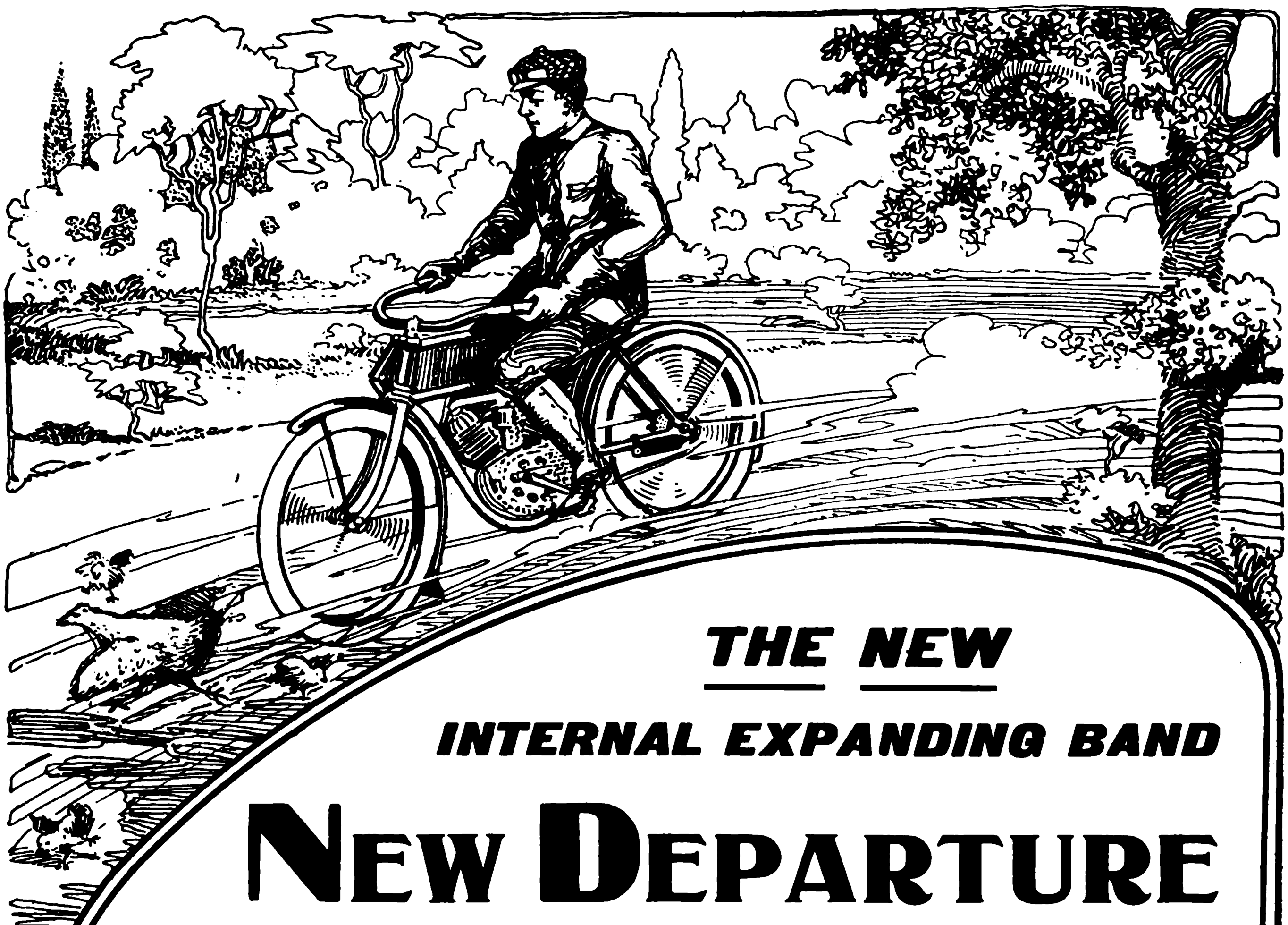
Our catalogue describes them all. Write for it today, or see the nearest YALE Agent.

Prompt Deliveries

THE CONSOLIDATED MANUFACTURING CO.

1730 Fernwood Avenue MEMBER M.M.A. **Toledo, Ohio**

F. C. CORNISH, Eastern Representative, 219 Clinton Ave., Newark, N. J.



THE NEW

INTERNAL EXPANDING BAND

NEW DEPARTURE

COASTER BRAKE FOR MOTORCYCLES

The same type of device as the emergency brake in automobiles for quickly retarding speed or stopping instantly.

You can depend upon it all the time and every time.

It is absolutely impossible for the brake to lock, wind or bind.

The new transfer spring has stopped all of the "picking up" of the pedals.

It is all steel.

The wearing parts are specially treated to withstand hard service.

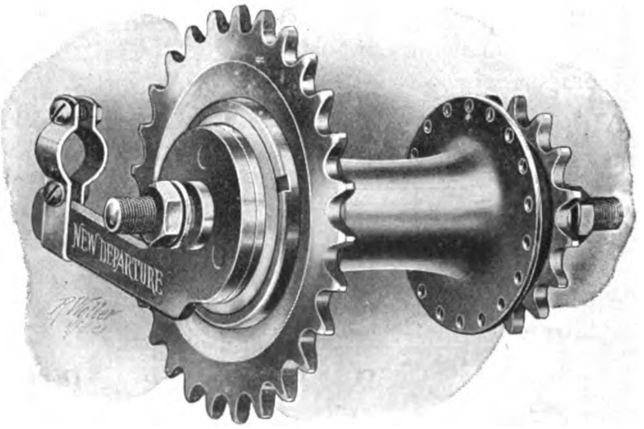
The parts on which the severe strain comes are made as strong as it is possible for any metal to be.

In fact, this brake is ideal and gives the rider everything that he wants for controlling his machine under all circumstances.

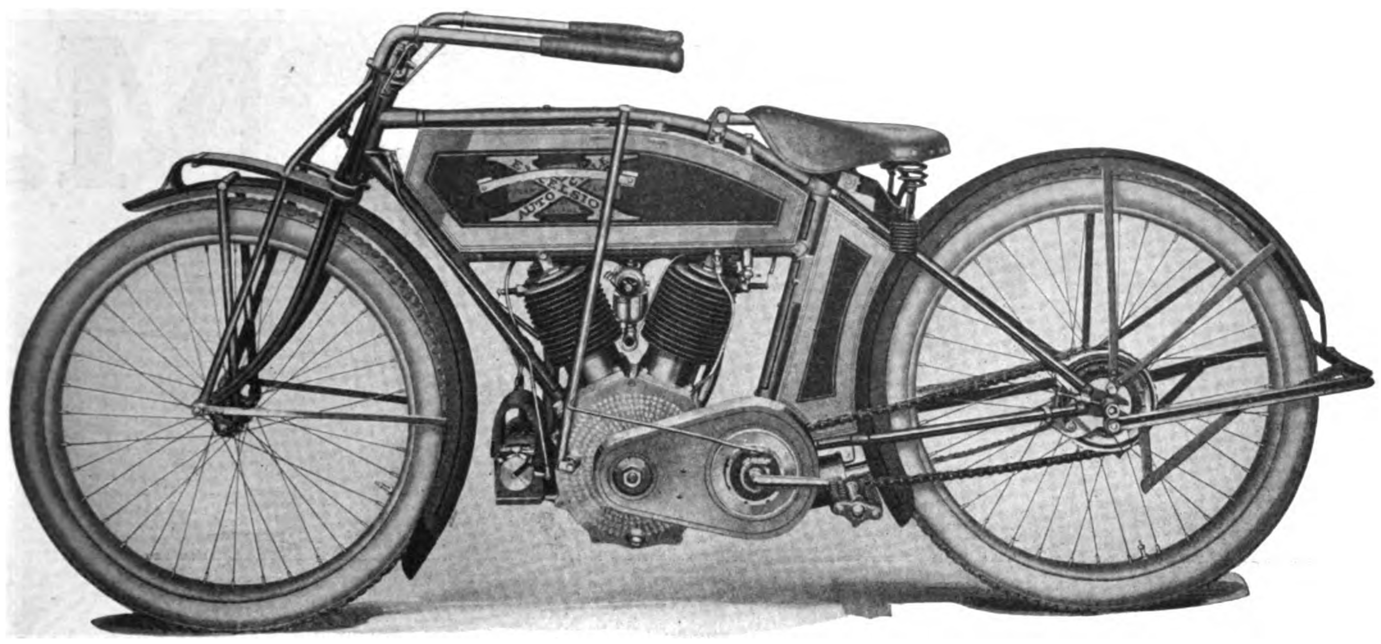
THE NEW DEPARTURE MFG. CO.

BRISTOL, CONN.

Coaster Brake Licensors



MODEL BB FOR CHAIN DRIVE MACHINES.



You're Not Spending Money When You Buy An Excelsior Auto-Cycle

You're not spending money when you buy an Excelsior Auto-Cycle—you are investing it. The Excelsior will not only prove to be a time and car-fare saver—but it will be, because of its long life, its durability, its sturdy and careful construction, **a life-time investment.** The Excelsior is clean, comfortable, strong, speedy and simple.

The Excelsior Is Built—Not Made

Piece by piece, part by part, the Excelsior Auto-Cycle is **built.** The frame is of Shelby steel tubing and reinforced—the fittings throughout are drop forged—all to give strength and durability. The cylinders and bearings are ground to size and absolute roundness, with proper allowance for running fits to an accuracy of 1/4000 of an inch. The engine is hung low to give steadiness. Auto-type mudguards, chainguard, aspirator and oil-proof bearings give cleanliness. The Kumfort-Kushion spring seat post and perfected cradle spring fork give comfort—the small number of parts and ease of operation, give simplicity. There is nothing wanting in the Excelsior—that's why it **always makes good.**

We Take Care of the Future

We believe in the future of the motorcycle. We are building a business besides building a machine. We feel that serving past purchasers deserves as much consideration as selling new machines.

Write today for our illustrated catalog and our guarantee policy.

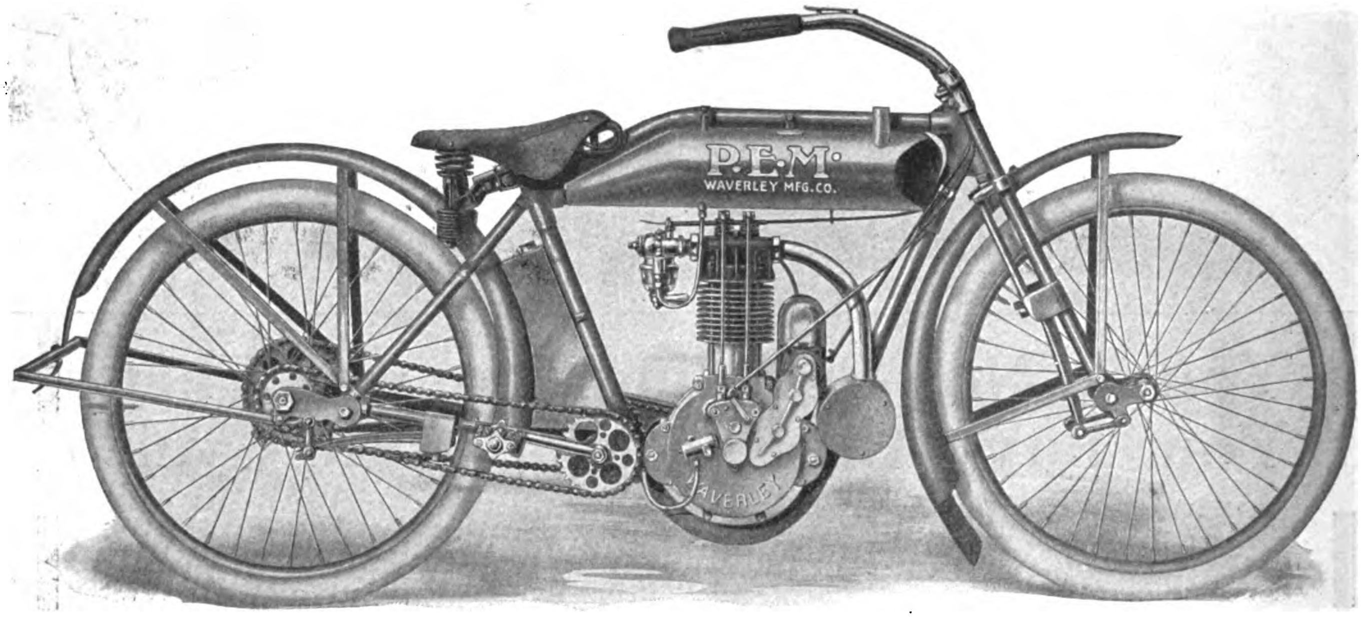
The Excelsior Motor, Mfg. and Supply Co.
2201-2259 Union Street - - - Chicago

DEALERS—GET THE EXCELSIOR IF YOU CAN

You will want the Excelsior when you know its superiority. Our advertising to the consumer will help you. We have some unoccupied territory. It may be in your neighborhood.

The P. E. M.

Formerly the Waverley


P.E.M.
WAVERLEY MFG. CO.
WAVERLEY

Most motorcycles are pretty much alike. The P. E. M. is distinctly different and every difference has a reason.

The P. E. M. Cushioned Frame is as different from spring posts and similar devices as a modern limousine is from a farm wagon.

Instead of a coil spring, hidden away in the frame tube, you ride on four cradle springs with three leaves each, and there is no tiring change of distance between the saddle and pedals.

A STILL BETTER POINT—this high degree of comfort is attained without the use of a hinged or otherwise weakened frame.

The Waverley overhead valve motor is equally ahead of the common kind.

These are only two of the many features of practical excellence that make

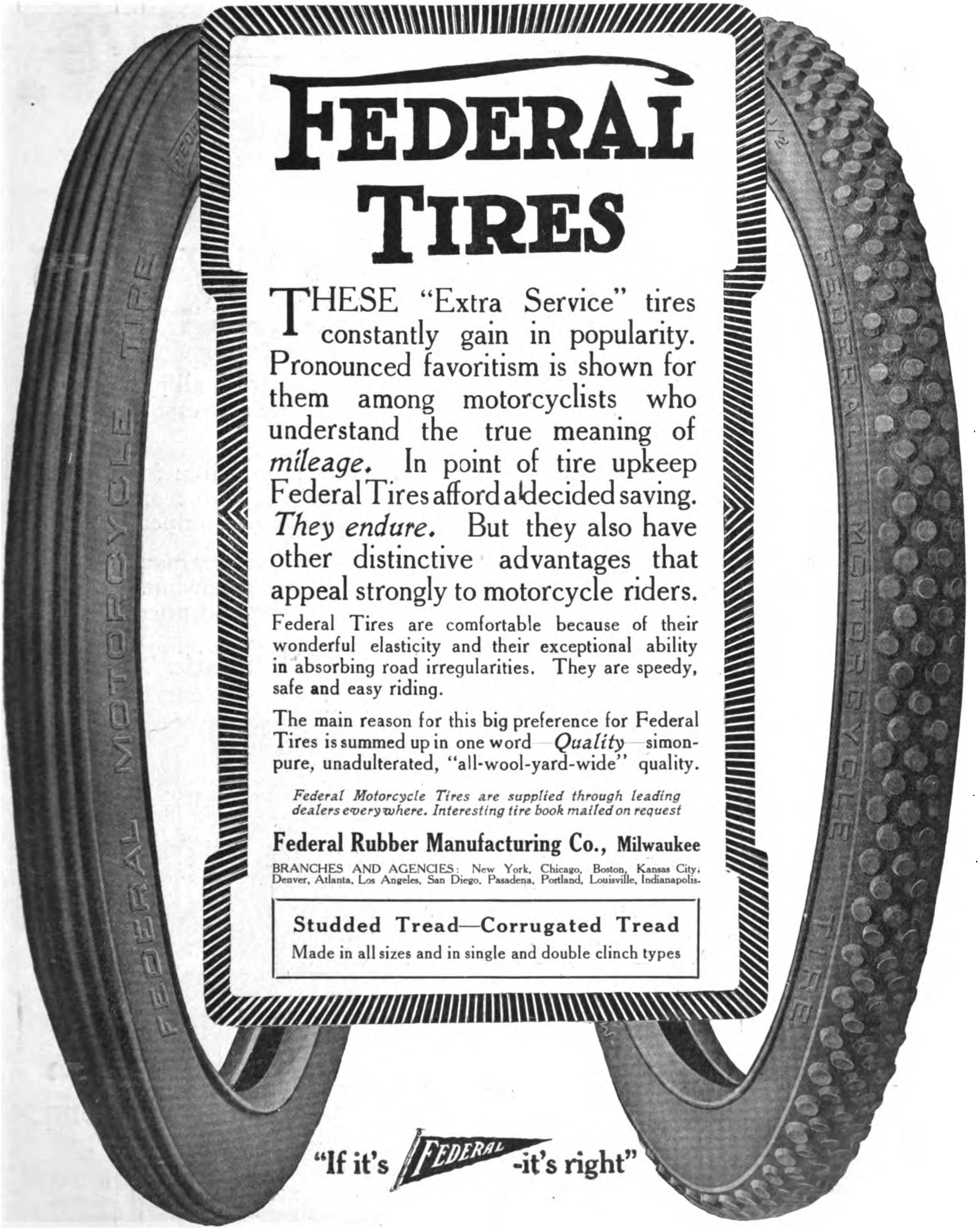
The P. E. M. THE CONSUMMATE MOTORCYCLE

Our catalog is at your service, a postal card will bring it.

Waverley Manufacturing Company

103 Waverley Place Jefferson, Wis.

Chicago Branch: 140 South Dearborn Street



FEDERAL TIRES

THESE "Extra Service" tires constantly gain in popularity. Pronounced favoritism is shown for them among motorcyclists who understand the true meaning of *mileage.* In point of tire upkeep Federal Tires afford a decided saving. *They endure.* But they also have other distinctive advantages that appeal strongly to motorcycle riders.

Federal Tires are comfortable because of their wonderful elasticity and their exceptional ability in absorbing road irregularities. They are speedy, safe and easy riding.

The main reason for this big preference for Federal Tires is summed up in one word—*Quality*—simon-pure, unadulterated, "all-wool-yard-wide" quality.

Federal Motorcycle Tires are supplied through leading dealers everywhere. Interesting tire book mailed on request

Federal Rubber Manufacturing Co., Milwaukee

BRANCHES AND AGENCIES: New York, Chicago, Boston, Kansas City, Denver, Atlanta, Los Angeles, San Diego, Pasadena, Portland, Louisville, Indianapolis.

Studded Tread—Corrugated Tread
Made in all sizes and in single and double clinch types

"If it's FEDERAL -it's right"

POPE MOTORCYCLES

With Imported Magneto

$165

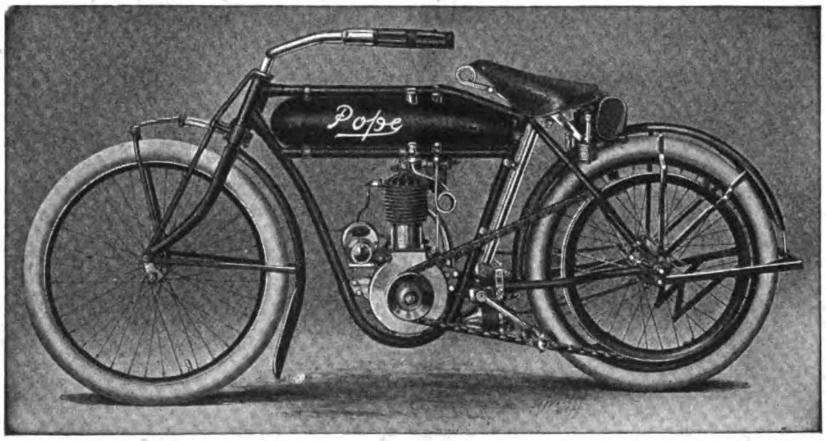
THE RUSH IS NOW ON

The large volume of orders which we are receiving from all parts of the country and abroad, shows that dealers everywhere are responding to the lively demand for Pope Motorcycles.

The appeal of *Quality* and the appeal of *Price* are responsible for the Pope's popularity. As a light, compact, reliable machine of fine appearance it is in a class by itself. It has no rivals or competitors.

An examination of the Pope will convince you that no machine, regardless of price, embodies better materials or workmanship. A large demand is the logical result of the Pope's quality and price.

Let Us Have Your Order For The Spring Trade Today



Write for Terms and Territory Still Open

Write for Details of 1912 Eclipse-Free Engine Pulley

Send for Handsome New Catalog

THE POPE MANUFACTURING COMPANY, Hartford, Conn.

PACIFIC COAST DISTRIBUTORS

F. P. Keenan Co., Portland, Ore.
Northwest.

C. L. Smith, Los Angeles,
Southern California.

Kimball-Upson Co., Sacramento,
Northern California and Nevada.

Agents–Listen Here!

If you could place an M·M Battery Special in your window to-morrow morning with a price card marked $140. don't you think it would attract a lot of the boys who have been saving up for a motorcycle?

Here is an opportunity you never have seen before—you can sell 10 M·M Battery Specials at $140. to one of any other kind. And sales are what you want.

Remember the M·M Battery Special is a bang-up good machine—none better. The machine will speak for itself.

Now is the time to get started to book orders for spring delivery.

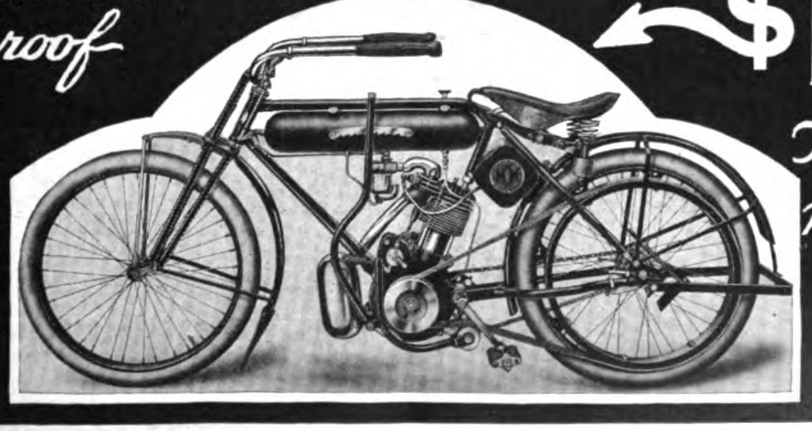
Our commission is large enough to allow you to sell on time.

Write us to-day for particulars.

AMERICAN MOTOR CO., 716 Centre St., Brockton, Mass.

A Machine with 3 Years proof behind it

4 H. P. Battery Special



$140

The lowest price ever offered

What They Do Shows What They Are

Ask the Leading Motorcycle Manufacturers

They Know

Ask the Thousands of Enthusiastic Riders

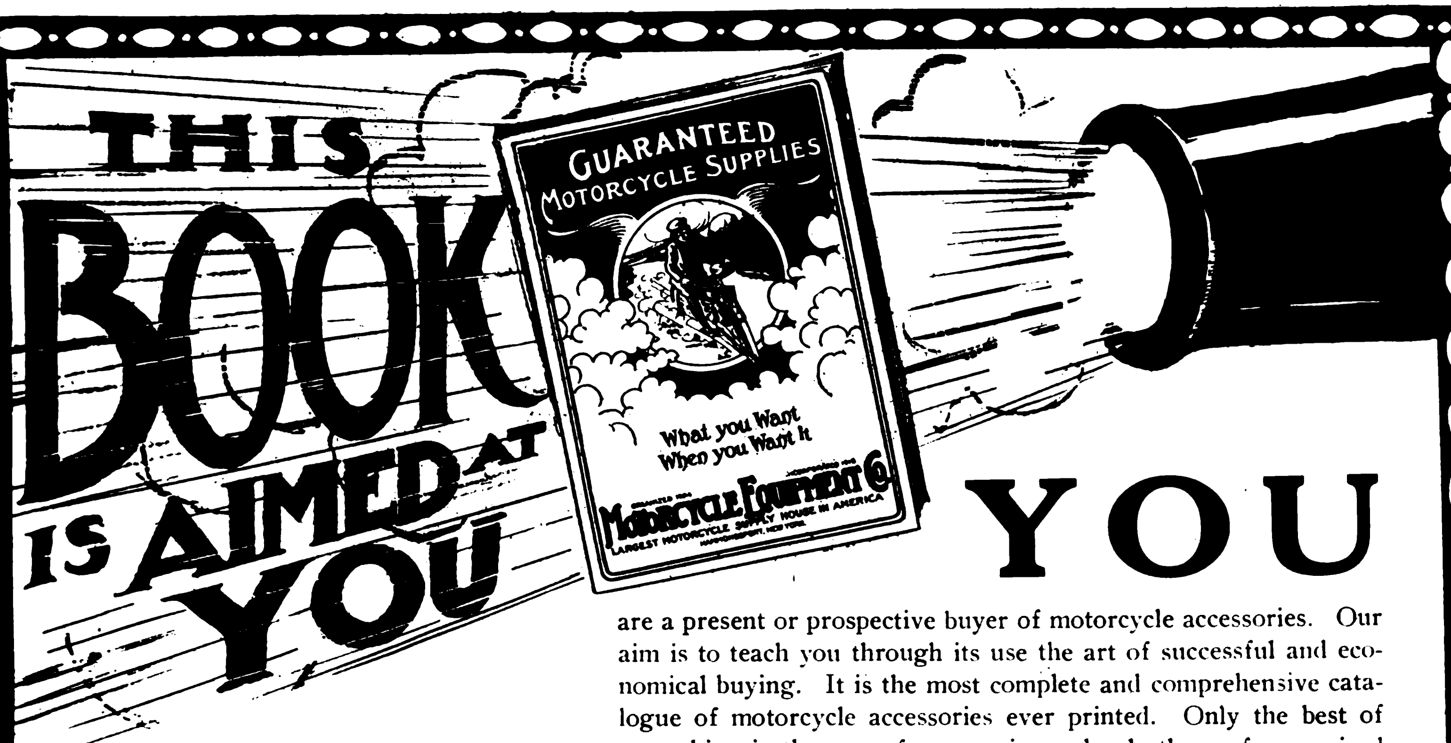
They Know

Continental-Erie Tires

Ask the Jobber—He Knows

Continental Rubber Works

ERIE, PA.


THIS BOOK IS AIMED AT YOU
GUARANTEED MOTORCYCLE SUPPLIES
What you Want When you Want It
Motorcycle Equipment Co.
Largest Motorcycle Supply House in America

YOU

are a present or prospective buyer of motorcycle accessories. Our aim is to teach you through its use the art of successful and economical buying. It is the most complete and comprehensive catalogue of motorcycle accessories ever printed. Only the best of everything in the way of accessories and only those of recognized worth are listed. Not *one* article is undesirable or of questionable quality. Every accessory is thoroughly tested before it is listed and then guaranteed. You run no risk, therefore, in ordering through it.

ARE WE HITTING YOU?

When we say that some people are too indolent or too skeptical about investigating the Trouble Saving, Time Saving and Money Saving opportunities of buying through the mail? We have never lost a customer who once started to deal through us. The Meco guarantee tag or money-back pledge goes with each purchase and we consider no sale complete until you would rather have the goods than the money you paid for them. That's how we have built up a large and permanent business. Quality Goods—they only are the kind that create permanent customers. Lowest Prices—we are under no heavy expense for handsome show rooms and offices or large selling force, so can afford to sell very low. Prompt Deliveries—goods shipped same day as receipt of order; we believe that when you want a thing you want it right away. Square Deal Policy—we never question the reason for any change in the order, requested substitution or money refunded.

THERE IS ABSOLUTELY NO RISK

then in using the Meco catalogue. It explains *why* to buy, *where* to buy and *how* to buy—and our credentials are stated on page 1. There are

FIFTY THOUSAND (50,000)

catalogues in the press run this year, and we will have no trouble in disposing of them. Big, handsome fellows they are, even better in the inside than the outside, and that's a pretty strong statement. Cover drawn and presented to us by a satisfied patron of six years standing. Every page is clear and bright with illustrations and descriptions of articles you want. In a word, its a winner of friends and incidentally business. And *then it saves the user money*. Where shall we send yours? Just fill out the coupon, detach and mail. *Do it now.* You can spare two cents and 2 minutes.

MOTORCYCLE EQUIPMENT CO.

Guaranteed Motorcycle Supplies

Hammondsport NEW YORK

Motorcycle
Equipment Co.,
Hammondsport, N. Y.

Gentlemen: Please send me your catalogue as advertised, and oblige.

Name........................

Street Number or P. O. Box.....

....

City..................................

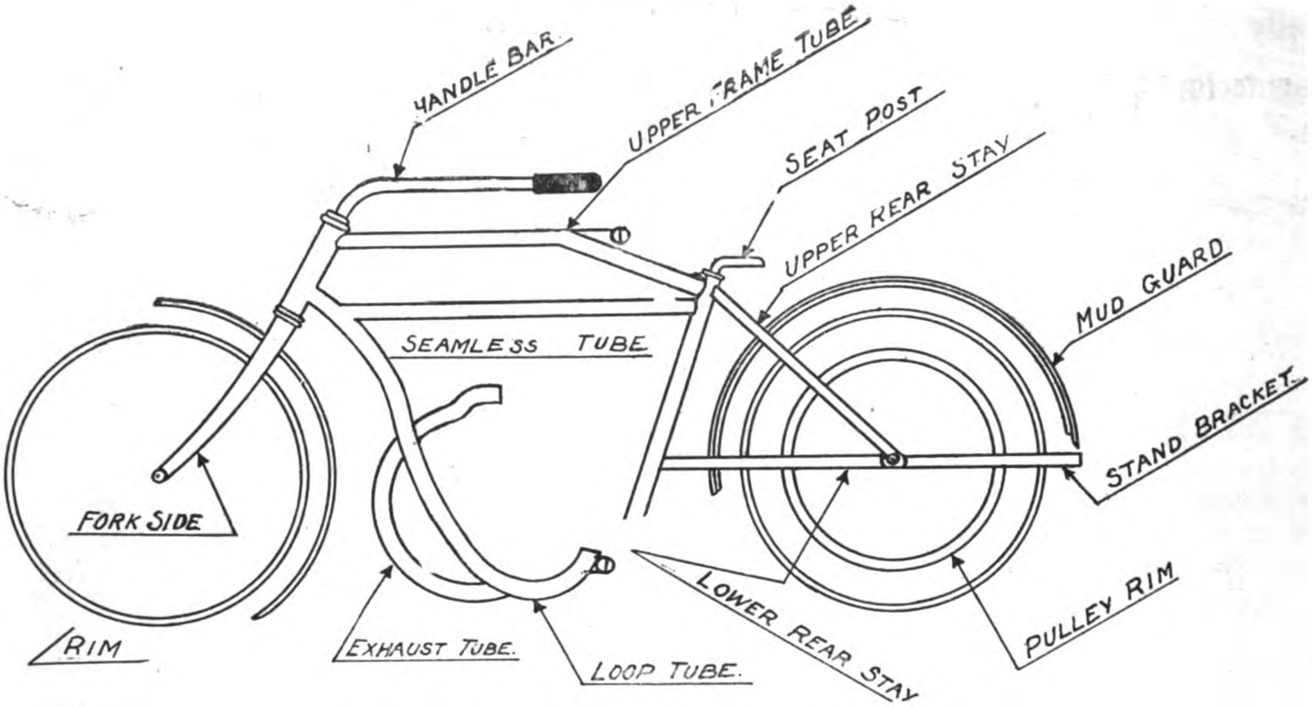
State.................................

C

"STANDARD"

SEAMLESS STEEL

TUBING


HANDLE BAR
UPPER FRAME TUBE
SEAT POST
UPPER REAR STAY
MUD GUARD
SEAMLESS TUBE
STAND BRACKET
FORK SIDE
RIM
EXHAUST TUBE.
LOOP TUBE.
LOWER REAR STAY
PULLEY RIM

THE BACKBONE OF YOUR MACHINE

is the *tubing* of which it is constructed.

The *boast* of the *largest* motorcycle manufacturer is that he has *never* had a frame go wrong in *ordinary* usage and this manufacturer uses "**Standard**" Tubing entirely; also our rims, mud guards and pulley belt rims.

At the recent Madison Square Garden Show, New York City, *sixteen* motorcycle exhibitors displayed sixty-five models. Of the sixty-five models, *fifty-seven* were made in whole or in part of "**Standard**" Tubing.

Fourteen of the sixteen exhibitors, the country's *best* and *largest* motorcycle manufacturers, use "**Standard**" Tubing and price is *not* their reason—it's *quality*.

They have tried *other* tubing but it *failed*. It did *not* give the *combination* of *lightness*, *strength* and *finish* that a *first-class* motorcycle frame requires and which the use of "**Standard**" Tubing *insures*.

When you order your machine, it *would* be well to ask what tubing it is made of, or better still write us and we will tell you *who* uses it.

Remember the *strength* of the *frame* and *rims* of your motorcycle *dictates* its capacity to carry *heavy* loads or to "*Speed her up.*"

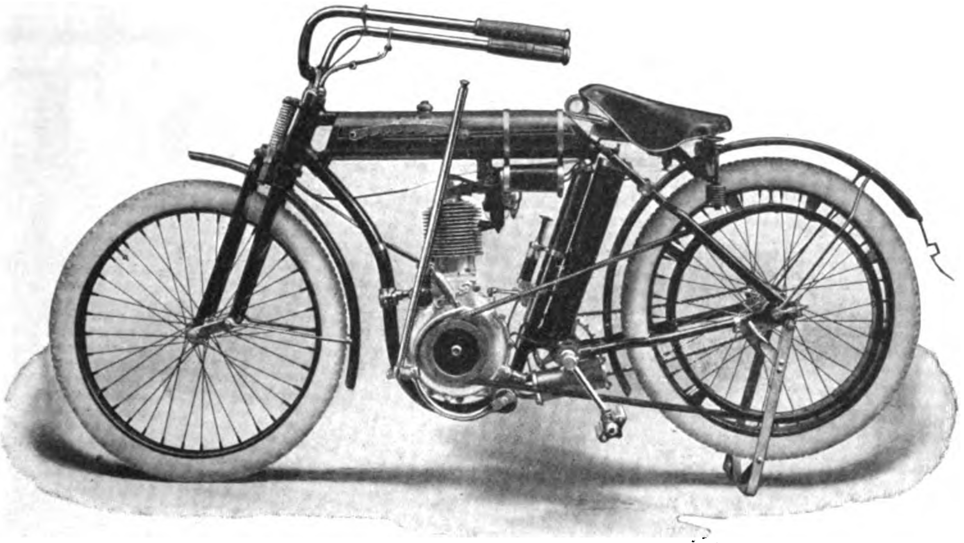
THE STANDARD WELDING COMPANY

CLEVELAND

NEW YORK CHICAGO DETROIT

THE 1912 IMPROVED ARMAC MOTORCYCLE

A Real Motorcycle That is Really Manufactured, Not Assembled



“Armac” Stands for Speed, Power Endurance Reliability and Mechanical Perfection

Eleven Years of Successful Motorcycle Manufacturing Has Made the “ARMAC” a Perfect Motorcycle—Not an Experiment

No hill too steep or road too rough for the “ARMAC.” Ask any Rural Letter Carrier who rides one. Our IRON-CLAD GUARANTEE COVERS MOTORCYCLE AND EQUIPMENT ENTIRELY.

Dealers—A postal will bring you our catalogue and LIBERAL DISCOUNT PROPOSITION. Write now as there may be some territory still open in your locality. All 1912 Models with Latest Standard Equipment, Herz Imported Magneto, Eclipse Free Engine Clutch, 2½-inch Tires, any make, and new style Luggage Carrier.

Model No. 29	4½-5 H. P., Battery and V-Belt	$185.00
Model No. 30	4½-5 H. P., Battery with Flat-belt and Idler	200.00
Model No. 31	4½-5 H. P., Battery with V-Belt and Free-engine Pulley	200.00

ARMAC SPECIAL RACER

*Model No. 32	4½-5 H. P., Battery with Flat-belt and Idler	225.00
*Model No. 33	4½-5 H. P., Battery with V-Belt and Free-engine Pulley	225.00
Model No. 34	Twin 6-7 H. P., Battery with V-Belt only	225.00
Model No. 35	Twin 6-7 H. P., Battery with V-Belt and Free-engine Pulley	250.00
Model No. 36	Twin 6-7 H. P., Battery with Flat-belt and Idler	250.00

Any of Above Models with Herz Imported Magneto $25 EXTRA.

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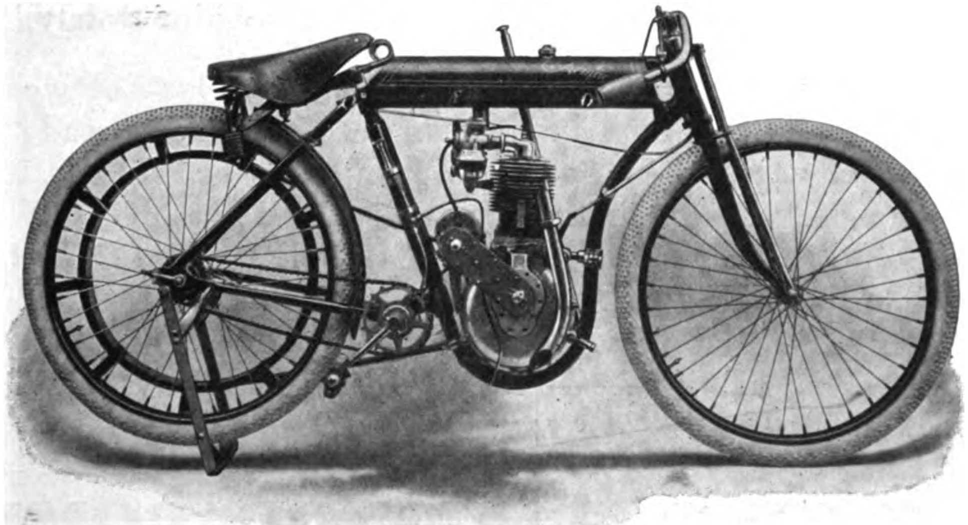
*Models marked with “star” are racing models.

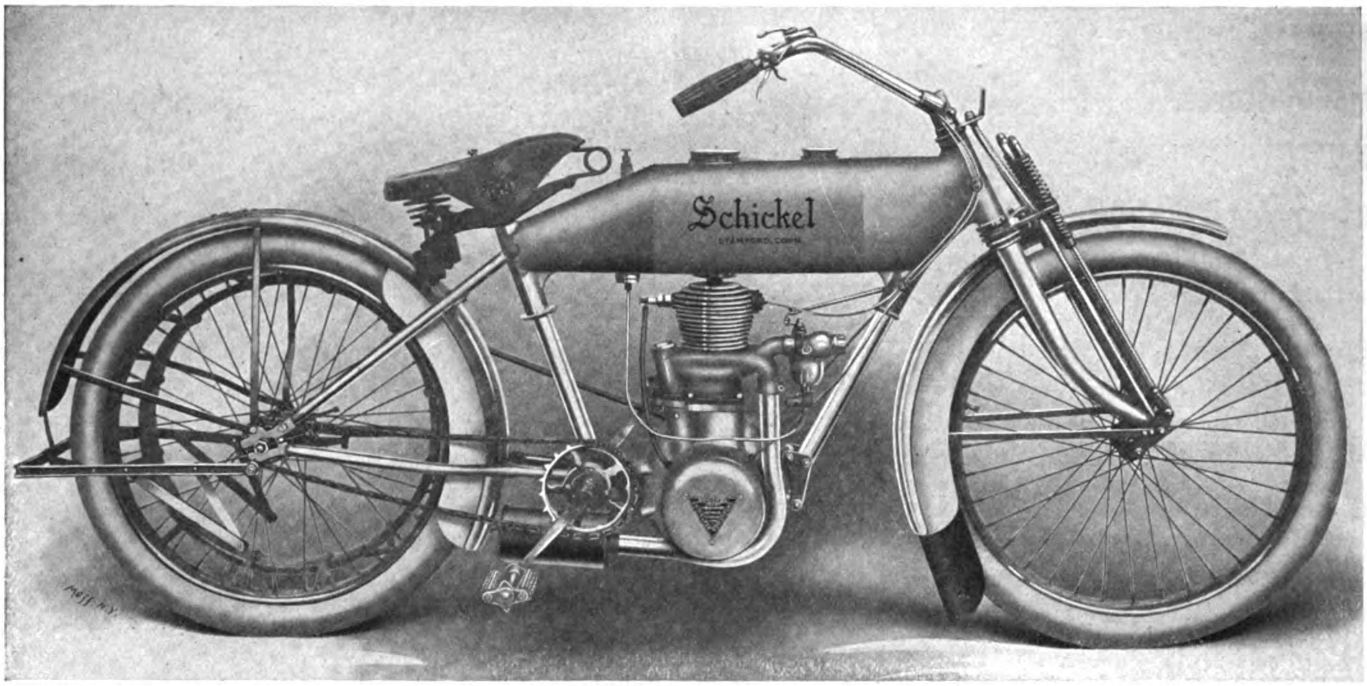


ARMAC MOTOR CO., 1419-1433 CARROLL AV.
CHICAGO, ILLS.

Dealers Who Think Will Listen to This

VALVELESS

TWO STROKE



"THE MASTER MOTORCYCLE"

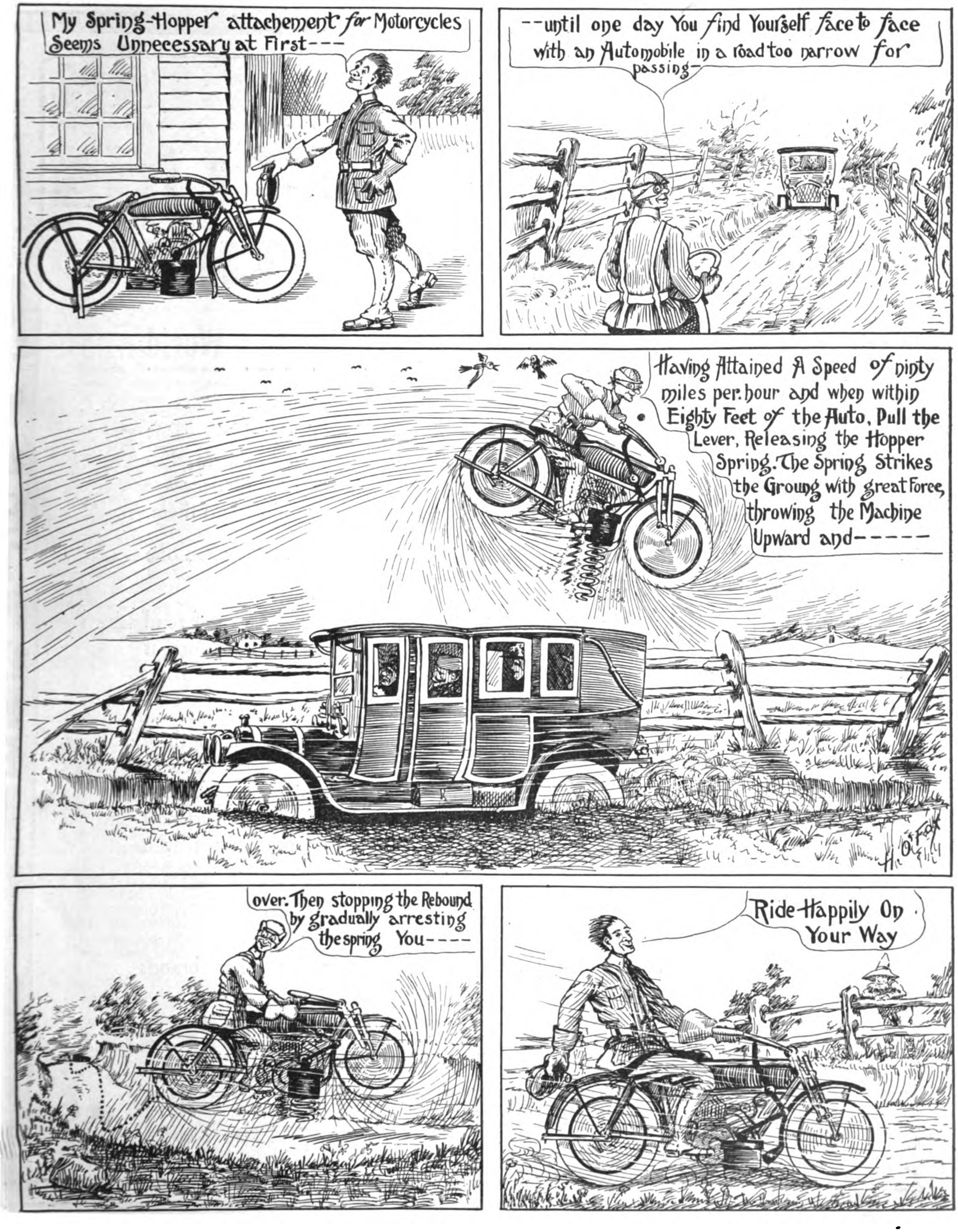
One big man in the trade gave us a tip; he said: "You fellows put all your features in one ad; result—you overwhelm the average dealer—he isn't accustomed to so many decided features—feed it to him slowly."

This dealer meant well—his idea was right. But did we use all our ammunition (special features) in each page or double spread? If all the exclusive features were put in one ad you could not be induced to undertake the labor of reading so much fine print. SOMETHING OF INTENSE INTEREST TO EVERY LIVE DEALER WILL BE FOUND IN THE FIRST BIG SCHICKEL FEATURE TALK IN THE NEXT ISSUE OF "MOTORCYCLE ILLUSTRATED." WATCH FOR IT. IN THE MEANTIME WRITE FOR OUR PROPOSITION—WE WANT YOU TO, AND YOU'LL BE GLAD YOU DID.

THE SCHICKEL MOTOR COMPANY

(Member M. M. A.)

59 GARDEN STREET STAMFORD, CONN.


My Spring-Hopper attachement for Motorcycles Seems Unnecessary at First---
--until one day You find Yourself face to face with an Automobile in a road too narrow for passing-
Having Attained A Speed of ninty miles per hour and when within Eighty Feet of the Auto, Pull the Lever, Releasing the Hopper Spring. The Spring Strikes the Groung with great Force, throwing the Machine Upward and-----
H. O'Fox
over. Then stopping the Rebound by gradually arresting the spring You----
Ride Happily On Your Way

**Start right this Spring by
equipping your motorcycle
with the right tires**

UNITED STATES TIRES

The Strongest Motorcycle Tires in the World

There is only one absolutely sure way to solve the tire problem—Buy Strong Tires. The stronger they are the more you get out of them. Experience proves that your mileage service increases and your bills decrease in direct proportion to the strength the manufacturer builds into them.

As a matter of fact the whole question of tire service rests upon one essential—STRENGTH.

It is the strength in your tires that resists the wear and tear of road travel. It is the strength in them that carries the load. Therefore, if you hope to operate your motorcycle on a satisfactory, money-saving basis you must buy strong tires.

In no other motorcycle tires in the world will you find the strength of United States Tires. They are made to resist the bumps and carry the load. They combine all the strong points of two famous brands—G & J and Morgan & Wright. They are made by the world's foremost experts. They are the products of manufacturing resources not even approached by any other tire concern.

**Tires made as these tires are made are bound to reduce
your tire expense and add to your riding pleasures**

They cost no more than you are asked to pay for other brands

UNITED STATES TIRE COMPANY

New York

Sold Everywhere

Motorcycle Illustrated

Vol. 7. Thursday March 7th 1912 No. 5.

TRACK FOR CLEVELAND FANS

Luna Park Managers Are Planning to Build a Board Motorcycle Speedway for Big Races.

CLEVELAND will undoubtedly see some motorcycle speed records smashed this summer on a saucer board track. The management of Luna Park has assured motorcycle fans of a four-lap track that will rival the famous Western saucers for speed. Work on the track will commence just as soon as the frost has left the ground.

A small model has already been completed and the design of the grandstand is a beauty. The Cleveland track will have a sharper incline than that at Los Angeles. It is figured that 100 miles an hour will be possible.

George Kreamer, of Brooklyn, N. Y., who is to take charge of the construction work, is an old bicycle rider. Accommodations for 10,000 fans will be made in the grandstand. It will take about six weeks to build the track and the opening meet will undoubtedly be held in May. The Cleveland Motorcycle Club has been called upon to furnish riders and will have some of the best riders of the country on hand for the opening card.

INDIANAPOLIS TRACK PLANS.

LATE reports of the special committee named to take up preliminary plans for the board track to be erected in Indianapolis, Ind., lead to the conclusion that the big bowl will cost in the neighborhood of $18,000. It was at first believed that the track could be built for about $10,000. The proposed increase in the outlay has not daunted the dealers and others who are interested in the project, and there is every reason for believing that the plans will be carried through. It is figured that the track proper will cost from $10,000 to $12,000 and that the balance of the estimate will be taken up in electric lighting and other incidental furnishings. Another meeting of the committee will be held at an early date when steps will be taken to incorporate the Indianapolis Motordrome Company, which will erect and control the track.

DENVER TRACK SITUATION.

DR. J. P. THORNLEY, chairman of the F. A. M. Competition Committee, is endeavoring to induce the managers of the Lakeside and Tuileries Tracks in Denver to agree upon a satisfactory and fair division of sanction dates. Sometime ago Gilpatrick, of the Tuileries track, made an application for exclusive franchises for thirty-two dates, including all the Sundays. His application, however, has not been acted upon and the tenor of subsequent correspondence between the doctor and the two managers prompts him to believe that the matter will be adjusted satisfactorily to both in the near future.

COASTER BRAKE PATENTS SUSTAINED.

JUDGE JOHN R. HAZEL, of the United States District Court, at Buffalo, has issued a decree sustaining the coaster brake patents held by The New Departure Manufacturing Company, of Bristol, Conn. The decision of the Court allows every claim made by The New Departure Manufacturing Company, and orders that a perpetual injunction be issued restraining The Forsyth Manufacturing Company, of Buffalo, from making, using or selling the coaster brake of their manufacture. The decision holds that the New Departure patents are good and valid and cover the "original, first and true invention" of the coaster brake. By this decision The New Departure Manufacturing Company recovers all the profits and advantages which The Forsyth Company received by reason of the infringement, together with damages and all costs of the case.

The Court has appointed Harris S. Williams, of Buffalo, special master to go over the books of the Forsyth Manufacturing Company and determine the amount to be paid by that company to The New Departure Manufacturing Company.

The New Departure Manufacturing Company was one of the six companies and eighteen individuals indicted by the last Federal Grand Jury at Buffalo, on a charge of violating the Sherman Anti-Trust Law. A petition to have the indictments quashed is now pending before Judge Hazel. The companies indicted are The New Departure Manufacturing Company, Bristol, Conn.; Licensor, and The Corbin Screw Corporation, New Britain, Conn.; The Aurora Automatic Machine Company, Aurora, Ill.; The Eclipse Machine Company, Elmira, N. Y.; The Miami Cycle & Manufacturing Company, Middletown, Ohio; and the Buffalo Metal Goods Company, Buffalo, N. Y. The last five companies named are licensed to manufacture under the New Departure patents.

The Federal authorities admit that these indictments grew out of the action against The Forsyth Manufacturing Company.

The importance of this decision, which so thoroughly maintains the validity and value of the New Departure patents, is emphasized because the Government has insinuated all through the indictment proceedings that the New Departure patents are not of value, and are simply being used as a cloak for restraining trade in violation of the Sherman Anti-Trust Act.

NEW YORK INCORPORATION.

WM. B. HAGGERTY, 25 W. 42d street; Frank B. Mansfield, 127 Duane street, and Mary E. Wilson, 1547 Broadway, all of New York City, have incorporated the Bryant Sales Company, for the manufacture of automobiles and motorcycles. The company is capitalized at $15,000.

COLUMBUS BREAKS THE ICE

Dealers of Ohio City Could Not Accept Terms of Auto Boomers and Held Fine Show of Their Own.

COLUMBUS, OHIO.—The first independent motorcycle show ever held in the United States opened its doors in this city on Saturday evening, March 2, in a storeroom at 39 East Chestnut street. The show was under the auspices of the Columbus Motorcycle Club, which intended to join with the Columbus Automobile Club in holding a show but which was forced out because of unreasonable conditions imposed. Six dealers of the Buckeye Capital joined in making the show a success. They were W. H. Snyder, of the American Machine Company, agent for the Emblem; L. P. Birkenbach, agent for the Thor and Yale; Franklin Cycle & Supply Company, agent for the Reading-Standard and Excelsior; the Barr Motorcycle Company, agent for the Indian; P. I. Haynes & Co., agent for the Harley-Davidson; and A. C. Edwards, agent for the Flying Merkel. A band was in attendance during the evening and hundreds of people attended the show to look over the 30 or more motorcycles shown. A small admission fee was charged in order to keep out the rabble and the proceeds will be donated to charity.

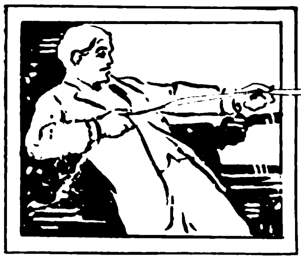
NEW COMPANY LAUNCHED.

ARTICLES of association of the Triumph Manufacturing Company, a $75,000 corporation have been filed with the Secretary of State at Lansing, Mich. The factory and general offices of this company will be located in Detroit, Mich., where it will engage in the business of manufacturing and selling motorcycles.

Rumors have been current of late that the new venture is backed by a number of prominent Detroiters, that Messrs. Robert M. Brownson and George W. Sherman, who were formerly connected with the Flanders Manufacturing Company, at Pontiac, Mich., will be identified with it and that an organization of men who through long years of experience in the motorcycle industry have acquired the knowledge of how properly to design and build motorcycles has already been secured. The development of this newcomer in the field will be watched with interest by those in the trade and some surprises are looked for.

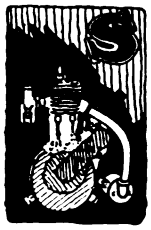
TO PAY DIVIDEND.

ANNOUNCEMENT is made that upon the petition of Gabriel H. Parkhurst, trustee of the Herring-Curtiss Company, of Hammondsport, N. Y., an application will be made on March 14 for an intermediate accounting of the affairs of the company. Steps will be taken to authorize the trustee to dispose of the remaining assets of the company and to prepare for the payment of a dividend, not exceeding 5 per cent., to be turned over to the creditors of the firm.



TEARING apart a competing machine seems to be the favorite occupation of many a motorcycle dealer who ought to know better. And still the knockers wonder why they are not doing the amount of business to which they consider themselves entitled. To be brutally frank, they are doing better than their deserts.

FAILURE OF CHICAGO DEALERS' PLANS



SOMEWHAT interesting and more or less instructive are the sermons which are being preached these days at the obsequies of the Chicago Dealers' Association. A different diagnosis of the trouble which caused the premature death of the organization is given by everyone who has tried to ascertain the reason. To the average outsider, however, it is plain that the trouble was the old one involving trade jealousies of a petty and at the same time deep character. The efforts to organize the dealers of Chicago have failed because of the impossibility of persuading each interested party to bear his share of the responsibilities and the necessary support in an entirely *impersonal* manner. Then, too, the project fell down because of the difficulty of any attempt to guarantee the promoters of the scheme that share of the benefit to which each one considered himself entitled.

Finally, the prospective expense of carrying out the plan on a proper scale had a more or less disquieting effect upon a number of the members who, unwilling to take the risk, found no trouble in unearthing a half dozen other good reasons why they did not feel that they would be benefited in proportion to the expense that would be entailed.

To a representative of MOTORCYCLE ILLUSTRATED Jesse Edwards, who was at the head of the project, said:

"If you will remember, President Coffman, of the M. M. A., let me down easy on the contribution that I had just asked the M. M. A. to make to our initial fund. Mr. Coffman said that the only fund the M. M. A. had was derived from the New York and Chicago Show and they could not afford to give any part of it up for any other purpose than that of defraying regular expenses.

"This was cold water from hose number one. A dealer in Chicago who maintains a wholesale branch and a retail store in Chicago objected to the papers we proposed to use. This was hose number two. Another one of the directors was quite willing to go in but did not have time to attend the meetings, and required that everything be submitted to him before anything could be passed on definitely. This was faucet number three.

"The directors met on the second Wednesday following the Show, and I notified them of the meeting by telephone. Some had engagements with their girls, some of them had to go to the "Mothers' Club" and so forth, and we were only able to raise six out of the eleven. There were one or two new ones on hand who had not attended the previous meetings and the whole matter, from start to finish, had to be re-hashed and explained to them. After that I submitted the constitution and by-laws for the association, with the request that it be passed on by the directors, so that when it was submitted to the association as a whole, it would not entail so much discussion There seemed to be some differences of opinion as to whether the proposition was entirely fair in regard to the division of the assessment and also the number of addresses, etc., that should be listed in the advertising. All these things were hashed and re-hashed and a great deal of quibbling done over small details and every angle of the situation was looked into by the smaller dealers to see whether or not there was some way whereby the larger ones would take advantage of them.

"For instance: One small dealer asked me the question, 'What is to hinder you, after the association has put in a big ad. from following it up next Monday with a big ad of your own and scoop in the whole effect?' My answer was, 'Absolutely nothing—what is to hinder you from doing the same thing?' 'Well,' he said, 'I can't afford to.' 'Well,' I said, 'I can, but I have not gone into this association with any intention of making any scoops or taking any advantage of the association's advertising, but the association is not going to dictate to me how our firm shall advertise personally. I propose to advertise. I agree not to advertise in the same issue of the same paper in which the association's ad. occurs, but will not bind myself not to do any more advertising than the rest of you or to allow this association to have any influence whatever upon my advertising campaign. My idea of this is that we are going into this thing for general publicity and if it is going to interfere with my private business, I am out.'

"It is not true that the smaller dealers were to pay more per store than the larger ones. The assessment was made per machine and not per store. If a machine had a distributor and he had two sub-agents he was entitled to list under that machine the three places. This would make his pro rata per store $25 while our pro rata was $66⅔.

"Another thing that I would here make clear to you is that we opposed from the start and have always been opposed to listing machines or names with addresses in the advertisements. This feature was injected into the association by others and I concurred in it in deference to their wishes, although it is contrary to my idea of an absolutely impersonal advertisement.

"This is a true statement of affairs. Of course, I do not care whether I am held responsible for the failure of this association or whether I am cleared of this responsibility: there is one thing, however, that I want understood, namely, that my intention in this association was to play absolutely fairly with

(*Continued on page 30.*)

MOTORCYCLE SCOUT CORPS

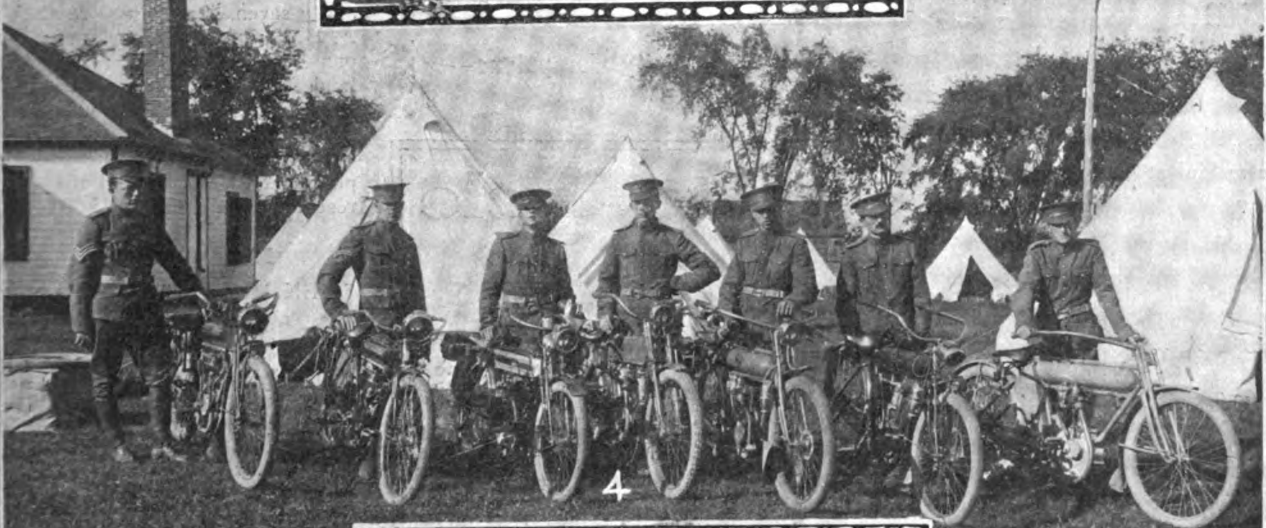
First Squad of its Kind Has Been Formed in Toronto and Training Camp Will Be Pitched at Niagara.

UNUSUALLY interesting as a new step in the adaptation of the power two-wheeler to army service is the organization of a motorcycle scout corps by the military authorities in Toronto, Can. The idea was developed beyond the experimental stage last summer and it has now been carried to a point where army officials are displaying deep interest in it. The complement of the "iron-horse" squad is sixteen men over which there will be two lieutenants, one sergeant mechanic, two sergeants and four corporals. The file will be divided into squads of four men.

The corps will have its annual training camp at Niagara next June, where each man will take a course in signaling and telegraphing. It is the intention to fit the riders for conveying long-distance information by heliograph, lanterns and flags, as well as by telegraphy, as it would be the duty of the motorcycle scouts in time of war to make flying trips to points of vantage and signal their findings back to headquarters. The squad is the first of its kind in militia and is rated as a city corps and placed on the same standing with Canadian or American militia regiments. The motorcycle scouts will have their own tents, cooks and equipment, and the government will pay the rental of machines used during the training camp exercises and will also foot the bill for gasoline and oil. Uniforms, arms and other supplies are also provided by the army authorities.

William G. Self, of Toronto, is in charge of the corps, which has already attracted much attention, and he predicts that the government will soon see the necessity for organizing similar squads throughout the Dominion.

CANADIAN MOTORCYCLE SIGNAL CORPS



SECTION 2

1, 2, 3, 4 and 5. Scenes in camp. 6. Breaking camp. 7. Repairing a puncture by the roadside.

everybody concerned. I do not go into anything under any false colors or false pretenses. If I hadn't been willing to co-operate fairly in this matter or if I had considered that there was any chance for someone else to get the better of me in it, I would not have gone into it. Knowing our concern as you do and knowing the magnitude of our business, I am sure that it will appear absurd to you on the face of it, that we would go into any kind of an association to try to skin the little fellow. We made the terms of the association liberal for the small fellow, in order that he might be able to come in and get the benefit. In conclusion I will say that the causes, briefly stated, for the failure of this association, are the attitude of the M. M. A., the suspicion of the smaller dealers that the larger ones would take advantage of them, and the indifference and crude business ideas of a number of the Chicago agents."

As might be expected, Edward's views are not at all concurred in by the "little fellows" to whom he refers. They claim that their suspicions were well founded.

THE Franklin Cycle & Supply Co., of Columbus, located at 142 East Gay street, is starting a new plan in placing sub-agents in the territory surrounding Columbus. Instead of placing representatives in the larger towns or county seats it is the plan to place an agent covering four or five townships.

CLEVELAND SHOW DREW BIG CROWDS

Five Firms Figured in Excellent Display of Motorcycles and Assessories and Sales of Machines were Plentiful.

AN unusually fine display of motorcycles and accessories was given by the dealers of Cleveland, Ohio, at the recent show, and it is stated that the interest shown in the two-wheelers was as great proportionately as that manifested at the New York and Chicago exhibitions. There was an attendance roughly estimated at 10,000 on the opening night of the show, and throughout the week the stands were always hemmed in by crowds of spectators. The motorcycle exhibits were staged as follows:

Casino Cycle & Supply Co., 6802 Superior avenue; four Thors, one New Era and five Excelsiors. In attendance were John Zucker, manager; Edward Hawkins and Ed. Rischel. The Casino company was fortunate in obtaining the largest space in the motorcycle section, and the machines were shown to good advantage.

L. J. Mueller, of Woodland avenue; five Indians, four 7 h. models and one 4 h. machine. Mueller also showed a side-car which attracted unusual attention and which promises to pave the way for sales of a number of these attachments in Cleveland during the 1912 season. In attendance at the Mueller stands were L. J. Mueller and Mrs. Mueller, T. H. Tucker, W. M. Tracy and Don Klark, the latter being well known as an Indian rider in racing circles. Mueller celebrated the opening of the show by making twice as many sales as had been expected.

Lister Motorcycle Company, Payne and East 55th streets; four Harley-Davidsons and two Flying Merkels. It was the intention to have more Merkels on show, but owing to pressure of orders at the factory shipment of the show machines to Cleveland was delayed. Manager William Lister was in charge of the show display, assisted by Charley Lister, Albert Lister, A. Lees, L. B. Lindsay and Charles Coulter. The Lister line was given an effective exhibition and the cut-away Harley-Davidson motor, arranged so that all the details of construction were visible, proved a feature of never-failing interest.

Kumler Bros., East 55th street and Lexington avenue; three Reading-Standard machines and one Flanders. The Flanders machines intended for the show were delayed in shipment so that only one could be shown. Manager E. F. Kumler presided at the firm's stand, assisted by H. H. Kumler. A number of sales were reported for the opening night.

Yale Cycle & Supply Company, 10,228 Superior avenue; four Yales, two fours, one five and a seven. In attendance at this stand were A. H. Ferguson and salesmen. The Yale company, while comparatively new in the Cleveland field, has made a host of friends and its exhibit was never without its group of enthusiasts throughout the show.

The total value of the show exhibits was placed at $1,000,000, and the decorations represented an outlay of $15,000.

McCOLL'S CLOSE CALL.

KEN McCOLL, the Harley-Davidson agent at London (Ont.), claims to have had a thrilling experience recently when riding on the railway tracks near his home town, on a "Silent Gray Fellow." He claims to have been chased by a Grand Trunk Flyer for a distance of five miles, until he reached the station at London just in advance of the train. He says that he was standing between the rails with his machine when he heard the whistle of the locomotive. He barely had time to mount his machine but he was away like a flash, riding over cattle guards and everything else until he reached the stopping place. McColl was quite the hero at the recent show at Toronto. which he attended constantly. He has announced that he intends to go to Calgary, Alberta, in a few weeks, where he will open a Harley-Davidson depot.

Fred T. Kerr, of London (Ont.) has secured the Emblem agency for that city.

SELLING IN THE STATES.

SEVERAL Toronto (Ont.) dealers are doing a little exporting on their own account, having found a market in border cities of the United States for British side-cars. One of the orders recently filled by A. E. Humphrey, the Flying Merkel distributor, was for six baskets to H. Peters, the Harley-Davidson agent at Buffalo.

How and What The Dealer Should Advertise

The Second of a Series of Articles on Local Publicity Campaigns—A Sample Advertisement

IN a previous article the writer invited dealers to write to him at 4319 Buena Vista Terrace, Chicago, for sample advertisements which could be used by dealers individually, or co-operatively with other dealers, in local newspapers, in connection with a simple method of following up prospects.

The advertisement here reproduced is one of the series. Such advertising talks to the average person who may use a motorcycle, in a way which is more likely to make him buy than the kind of advertising generally used.

If the cost of such an advertisement, which is small but so displayed that it is sure to be seen in a newspaper, were divided between several dealers, the amount payable by each dealer would amount to very little indeed, and the returns should be much greater than is possible with the present kind of advertising.

Any dealer could do his own advertising in addition to this co-operative advertising, but if dealers will forget their differences, if they have any, and join hands in telling the possible buyers facts which will make them probable buyers, several motorcycles will be sold where only one is sold today.

Newspapers receiving this advertising from several or all of the dealers of a town will, as a rule, be glad to pay more attention to the motorcycle in their news columns than they have been doing, and will in most cases be willing to print articles which will help and back up what is said in the advertisements.

Any dealer can receive a set of these advertisements, reading articles, follow-up cards and follow-up letters, without charge, by writing to the above address. L. J. BERGER.

Motorcycle

OR

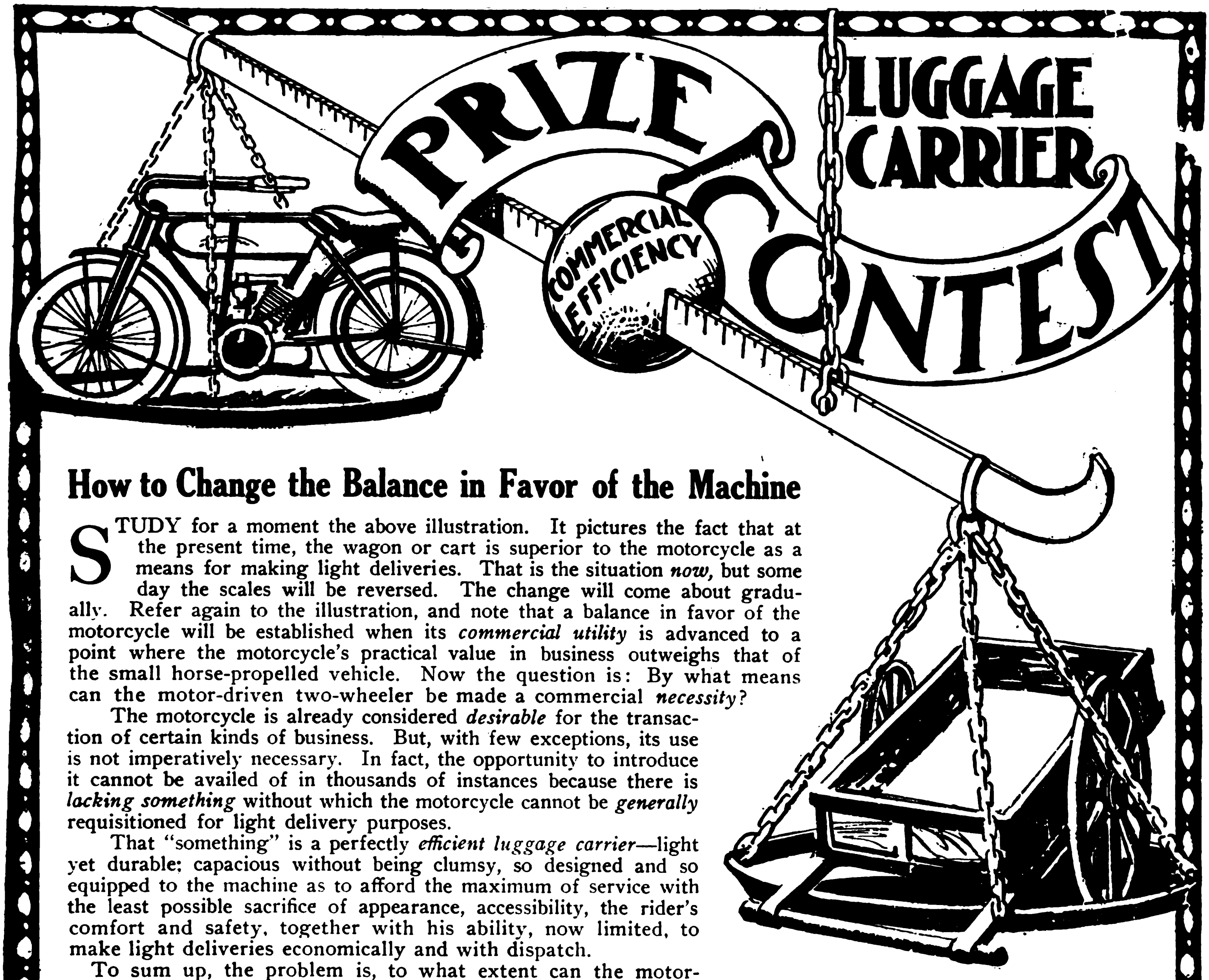
Horse?

Do you know that in one city alone —Chicago—about 7,000 horses die every year? That means 20 dead horses every day. Hard to realize, but it's so. Do you know that the price of a horse and of a motorcycle is about the same, that the motorcycle costs much less to feed and does much more work in much less time; and that a motorcycle never wears out?

You can't kill off the motorcycle. It is here to stay, because it is a time and money saver; and when the man on it uses horse sense, it is quiet. It easily carries 100 lbs. or more. Its quick service gets customers and keeps them. In 1911, in hundreds of cities, the motorcycle has proved its superiority to the horse, or the man on foot or in a street car, for collecting orders or cash, for delivering goods, and other purposes.

Call on any dealer in town, or send your address, for more information.

(Name of machine) 1020 Market St.
(Name of machine) 935 Main St.
(Name of machine) 410 Bethany Av.
(Name of machine) 642 Superior St.
(Name of machine) 36 Oakwood Av.
(Town and State)



How to Change the Balance in Favor of the Machine

STUDY for a moment the above illustration. It pictures the fact that at the present time, the wagon or cart is superior to the motorcycle as a means for making light deliveries. That is the situation *now,* but some day the scales will be reversed. The change will come about gradually. Refer again to the illustration, and note that a balance in favor of the motorcycle will be established when its *commercial utility* is advanced to a point where the motorcycle's practical value in business outweighs that of the small horse-propelled vehicle. Now the question is: By what means can the motor-driven two-wheeler be made a commercial *necessity*?

The motorcycle is already considered *desirable* for the transaction of certain kinds of business. But, with few exceptions, its use is not imperatively necessary. In fact, the opportunity to introduce it cannot be availed of in thousands of instances because there is *lacking something* without which the motorcycle cannot be *generally* requisitioned for light delivery purposes.

That "something" is a perfectly *efficient luggage carrier*—light yet durable; capacious without being clumsy, so designed and so equipped to the machine as to afford the maximum of service with the least possible sacrifice of appearance, accessibility, the rider's comfort and safety, together with his ability, now limited, to make light deliveries economically and with dispatch.

To sum up, the problem is, to what extent can the motorcycle's present capacity for making deliveries *be increased* without diminishing the motor two-wheeler's remarkable utility in other respects.

The market is already fairly well crowded with luggage carriers, many of them cleverly designed, staunchly constructed and well adapted to the purpose for which they are intended, viz., the carriage of the rider's personal belongings and extra machine equipment. But their capacity is limited. They are not intended, for example, to displace the grocer's horse and cart, or to be used for a thousand and one similar types of light delivery.

As an indication of what is possible in this direction it may be said that one manufacturer is marketing a luggage-carrying attachment which most successfully meets the requirements of rural free delivery. This luggage carrier is scientifically designed, well built, of great practical utility, and still it does not in any way discomfort the rider or interfere with the operation of the machine as a motorcycle pure and simple.

In order to stimulate interest to the end of bringing to the front a large number of practical suggestions and designs, having in view the *ultimate* luggage carrier, MOTORCYCLE ILLUSTRATED will give cash prizes of $25 and $15, respectively for the best and second best suggestions offered before June 1 of this year. The conditions under which this contest is to be conducted are as follows:

1. All are eligible and each contestant may submit as many designs as he chooses.
2. The idea submitted must embody a luggage carrier suitable for attachment to a motorcycle and adapted for conveniently carrying a number of small parcels of moderate weight.
3. Sketches must accompany descriptions, but these drawings need not be either artistic nor absolutely accurate. A rough sketch will do, but the description should be complete, with all the details carefully noted. Prizes will be awarded according to the *practical value* of the *ideas* presented, and not the symmetry of the drawings.
4. The prize winners will be determined by a committee of three disinterested persons, and they will base their awards upon the respective *practical values* of the designs submitted, in connection with their adaptability to the purposes mentioned above.
5. Three Dollars will be paid during March and April, and Two Dollars during May for *every* suggestion considered deserving of publicity through the columns of this paper. However, every design submitted, whether published or not, will be turned over to the judges on the closing date of this contest.
6. In the event of a tie for first, second or both prizes—a very improbable result—the prizes will be equally divided.
7. Competitors are requested to address all their communications as follows: "Luggage Carrier Contest, MOTORCYCLE ILLUSTRATED, 51 Chambers street, New York City." Prompt replies are promised those who may have any questions to ask.

Through the NEVADA

"Rocking Chair," Who Has Thrown Every Rider Up for Two Years.

AFTER lying in the hot sand for a time I managed to get back some of the nerve that had been oozing out of me, and finally decided that it was up to me to get under way again, even if I had to crawl. Accordingly I consulted my map and arrived at the vague conclusion that by striking off in a westerly direction I might find a camp known as Cortez. There was a fair-sized mountain to be crossed, but I had got past the stage where road conditions bothered me and I set out. I found it impossible to walk fast, owing to an injury to my left foot, but after tearing up my handkerchief and wrapping it about the foot I managed to make headway.

A short time later I found a road, evidently a new one, and I was puzzled. Should I follow it? I decided not to, and plugged along on my original course. I had traveled about a mile when I chanced to look back and discovered a team and wagon. At first I was inclined to doubt my senses, but on turning back I soon was able to hear the crunch of the wheels. It was just about the most welcome sound I could imagine.

Meeting with a Rancher.

The rancher with his team had evidently turned in from some side trail. When he was within speaking distance of me I called to him, asking if he had any water. He replied in the negative, but said there was a pail in the back of his wagon with some food in it. Later he explained that a spring would be found down the trail about a mile. It developed that the stranger was on his way from Buckhorn, a new mining camp, to his ranch which was about twelve miles distant.

After explaining the situation which confronted me I asked him to take me back to Buckhorn, eight miles away, but he stated that he could not make this trip before returning to his ranch. Of course, I wanted to reach Buckhorn at once, and tried to make it clear that I was willing to pay well for services rendered. Money did not tempt the rancher. He stood firm and announced that if I would accompany him to his ranch he would drive back to the mining camp with me two days later. As for turning back then, even a twenty dollar bill had no effect upon him. I had about $400 in my pocket, and if this rancher had been out for business he could have bled me to a fare-you-well.

The Hike to Buckhorn.

Finally I gave up dickering with the rancher and started on my eight-mile walk to Buckhorn. I found the spring and bathed my feet, which helped considerably, and about 7:30 in the evening I dragged myself into the mining camp. How I covered those miles in my condition would make a long story. They received me cordially and I was soon the center of a curious group in the hotel, which also served as a barber shop and gambling hall. Later I had supper and in due time I located the camp's tool sharpener, who was quite a mechanic.

I showed him my broken fork and he agreed to fix it on the following morning. He was as good as his word and turned out a satisfactory job. The lugs could not be tapped out as there were no taps in camp of the proper size, so I had to dispense with the spring feature of the fork, but this did not worry me. If I could only get back to the machine and hammer it into some sort of riding shape I would not miss the spring attachment.

Hitting the Trail Again.

I paid the camp mechanic four dollars without a kick, and immediately set out to carry the fork back to the machine. Somehow I made the trip, but when I started to fit the fork again I discovered that it had been bent so far back that it would not clear the magneto. What I thought and said is neither here nor there, but it is easy to imagine that I was desperate. Would I have to carry the fork back eight miles to Buckhorn and then back to the machine again? Not while there was a rock in the neighborhood. My decision was quickly arrived at. After finding a good sized stone I pounded that fork until it looked like a remnant from a junk heap, and finally battered it into such shape that it would allow the wheel to turn past the magneto.

Then I fitted it to the frame and prayed fervently that it would last until I reached Palisade. I followed a trail which I took to be the Buckhorn-Palisade road, but as usual I was mistaken. The going was hard and in time it was a case of alternate riding and pushing—mostly pushing.

Another Ranch House.

I was suffering from thirst, and the alkali dust had left my lips cracked and bleeding so that it was painful to get out even a good cuss word, a terrible handicap for a motorcyclist in Nevada. The sun had set, and it began to look as if I would sleep under the stars, but I struggled onward and finally reached the top of a hill from which I could see a ranch house. When I reached it I made a dash for the well, and then told the ranchers my story. They fed me and put me up for the night, and on the following morning I set out on a road which was supposed to intercept the main trail. After following it for a time I found it dwindling into a mere cow trail and realized that there was something wrong again.

I was forced to turn back to the ranch and the boys gave me a fresh start, this time setting me on the right course. The best part of the forenoon was gone, not to speak of a lot of precious gasoline, but I struck out at once without waiting for dinner. As a result I went

DESERT by Motorcycle

NOTARY PUBLIC
JUSTICE OF THE PEACE
BILLIARD HALL

Best Part of a Nevada Desert "Town."

from early morning until evening without eating. My next trouble came in the form of gasoline shortage. The tank ran dry several miles from a railroad section house and I had to walk in, buy about half a gallon of gas and carry it back to the machine.

Too Much Buttermilk.

I had continued only a short distance when my belt broke, but this happened only about a mile from a place known as the Hay Ranch, so I walked in and had it fixed. At this ranch I found a good-hearted old lady who gave me buttermilk, buttermilk and then more buttermilk. I became so sick that I was actually afraid I was going to die; then as time wore on I was afraid I wouldn't. They brought me around, however, and late the next morning I was able to start for Palisade, seven miles distant.

The junction of this road with that leading to Carlin was reached and I realized that I was once more heading toward home. Of course, the idea of reaching San Francisco had long since been abandoned, and I felt that I would be fortunate if I could get back to my starting point in the time allowed.

The Homeward Grind.

I had very little gasoline left but decided to go on to Palisade. Finally I reached the top of a steep hill and looked down upon the town. I was unable to obtain any gasoline there, and without delay I started for Carlin. On the way I encountered some bad hills, but reached the top of the last one with a few drops of fuel left in my tank, and then was able to coast nearly all the way down into the town. My engine gave its last gasp only a few hundred yards from the hotel. Carlin is a division town of the Southern Pacific railroad, and there is nothing in the place but the ramshackle hotel, a round-house and a few shanties.

I learned that Elko, 25 miles distant, was a fair-sized town, so on the next morning I struck out for it, after obtaining some gasoline at the Carlin round-house. While in Carlin I spent several pleasant hours with an ex-motorcyclist of Los Angeles who was "hoboing" his way back to his home in Salt Lake City. I reached Elko without any particular trouble—nothing short of a calamity would look like trouble to me at this time—and managed to have my damaged pedal repaired after a fashion.

Safe in McGill Once More.

On the following day I reached Ruby Valley and found a ranch house where I was treated royally. I remained overnight and set out the next day for Cheery Creek over the famous Pony Express road, about which so many Indian stories have been written. It is said that mail was carried over this trail from Omaha, Neb., to Sacramento, Cal., in eight days, but it is difficult to believe this. It was mighty hard going for me. I arrived at Cheery Creek, in the Steptoe Valley, late in the afternoon and hammered out the remaining 45 miles to McGill the next morning.

On the way I struck a fence post which made it necessary to batter the fork with a rock again before it would work, but being used to this operation I made short work of it. On arriving in McGill I lost no time in getting back to work, for it was a rest after what I had been doing. I had been on the road only thirteen days, but it is safe to say that I crowded thirteen years' of motorcycling hardship into the trip. I am still a rider, but I won't attempt another tour over Nevada roads unless I grow tired of life.

WITH THE CLEVELANDERS.

MANY trade representatives, as well as dealers and riders, were present at the banquet of the Cleveland (Ohio) M. C., held at the Gilsey Hotel on February 21, and the affair was voted one of the most successful of its kind ever undertaken by the club. "Troxel" Roberts acted as toastmaster and made the most of his opportunies to enliven the occasion.

President R. S. McConnell, of the Cleveland M. C., has appointed a committee to arrange for a lease of Snake Hill or Button Hill, on the outskirts of the city, for the club's hill-climb to be held on May 30. The same committee will provide an electrical timing apparatus for the events. The committeemen are Tracy, Sheridan and Penniman.

Now that the Cleveland Baseball Club has announced its summer schedule, the Cleveland M. C. is in position to pick out the dates available for race meets, and steps are being taken to put the oval track at Luna Park in condition. It is the intention to offer prizes which will tempt all the good riders of the vicinity, and some fine programs are expected. Doc Webster, of Lorain, beloved of all the motorcyclists in his district, is expected to manage the racing programs at the park.

The initiation fee of the Cleveland club for 1912 remains two dollars, but the regular dues have been reduced to fifty cents a month.

RAPID BALTIMORE SALES.

FROM the Chase Motor Co., of Baltimore, Md., comes the announcement that all the Harley-Davidson machines it had on display at the recent show were sold before the close of the exhibition. The last Harley, a big twin, was purchased by a local coal and coke company for use by its salesmen between Baltimore and Hagerstown. The same firm has just sold three Harleys to the Baltimore police department.

MY CAREER AS A RACER

BY FRANK HART

BELOW is given the first in a series of three articles prepared especially for MOTORCYCLE ILLUSTRATED by Frank Hart, the amateur champion. They deal graphically with his racing career, from his appearance as a novice at the Guttenberg track in 1909 to his championship performances at the last F. A. M. meet in Buffalo. The articles were written by Hart while he was confined to St. Luke's hospital in New York City, following the accident at Guttenberg when he was struck by Jake DeRosier's machine while the latter was taking a turn at top speed.

Hart was standing at the outer edge of the track when DeRosier, forced to make a wide turn, crashed into him. For weeks afterward there was a question as to whether the surgeons would be able to save Hart's injured leg in which the bones were shattered below the knee, but his condition improved slowly and a short time ago he was able to leave the hospital on crutches. It was while he was convalescing that the idea of writing a brief history of his racing career was suggested to him. Somewhat reluctantly he consented to prepare the articles and as a result race followers will be given a series of interesting sidelights on the rise of one of the best known motorcycle speedsters of the day.

It was during a race meet at the Guttenberg track in 1909 that I was approached by one of the officials and asked if I would not like to enter the novice event, which was just about to be run off. The suggestion came as a surprise to me, although I had a hankering to try my machine in a speed contest, and for a few moments I was on the verge of stating that I would hold out until a later meet. A few of my friends argued with me, however, and to make a long story short, I entered the race. My friends insisted that I had a good chance to win, and when the boys lined up at the tape I was there. The pistol cracked and I was off for the first race of my career.

There were six entrants and I got as good a start as any of them, which was fortunate. I made the first turn in good shape, but when I found myself cutting out a hot clip I wondered how I was going to take the second. I had never skidded on a motorcycle before, and didn't realize at the time that this is a fine art. When I hit that second turn at a fifty-mile clip I decided that it was a case of strike the fence or fall. I tried to do the latter, but instead of falling I felt my rear wheel skid. Every second I thought I was going down, but I discovered that by putting out my left foot I could take the turn and keep upright.

First Circuit in Fast Time.

I covered the first mile in 1:10, and as I passed the grandstand I could hear my friends shouting to me. I rode into the first turn again, stuck my foot out and got around safely. On the upper stretch I passed a poor chap who was stuck with engine trouble, and a short time later I heard something coming up like a cyclone on my right. It proved to be a chap with a machine of the same horsepower as mine but a little faster. He beat me down the stretch, but on the turn (with my foot down), I passed him again. On the back stretch I passed a single and then realized that I had only one machine to worry about. I was leading and when the starter waved a white flag to indicate that I had only one more lap to go I let out another notch and rode home the winner.

After the race, however, came trouble. When I had crossed the tape I slowed down on my brake and rode back on the track to the judges' stand, a thing I should not have done, of course. The officials were undecided whether to give me the race, or disqualify me for turning around on the track, but as it was a novice event and I was a raw beginner they decided in my favor. I walked off the track feeling as if I had just been elected president.

Hart on R-S Twin.

Fourth in Second Race.

The second event that day was a 10-mile open race. The officials and my friends urged me to enter it and I did. There were nine starters, three of them trade riders with factory machines. I got another good start, but on the upper stretch I was passed by the three trade riders on their higher powered machines, who threw enough dust in front of me to make me think I was in the desert of Sahara with a sandstorm coming. In the sixth mile I was lapped by two of the factory riders, and in the ninth I was lapped by the other one. I was in fourth place and held it to the finish, feeling that I had done my best under the circumstances.

I was not discouraged and entered the next event, a handicap, with forty seconds' time allowance. When the race was started I was fifth to get under way. In the second mile I caught two machines of the same horsepower as mine, in the seventh mile I overhauled a rider on a single and in the next mile I drew up to the other single. I was then in first place. Not until the ninth mile did the factory machines bother me. Then I saw something coming out of the lower turn spitting smoke like a locomotive, and knew that I was in for a hard finish. However, I felt that by taking a few chances I could hold my lead and I did, the nearest factory rider being twenty yards behind me at the tape. The winning of these two events netted me about fifteen dollars in prize money.

A Prize Money System.

The promoters of these meets had an agreement with a large jewelry firm whereby a rider who won a prize at the meet was given a note entitling him to any article valued at the amount specified. When the holder of one of these orders went to the jewelry house he was asked to deposit his note, with the understanding that his account would be credited to that amount. It was explained that when he had piled up enough orders he could purchase something really worth while. There was something wrong with this system somewhere, as the following incident will show. I had about $110 to my credit at the end of the season and decided to pick out a nice stick-pin. When I visited the jewelry house the man who always took the deposit slips of the riders did not wait on me, and the clerk who did was not aware that I had a deposit account with the firm. He told me I could have a certain pin for $60, and I stated that I would call the next day for it.

Where the Hitch Came In.

When I next visited the store the clerk who had taken my deposit slips throughout the season was present, and when I pointed out the pin he said it would cost me $80. I explained that the other clerk had offered it to me for $60, and then came the solution to the mystery.

"He didn't know you had a rider's account here," said the salesman.

I was mystified and demanded an explanation. Then he confessed that someone connected with the management of the races was supposed to receive $20 for every $100 worth of goods the jewelry firm sold to a rider, and of course the extra $20 had to be made up in some way. I mention this merely to show that the rider who risks his life sometimes has a pretty hard time getting just what is coming to him, and as a rule it is little enough.

Every Sunday, after that first meet, I participated in races at the Guttenberg track, and surely did have a bad case of the racing fever. I watched the motorcycle papers and whenever I learned that a race was to be held within fifty miles of New York City I rode my machine to the meet and competed in as many events as possible. In this way I soon picked up quite a few valuable prizes. The only outlay I had was for entry fees, and at half the meets they failed to ask me for any.

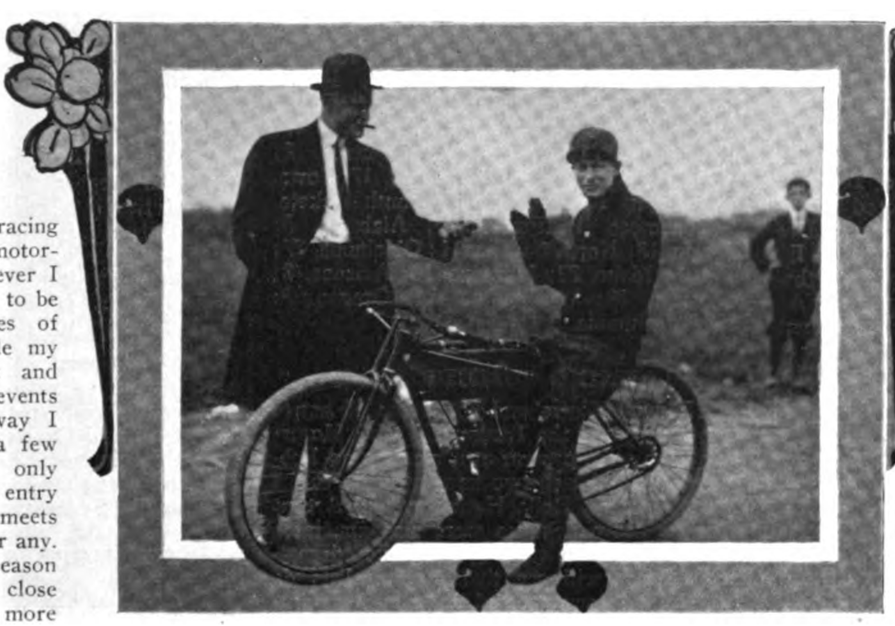
The 1909 racing season was now drawing to a close and there was only one more meet to be held in my territory. It was at Guttenberg. In the first three events the best I could get was fourth, as there were three factory riders on hand. The fourth race was a handicap, and I was given a fair allowance. It happened that a friend of mine who was present had a machine similar to mine but faster, and without the officials seeing us we exchanged mounts. When we got under way the judges were surprised to see me doing each mile in 1:15, when they had me gaited at 1:20. I rode like a mad-man on the stretches, but took the turns carefully and won, the scratch men being just behind me when I crossed the tape. After the race I feared that someone had seen me exchanging machines but no one had. The judges handed me a gold watch and I went my way rejoicing.

The First Factory Mount.

At one of the first meets in 1910 a factory rider was hurt in practice, but his machine was unharmed, and I asked for permission to ride it. The man in charge of the racing camp made inquiries about me and when the boys lined up for the opening event, ten miles for trade riders, I was on deck mounting a Reading Standard factory machine. I was speed mad; all I wanted was a chance to compete with the best of them, but I did not like the idea of turning trade rider to enter the race. However, I was told that if I made good the factory would supply me with a machine for every meet, so I entered the trade rider ranks. At this meet I rode in three events and won two of them which delighted the factory representative and myself.

Hungry for More Races.

Before going home that day I learned that there were to be races in Plainfield, N. J. I notified the Reading Standard folks and they stated that I would be supplied with two machines, a four and a six. At this point I began to worry over whether my boss, a banker, would allow me the time off for my races and I explained the whole situation to him. He gave me permission to go to Plainfield and I won five out of six events. A strange and pathetic accident occurred at this meet. While taking one of the turns I skidded and rode so close to the inside fence that a little chap who was sitting on the rail fell off backward and broke his neck.



Seery Offering Hart Real Money—Just in Fun.

How the Agents Benefit.

A few days after my clean-up at Plainfield I received a letter from the agent there stating that he had sold three machines because of my victories in his town. One of the Plainfield papers printed a story of the meet with this headline: "Big Clean-up by Hart," and when I showed this clipping to my boss, accompanied by several gold watches, he was very proud of me. He thought I was a real champion. By the way, he was a champion golfer and a thorough sporting man. After this I had very little trouble in getting off to attend the different meets.

Racing at Philadelphia.

The next big races were at the F. A. M. meet in Philadelphia and I managed to arrange my annual vacation so that I could be present. I was anxious to enter the F. A. M. endurance run, but the factory folks advised me to save myself for the track races on Friday and Saturday and I did. I suggested the names of several good riders who could be depended upon for clean scores in the run and the company advised me to bring them on. As a result three of them accompanied me to Philadelphia. We traveled in style and the company footed all bills.

We reported at the factory each morning and did everything possible to acquaint ourselves with the machines. At the end of a week the boys were ready for the big endurance run, which started early on Monday morning. With a few other factory riders I accompanied the contestants as far as Reading.

On Wednesday of the race week the machines were shipped to the track and the boys who were to ride them went down to try them out. Somehow I managed to squeeze the best time out of each mount and when the races finally were opened I was given the fastest machines in the company's camp. During practice I had noticed that there were several other mighty fast makes of machines on hand, but felt that I would be able to hold my own after making carbureter adjustments to obtain more speed. But I did not. The next morning the machines were overhauled and the carbureters readjusted, but in their haste the mechanics were unable to do justice to the work and several try-outs convinced me that our chances for big winnings were slim.

A Crestfallen Speedster.

Finally the race for the hour championship was put on and I felt that I would have a chance in it. I picked out an old machine on which I had often won races, but which was not as fast as some of the company's new machines would have been if they were working at their best. All the riders had trouble in this event but I seemed to have more than my share and a broken valve retired me after I had been riding about forty-five minutes. I jumped off at the pit completely discouraged. I had seen my machine do much better work and I could not understand why everything should go against us at this particular meet.

While all the boys had done their best under the circumstances they were downhearted and glum, and I was as crestfallen as any of them. That night, discouraged and sore, I packed up and left, and on arriving home the next morning I told my mother in all sincerity that I would never race again.

(To be continued.)

RACING QUERIES.

GEORGE A. BLACK, Pittsburgh, Pa.—Address both your inquiries concerning racing to Will R. Pitman, acting chairman of the F. A. M. competition committee, Hotel Ansonia, New York City.

A FOUR-CORNERED race between an aeroplane, an automobile, a motorcycle and a passenger train between Houston and Galveston is being planned for March 24.

F · A · M · Notes

FAST WORK IN TACOMA

State Commissioner Gorman Lines Up Twenty-seven F. A. M. Recruits at One Rousing Session of Club.

AT the last regular meeting of the Tacoma (Wash.) M. C. officers were elected and State Commissioner J. F. Gorman, of Seattle, who attended the session gathered in twenty-three recruits to the F. A. M. Twenty-seven members of the Seattle M. C. made the trip to Tacoma in a special car and assisted in carrying through the evening's program. Following the business meeting covers were laid for seventy diners at a downtown cafe, and the boys made the most of a fine spread. Speeches were made by Mr. Glasgow, Harley-Davidson agent; Mr. Fentress, Excelsior representative, and manufacturer of the Fentress tandem attachment; Mr. Hoska, secretary-treasurer of the Tacoma club, and Mr. Hull, the newly elected president. Brief addresses were also made by Dr. Hawley, president of the Seattle M. C.; E. L. Moore, F. A. M. vice-president of the Northwestern District; J. F. Gorman, F. A. M. State commissioner; Mr. Fox, manager of the firm producing the Fox tandem attachment; Mr. Spinning, Indian agent in Seattle and A. G. Taft, Excelsior representative.

There were discussions with reference to the suppression of the open muffler fiend and the general advancement of motorcycle affairs, and anecdotes harking back to the early days of the motor two-wheeler in the northwest. As the Seattle delegation was boarding its special car the visitors gave three rousing cheers for the Tacoma squad and the Tacoma riders returned the compliment with interest. The meeting in Tacoma was the most successful ever held by motorcyclists in the State of Washington, and there are indications that it has paved the way for rapid progress during 1912.

State Commissioner Gorman reports that he is in touch with the newly organized Olympia (Wash.) M. C., and that the squad will be brought into the F. A. M. ranks at an early date.

CLUB IN ST. CLOUD.

A. E. BAKEMAN, of St. Cloud, Minn., is arranging to organize a motorcycle club in his vicinity. A meeting will be called soon and definite arrangements made.

CALIFORNIA LIST GROWS.

STATE Commissioner R. Y. Leslie of California, with headquarters at Pasadena, reports that he has appointed two more local representatives, P. J. Bennett, of Whittier, and J. E. Farris, of Turlock. Both the new commissioners have long been F. A. M. boosters and they are well fitted to give a good account of themselves.

WATCH IT GROW!

F. A. M. renewals for February, as reported by Secretary Gibson, are as follows for the various districts: New England, 20; Atlantic, 42; Lake, 53; Peninsular, 2; Gulf, 1; Central, 9; South Western, 8; Pacific, 2; Total, 137. New members were taken in as follows: New England, unaffiliated, 10; affiliated, 6; Atlantic, unaffiliated, 23; affiliated, 67; Lake, unaffiliated, 20; affiliated, 109; Peninsular, unaffiliated, 3; affiliated, 25; Gulf, unaffiliated, 1; affiliated, 27; Central, unaffiliated, 0; affiliated, 21; South Western, unaffiliated, 10; affiliated, 21; Pacific, unaffiliated, 4; affiliated, 75; Canadian, unaffiliated, 0; affiliated, 9; total, 440.

The distribution of new members for February throughout the states is as follows: Massachusetts, 12; Connecticut, 2; Rhode Island, 2; New York, 55; New Jersey, 18; Pennsylvania, 14; Maryland, 3; Ohio, 41; Illinois, 18; Indiana, 9; Wisconsin, 2; Missouri, 7; Minnesota, 5; Kansas, 17; Iowa, 2; Michigan, 2; Nebraska, 3; South Dakota, 3; Tennessee, 1; Florida, 9; Alabama, 5; Georgia, 13; North Carolina, 1; Oklahoma, 27; Utah, 1; Idaho, 22; Montana, 18; Arizona, 2; California, 28; Washington, 36; Oregon, 3; British Columbia, 9.

PLANNING SUMMER RUNS.

THE new officers and 50 of the 60 active members of the Tacoma (Wash.) Motorcycle Club were present at a meeting on February 26 and elected two new members to the Run Committee, Rolla Hathaway and Arthur Whisner. Five deputies were also appointed who will be given stars by the police department. They will see that motorcyclists do not break the laws enacted by the city governing the operation of motorcycles. Following are the deputies: Edward Shaper, Dr. Button, Jack Lilenthal, Henry Edmondson and Joe Duncan. The Run Committee is busily engaged in preparing a schedule of runs and endurance contests for the coming summer. It has already been decided to give a series of moonlight runs in conjunction with the members of the Seattle Motorcycle Club.

BOWLING SCORES.

THE Harley-Davidsons won three games from the Flying Merkels in the last meeting of the Columbus (Ohio) Motorcycle Bowling League. The scores were as follows: Harley-Davidsons, 895, 928, and 851; Flying Merkels, 730, 772, and 827. The Indian team succeeded in winning two games from the Excelsiors. Scores: Indians, 747, 815, 730; Excelsiors, 819, 714, 634.

THREE NEW CLUBS.

AMONG late additions to the F. A. M. ranks are the following clubs: Enid M. C., Enid, Okla., J. A. Olinger, secretary; Boise M. C., Boise, Ida., G. A. Hill, secretary; Butte M. C., Butte, Mont., J. E. Seaker, secretary.

CLUBS SHOW NEW LIFE

Reorganization Meetings Are the Order of the Day, and F. A. M. Reports Show General Activity.

"IT is an encouraging sign of the times," writes Chairman Estabrook, of the F. A. M. membership committee, "that quite a few old clubs, whose members have not been active of late, are now holding reorganization meetings and preparing for new activity throughout 1912. Among them is the Queen City M. C., of Cincinnati, Ohio, F. A. M. No. 13, which held a rousing session recently at which fifty members pledged themselves as boosters. The outlook for the club is excellent, and it is the intention to affiliate it with the Federation on a 100 per cent. basis at an early date."

Hart A. Dickason, proprietor of an F. A. M. repair shop in Elyria, Ohio, is one of the live wires responsible for the organization of a new club in that city. The squad consists of 17 members, all of whom are striving for a membership of fifty before taking up affiliation with the F. A. M. on a 100 per cent. basis.

The Attleboro (Mass.) M. C. has just been organized with the following officers: Herbert James, president; Ira Cook, vice-president, and Charles H. Obrist, secretary. The club charter closes on March 8 in order that steps may be taken without delay to join the Federation ranks.

TEN MORE F. A. M. SHOPS.

DURING the week of February 19 Chairman Estabrook, of the membership committee, had his list of registered F. A. M. shops increased as follows:

Michael Curnow, 205 South Montana street, Butte, Mont.; G. H. Tompkins, 327 North Broad street, Richmond, Va.; Victor R. Stenger, 111 South 10th street, Nebraska City, Neb.; Jacob Petska, 2514 West Jackson boulevard, Chicago, Ill.; F. M. Bailey, 919 Tacoma avenue, Tacoma, Wash.; Progress Auto Co., 1736 Richmond turnpike, West New Brighton, N. Y.; A. C. Shaw, 414 Commercial street, Emporia, Kan.; Gene Johnson, 469 North Beach street, Daytona, Fla.; J. E. Sayre & Co., 331 Ohio street, Terre Haute, Ind.; E. F. Horn, agent for Reed & Dwinal Garage, Sixth avenue and Superior street, Antigo, Wis.

CLUB ORGANIZERS.

AMONG club boosters who report that they will soon have squads ready for the consideration of the F. A. M. are the following: Roy Hansen, 37 Pennsylvania avenue, Warren, Pa.; H. B. Child, 214 Stewart street, Reno, Nev.; Earl J. Roberts, P. O. Box 518, Lawton, Okla., and Frank A. Wahl, Spring and Summit avenues, Summit, N. J.

News from the Clubs

TERRE HAUTE CLUBS COMBINE

Two Lively Squads Merge Their Interests and Plans Are Being Laid for an Active Season.

As the result of concerted action by the Terre Haute and Indian motorcycle clubs, of Terre Haute, Ind., plans are being perfected for the coming season on a much broader scale than ever before and there are indications that the riders of the city will establish a new record for activity during 1912. At a recent joint session of the two clubs an agreement was reached by which the squads were reorganized as one, under the name of the Terre Haute M. C. The officers of the Terre Haute club have been retained for the joint organization as follows: H. E. Baldwin, president; C. O. Powell, vice-president; Frank A. Houff, secretary, and Edward Wagner, treasurer.

The dues have been fixed at one dollar a month and a committee has been empowered to lease permanent quarters in a central location. Steps have been taken to launch a membership campaign, and it is believed that the club will have about seventy-five riders on its list when the season opens.

BLACK HILLS CLUB.

At the first meeting of the Black Hills M. C., held in Deadwood, S. Dak., on February 19, ten members were enrolled, and the following officers were elected: Albert Wolley, president; Phil Shoenberger, secretary; A. E. Bailie, treasurer; J. De Picaza, captain, and C. E. Applegarth, lieutenant. The club discussed plans for a St. Patrick's day dance to raise funds for fitting clubrooms, and plans were also taken up for races to be held during the summer at the half-mile track in Spearfish.

PICKED A "LIVE ONE."

Joseph A. Ochs, president of the Rochester (N. Y.) M. C., has appointed Dr. Clint W. La Salle as chairman of the press committee, and has given notice that all publicity communications must come through the chairman.

NEW CLUB PENNANT.

The official colors of the Federation of American Motorcyclists, blue and white, have been adopted by the New Jersey Motorcycle Club of Newark, N. J., for club pennants.

A motorcycle club was formed in Ithaca, N. Y., on February 20, and John T. Hastings was elected president; Frank Martin, vice-president, and Levi C. Morris, secretary-treasurer.

Motorcyclists of Atchison, Kan., are preparing to organize a local club, lease a speedway and join the F. A. M.

COLORADO SPRINGS OFFICERS.

At the annual meeting of the Colorado Springs M. C., on February 13, the following officers were elected: Orin G. Lewis, president; U. S. Emmick, vice-president; H. G. Schif, treasurer (re-elected); U. S. Johnson, secretary; H. W. Clark, captain; Freeman W. Weatherby, lieutenant; C. A. Penny and Matthew Kraus, directors. A new rate schedule was adopted, and hereafter dues will be payable semi-annually. Each member who brings in five recruits will be credited with half a year's dues. The club has had three enjoyable and well-attended runs since the first of the year, and the outings are to be continued throughout the summer. In the past the members of the club have gathered in one of the local motorcycle shops, but from now on meetings will be held in a building at 1013 N. Wahsatch Ave., and all the club runs will start from that point.

OAKLAND BANQUET.

The Oakland (Cal.) M. C. held its first annual banquet at the Key Route Inn on Saturday, March 2, and the program for the affair proved successful even beyond the expectations of the committee in charge. A string orchestra furnished music and songs were given by a quartette. Finally the floor was cleared for dancing and this feature added materially to the enjoyment of the guests. Nearly one hundred couples were in attendance.

MOTORCYCLE MASQUERADERS.

The accompanying photograph shows a group of Worcester motorcyclists as they appeared during a carnival in the Massachusetts city. In the most grotesque costumes imaginable they rode their machines through the streets and created something of a sensation.

ABERDEEN WANTS CLUB.

Preliminary arrangements for a 100 per cent. F. A. M. club in Aberdeen, Wash., were perfected at a recent meeting attended by 30 motorcycle enthusiasts.

Members of the York (Pa.) M. C. held their first meeting in the new clubrooms on February 21.

TO BUILD CLUB HOME.

Steps have been taken to affiliate the newly organized Washington (D. C.) Motorcycle Club with the F. A. M. on a 100 per cent. basis, and a committee is looking up a site for a permanent home. At the last session there was some talk of a race meet and an endurance run, and it is likely that definite plans will be outlined for these events at the next regular meeting. The first officers of the club are as follows: George Cockran, president; Edward Mangold, vice-president; G. C. Billard, secretary; C. F. French, treasurer; Thomas R. Dedge, publicity representative, and Edward Mangold, captain. The membership of the squad will be limited to fifty.

OPENING INVINCIBLE RUN.

Beginning with a double-century run on May 5, the Invincible M. C., of Brooklyn, N. Y., with headquarters at 78 Herkimer street, will carry out a highly interesting program for the 1912 riding season. The opening event will be arranged for three classes of contestants. Riders in Class A will compete in a 200-mile run to Southampton and return, the time schedule running from 6 a. m. to 6 p. m.; those in Class B will ride over a 100-mile course to Patchogue, L. I., and return, on a time schedule extending from 8 a. m. to 5 p. m., and Class C will be for professionals.

A CALIFORNIA OUTING.

Members of the Harley Club, of San Jose, Cal., recently enjoyed an outing to Alum Rock Canyon, where several photos were taken; then the riders rode through the main streets of San Jose and Santa Clara, in single file and with closed mufflers. This stunt created an excellent impression. The run was well attended and many members of the fair sex occupied the tandem attachments. The club expects to hold many of these social events throughout the summer and perhaps something in the way of a contest for prizes.

SEEKS TOURING PARTNER.

Chauncey Ewing, of Bluffton, Ind., is looking for a partner to accompany him on a motorcycle trip to the Pacific coast next September, and will be glad to hear from a rider who contemplates making such a tour at the time stated. Ewing intends to join his brother, Professor Will Ewing, of Leland-Stanford University and visit his mother and sisters, all of whom reside in California.

REAL HILL-CLIMBING.

A Toronto rider, Percy Barnes, who uses an English Triumph and side-car, recently carried three passengers up Avenue Road hill, which is the steepest in that city. Two of his passengers were seated in the "carette," while the third was perched on the luggage carrier. The machine was a 3½ h. single cylinder model without clutch.

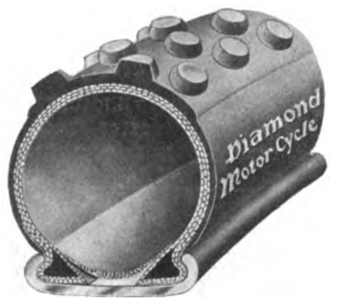
Thinking of Your Mileage as Well as Their Profit

Thirteen motorcycle manufacturers are willing to give you the utmost tire quality—

Diamond
TIRES

Their machines are: Excelsior, Eagle, Emblem, Harley-Davidson, Kokomo, Marvel, Merkel, Minneapolis, M-M, New Era, Reading-Standard, Thor, Yale

Diamond Motorcycle Tires cost the motorcycle manufacturer a little more than other tires—that's because of their higher quality. The makers of the machines named above are willing to pay this extra cost and give you the benefit of these higher quality tires at no extra cost to you. But you must tell them that you want Diamond Tires. Have your dealer order Diamond Tires for your new machine and you will get them.



Studded Tread Diamond Motorcycle Tire. Costs no more than Diamond Corrugated Tread.

Tire expense is the largest single item in the cost of running your machine—just as important when you get your machine as after you have had it a year.

There is only one way to put tire expense on a minimum basis at the start—specify Diamond Tires. And if you're not getting a new machine this year cut down your tire bills by buying Diamond Tires from your dealer.

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Editorial

CIRCULATION, THIS ISSUE:
Total, 11,250; Net paid, 10,275.

Motorcycle Illustrated

Published every other Thursday at 51 Chambers Street, New York. Home Subscriptions, $1.00; Foreign Subscriptions, $2.00; Single Copies, 10 Cents.

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J. LEO. SAUER, *President* THURSDAY, MARCH 7, 1912 H. N. CONDICT, *Secretary*

THAT CHICAGO FIZZLE.

CHICAGO was expected to show the right way toward the organization of its dealers into an effectively working whole. But Chicago has failed, and the failure is apparently complete. A month ago, there was every reasonable prospect that the organization would prove most substantially successful; today, its erstwhile promoters are sadly contemplating the ruins of the structure which began to fall away so soon after building operations had started that it is hard to distinguish as between the builders and the wrecking crew. The hammers requisitioned to put things together in practical harmony were soon being used to play the anvil chorus. Some say that the structure fell of its own weight—top-heavy, perhaps.

M. M. A. Not to Blame.

The moving spirit in the enterprise was Jesse Edwards who, accustomed to doing things in a big way, gives voice to his impressions in an interview published elsewhere in this issue of MOTORCYCLE ILLUSTRATED. He talks plainly, and his comments are worth the reading thereof. But Edwards, we believe, is in error in charging part of the responsibility to the Motorcycle Manufacturers' Association. In fact, we do not know upon what basis he thought the manufacturers as a national association could consistently contribute to a local dealers' fund. If to the one that was then being raised in Chicago, then why not in Squeedunk, Podunk et cetera? The precedent would have been a bad one, if only because the M. M. A. is not in position to localize its endeavors. The organization is national in its scope, and it could not have favored Chicago without bringing on applications from dealers' associations in all parts of the country. Had the M. M. A. planked down a cool five hundred for local publicity in Chicago, dealers' associations would have grown up over night in scores of other towns, and from everywhere would have gone forth appeals for slices of the "graft." It would have meant making the dealers still more dependent, when their greatest present need is self-reliance, the acquisition of those qualifications which permit businessmen to stand on their own feet. It is about time that all the motorcycle dealers in the United States, large and small alike, threw away their crutches.

Up to the Dealers.

Is there any valid reason why the dealers of any town should not do their own publicity work and pay for it out of their own pockets? Are they so impoverished that in order to accomplish anything they first have to beg? We cannot get ourselves to think so disparingly of the Chicago dealers, or, for that matter, the dealers of any other enterprising city in the country. If, though, there is one iota of justification in the charges ordinarily made, then an awakening to responsibility is more than due. We hold that the manufacturer has done his duty when he has given an agent territory, a reliable machine delivered on or ahead of time, and the benefit of the makers' general advertising. Co-operation in the way of making good a guarantee marks the limit of the manufacturers' responsibility to their local representatives

Silly Rivalry.

It is an established fact that no competition is so bitter as the competition in a trade whose original basis is sport. As long as sporting competition is strong, trade jealousies continue intense. Probably because the average competitor is not a sportsman in the traditional sense of that word, and the narrowness of his disposition is communicated to the trade at large. The germ is most virulent, and its eradication a serious, discouraging task. As long as the small dealer in any community nurses the suspicion that his already more prosperous competitor will benefit in greater proportion from united action, just so long will the successful union of local trade enterprise be impossible.

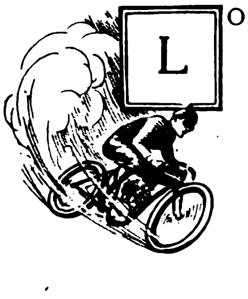
A Good Lesson.

This and other interesting lessons have been taught through the Chicago fiasco. Here we have a failure unerringly pointing the way to success. It has given further proof of the propriety of the claim that petty trade jealousies of which, by the way, some of the manufacturers are not entirely guiltless, are by far the greatest obstacle to development along the right lines. A broadening of the trade spirit is the present-day *sine qua non* in the motorcycle business, and the tendency is to disassociate the sport from the business, and thus relieve the latter of the burdensome rivalries which have been characterizing competition. In these endeavors to make the merchandizing of motorcycles a genuine business proposition will be found the trade's ultimate salvation.

A publication should be considered responsible for both its advertising and its news matter. Only reliable advertisers and trustworthy and accurate news correspondents are wanted by MOTORCYCLE ILLUSTRATED. Accordingly, our readers will confer upon us a great favor by calling to our attention any deliberate misrepresentations which may escape our strict censorship of both news and advertising. To the best of our knowledge the news and advertising in MOTORCYCLE ILLUSTRATED are both reliable. If there is a single exception we want to know of it at once. That is our conception of the duty we owe to the more than 100 firms who advertise in this publication and the more than 15,000 persons who read each issue.

DE ROSIER BESTS WOLTERS

In Two Straight Heats in Match Race in Los Angeles—Wolters Breaks Three-Mile Record.



LOS ANGELES, CAL.—Jake DeRosier, the old warhorse of motorcycle racing, was the star of the Stadium meet on February 25, when he defeated "Farmer" Joe Wolters, of Denver, in two straight heats of a match race, each heat being for two miles. De Rosier also won the six-mile, free-for-all, in which both Class A and B riders contested. This was the only open race in which he took part. Wolters was excused from this event by Referee Gates, because "Farmer" Joe had ridden in the three Class A events besides the two heats of the match race, and, as Joe expressed it, he was "all in."

Early in the week Eddie Hasha, who has been nicknamed locally the "Texas Cyclone," had an accident in practice at the new track and broke a valve inside of his Indian twin-cylinder engine, while going at top speed. He was not able to get the engine in the best of running order for the races on the twenty-fifth, but the little Southerner was game, and while he was excused from a match race in which it had been announced he was to meet Wolters, he started in the Class A open races. He had to drop out of the second, when a valve tappet broke and put his machine out of commission for the day. Hasha had been able to hold third in the three-mile race in which the record for this distance was broken for the third time at the new track. With Hasha known to be handicapped by his accident of Tuesday, and DeRosier turning miles faster than ever, on account of having new cylinders on his Excelsior, those in the know looked for Jake to come back to championship form again, which he did nobly.

The form displayed by Albert Ward, riding the small 8-valve Indian, was a surprise to all. He took the five-mile event in 3:23⅘, the same time made the week before, when the record was cut from 3:29⅕ by Hasha, and in the six-mile, free-for-all he led all but DeRosier, although the world's record was cut three seconds in this race. Both Balke and Seymour were at a disadvantage through engine trouble, neither being able to get the speed they usually show; in fact, Balke had something go wrong when he was in third place in the free-for-all, and had to give up all hope in this event as the others shot by him in the stretch.

The steep banking of the track, 50 degrees, which would figure out over 100 per cent. as a grade, is none too steep, although Paul Derkum had a hard fight with Jack Prince to get that pitch. Prince now sees that he built better than he knew, for world's records are cut almost every time the Class A men get the flag. By dividing the riders into classes finishes have been close and no one has been disappointed. For once the public is getting all it asks and races go off so fast that some are now kicking because the program is not longer. The management, on the suggestion of the referee, has added a "best-two-in-three" match race, which adds at least two more events to the program. There is seating capacity for all and the press has a position far above all the stands.

There were no accidents at the meet on February 25, although there were two close shaves. In the Class A for four miles Wolters, Ward and Balke performed a billiard shot stunt, and Balke, who was at the top nearly went into the stand. A similar accident a week ago occurred when DeRosier hit Wolter's rear wheel and Wolters was shot into another rider. As there are but six men allowed in a Class A race, and all expert riders, chances of a fall are slight.

Theodore Samuelson, of Salt Lake City, was allowed to use a Class A machine in the B races last week, as he had constantly complained to the referee and promoter that he had no show with his own machine against the faster mounted riders in Class B. Will Samuelson, his brother, who also rides an Indian, but which was rebuilt by the factory and thus made faster, easily defeated his brother in the final, mounted on the Balke factory Excelsior.

L. I. Humiston, a local rider, who made his debut in Class B on February 25, won two prizes and was closely watched by a lot of local riders with racing ambitions, who have figured on having their 7 h. machines tuned up for racing as Humiston has done. If this is done Class B will do away to a considerable extent with the factory trouble and focus attention on the rider and his track ability. Owning his own machine and keeping it up will mean that a Class B man will ride to win all the time.

Summary: First race: first heat two-mile match race, won by J. DeRosier (Excelsior); Joe Wolters (Excelsior), second; time, 1:21⅕.

Second race: first heat, four-mile Class B professional, J. Albright (Indian); W. Samuelson (Indian), second; time, 3:02⅕.

Third race: three-mile Class A professional, won by J. Wolters (Excelsior); C. Balke (Excelsior), second; W. E. Hasha (Indian), third; R. Seymour, Los Angeles (Indian), fourth; time, 1:59⅗. Present official world's record, 2:01⅗.

Fourth race; four miles, second heat, Class B professional, won by T. M. Samuelson, Salt Lake (Indian); L. I. Humiston (Indian), second; time, 3:09⅗.

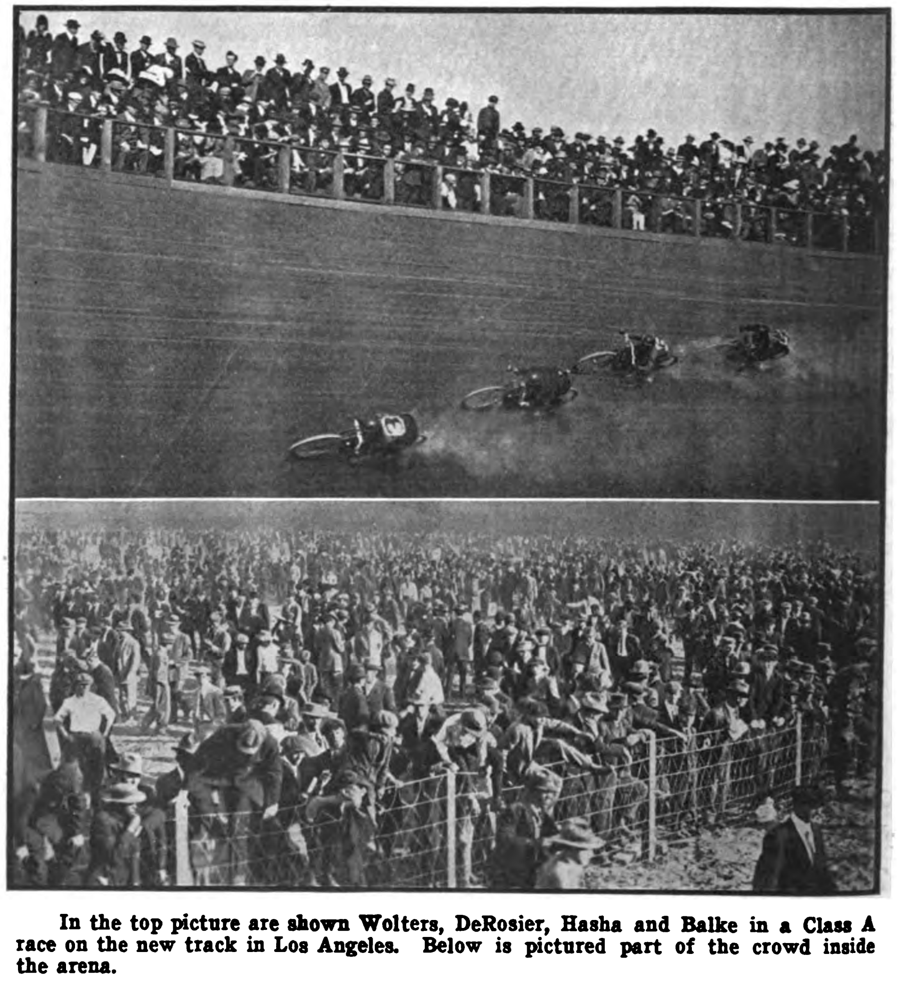
Fifth race: four miles, Class A professionals for points, won by C. Balke (Excelsior); J. Wolters (Excelsior), second; R. Seymour (Indian), third; time, 2:40⅖.

Sixth race: five miles, final heat, Class B professional, won by W. Samuelson (Indian); J. Albright (Indian), second; L. I. Humiston (Indian), third; T. M. Samuelson (Indian), fourth; time, 3:52⅗.

Seventh race: two miles, second heat match race, won by J. DeRosier (Excelsior); J. Wolters (Excelsior), second; time, 1:24⅗.

Eight race: five miles, Class A professional, won by A. Ward (Indian); J. Wolters (Excelsior), second; C. Balke (Excelsior), third; R. Seymour (Indian), fourth; time, 3:23⅘.

Ninth race: six miles, free-for-all Class A and B professional, won by J. DeRosier (Excelsior); A. Ward (Indian), second; R. Seymour (Indian), third; W. Samuelson (Indian), fourth; L. I. Humiston (Indian), fifth; time, 4:08⅕.



In the top picture are shown Wolters, DeRosier, Hasha and Balke in a Class A race on the new track in Los Angeles. Below is pictured part of the crowd inside the arena.

Questions ??? and Answers

TRANSMISSION——CYLINDERS.

H. DETTMAN, San Francisco, Cal.—We have often stated in this department that it is utterly impractical for us to determine the relative merits of the various types of transmission. That is largely a matter of personal preference, although it is conceded that while the chain is more positive, the belt is somewhat more flexible. For purely speed work, the chain drive is undoubtedly superior. For touring it is largely a matter of personal choice. Tests prove that the chain transmits a greater proportion of power than does the belt, but the very positiveness of this type of transmission prejudices some riders against chain drive. In this country there are more chain-driven than belt-driven machines, and this year several manufacturers who had heretofore built only belt-driven motorcycles are now cataloging one or more chain-drive models. On the other hand, in England chain-driven motorcycles are decidedly in the minority.

Your second question is rather vague. You ask whether there is any advantage in having a twin instead of a single cylinder. It is obvious that there must be some advantage, otherwise purchasers would not pay more for the double-cylinder equipment. In the first place, the twin is more powerful on the hills and in sand, and also faster. It is also better balanced than a single, so that the vibration caused by the power impulses in the engine is reduced. But the standard single cylinder is an absolutely reliable machine, a good hill climber and fast enough to satisfy the requirements of the average rider.

KNIGHT MOTORS.

G. A. BERINE.—The Knight motor has not as yet been fitted to a motorcycle, and it is very doubtful whether an air-cooled Knight motor has even been constructed. If there are any such the builders are keeping very quiet about them, and no news has been received by us to date. Possibly a difficulty in cooling through the two sleeves and the cylinder walls may not have been overcome, and the cost of construction being heavy, the type may not be seen for some time to come. The motor is patented by Chas. Y. Knight, of Coventry, England.

LIGHT FITTINGS FOR SPEED.

PHILIP T. J. COTE.—1. The lighter piston may result in an increased speed at the expense of the life of the piston. It will affect the balance of the motor, as it is customary to balance a certain portion of the reciprocating parts, and with the lighter piston this balance will be changed. 2. The fitting of a lighter connecting rod in addition, or boring to reduce weight, will affect the balance to a further degree, and rebalancing will be necessary. 3. The compression may be changed by the fitting of the lighter piston, hence the weaker the exhaust. This will be the case if the two pistons are not of the same length over all. The vibration is very probably due to the lack of balance. A reduction of compression pressure (enlargement of compression space), results in slightly weaker explosions and affects the mixture. See that the exhaust has a dark blue-violet color at low speeds, and verify the timing of the valves also.

MOTORCYCLE MANUAL.

JOHN DAVIDSON.—Our Motorcycle Manual will contain descriptions of the various parts of the motorcycle (carbureter, ignition devices, muffler, etc.), with their functions, the usual and a host of unusual troubles that occur to them. The troubles are all indexed and the remedies therefor are given at length. Numerous illustrations will appear throughout the work. In addition to the above, the operations of both the four-cycle and two-cycle motors are explained and illustrated. Sections of the volume are devoted to State motorcycle regulations, F. A. M., equipment for ordinary and extended tours, clubs, etc. The price is 25 cents.

CRANKCASE BREATHER.

RALPH C. CHESNUTT.—As the flywheels and big-end rotate in the crankcase they generate a pressure within the case, and unless this pressure is relieved, the oil will be forced out through the bearings or up into the cylinder past the rings. The first result will be a "weepy" motor and the second one that smokes. By fitting an open end pipe to the crankcase, known as a "breather," the pressure escapes and the oil fulfils its functions of oiling only. Where the speed is high, the breather may not be of sufficient size to quickly relieve the pressure, hence a slight shoot of oil will be thrown out of the end from time to time. A number of makers have the end of the breather over the chain so that the overflowing oil will lubricate the chain.

RACING INFORMATION.

LUDWIG FLACK.—*Motor* is published by the New Publication Company, 381 Fourth avenue, New York City. The managing editor is Julian Chase. The *Motor Age* is published at 910 South Michigan avenue, Chicago, Ill. Address the managing editor. We suggest your writing to the makers of the car in question if it is still in existence. The address of the American Automobile Association is 437 Fifth avenue, New York City.

REPLACING A STUD.

P. LINDEMAN.—You will have to get a new stud, as should you re-thread the stud and use it, too much strain would be put on the other studs, and a failure of any might necessitate replacement of all studs or a new head. When a stud is reduced in diameter and re-threaded it is weakened and gives way easier. Have the stud replaced at once, and clean the cylinder and head, noting whether the ground joint at the head and cylinder top is uninjured. If it is damaged, give the job to a reliable repairman to fix up.

On the 8-valve Indian, two inlet and two exhaust valves are fitted to each cylinder. This conduces to an increase in speed, as the gases are admitted and exhausted with greater ease than where only one inlet and one exhaust are fitted per cylinder. The inlets naturally are operated simultaneously, and the exhausts likewise in each cylinder. There being two exhaust valves, burning or overheating of the valves is practically overcome and this trouble, common to many motors run at high speed, is absent in this arrangement of valves. One mount having this valve arrangement was fitted with auxiliary exhaust ports near the foot of the stroke. Both the direct chain drive and the regular countershaft-and-double-chain drive have been used.

CAUSES OF OVERHEATING.

V. C. FLEMING.—Overheating is primarily due to an over-rich mixture, especially when the motor loses power after running for some time. First try reducing the quality, or proportion of gasoline and air, in the mixture. See that the color of the exhaust at low speeds (at the exhaust chamber or muffler cut-out) is dark blue verging on violet, while at higher speeds the color should be lighter, due to the admission of more air through the auxiliary air valve. If this is not the case, regulate jet opening and lift of auxiliary air-valve until the correct color is obtained.

The timing of the valve might be bettered. Try having the inlet valve open a trifle earlier; one tooth on the gear may do the trick. Look at the clearance between the tappet and end of exhaust valve stem; it should be about 15-1,000 of an inch or slightly less. Is the crankcase hot after running? If so, the rings may be worn or broken or the piston head cracked. Is anything out of line or dragging between the rear hub and the motor shaft? Is the contact maker clean, and are the batteries in good order? A dry cell will not give off current at less than 6 ampéres. Use an ammeter and note the result. Replace the defective cells, if any, with new ones, showing over 20 amperes. Examine all wiring, bending it at intervals for breakage under the insulation. Note the quality of the spark at the plug. The batteries should be connected in "series," the zinc or side binding-post to the carbon or center binding post of each cell in succession. See our forthcoming Motorcycle Manual.

REPAIRING BROKEN CONNECTION

GEORGE M. CRAWLEY, JR., of Newark, N. J., forwards the following pointers on repairing a broken carbureter connection:

Cut a machine thread on the new tube, screw it into the carbureter union and then clean well with muriatic acid. Next take

(Continued on page 65.)

Touring

CLEVELAND TO PROVIDENCE.

NATHAN NUDDLEMAN.—From Cleveland go to Euclid, Willoughby, Mentor, Painesville, Madison, Unionville, Geneva, Saybrook, Ashtabula. North Kingsville, Amboy, Conneaut, West Springfield, East Springfield, Girard. Fairview, Erie (Pa.), Harbor Creek, Northeast, State Line, Ripley, Westfield, Portland, Brockton, Lamberton, Fredonia, Sheridan, Silver Creek, Irving, Farnham, Evans Center, Buffalo. From Buffalo go to Bowmansville, Mill Grove, Crittenden, Corfu, Batavia, Leroy, Caledonia, Scottsville, Rochester, Fairport, Macedon Center, Macedon, Palmyra, Lyons, Newark, Lock Berlin, Clyde, Savannah, Port Byron, Weedsport, Elbridge, Camillus, Syracuse, Fayetteville, Mycenae, Chittenango, Canastota, Oneida, Oneida Castle, Vernon, Kirkland, New Hartford and Utica. From Utica go to Deerfield, West Schuyler, Herkimer, Little Falls, St. Johnsville, Palatine Church, Yost, Fonda, Amsterdam, Hoffmans, Schenectady, Lisba Kills and Albany. From Albany go to Rensselaer, East Greenbush, Schodack Center, Nassau, East Nassau, Lebanon Springs, and Pittsfield; from thence go to Lenox, Lee, East Lee, West Becket, Bonnyrigg 4-corners, Chester, Huntington, Russell, Westfield and Springfield (Mass.). From Springfield go to North Wilbraham, Palmer, West Brimfield, West Warren, Warren, West Brookfield, Brookfield, East Brookfield, Spencer, Liecester and Worcester. From the latter place go to Millbury, Uxbridge, Millville, Woonsocket, Ashton, Lonsdale and Providence, R. I.

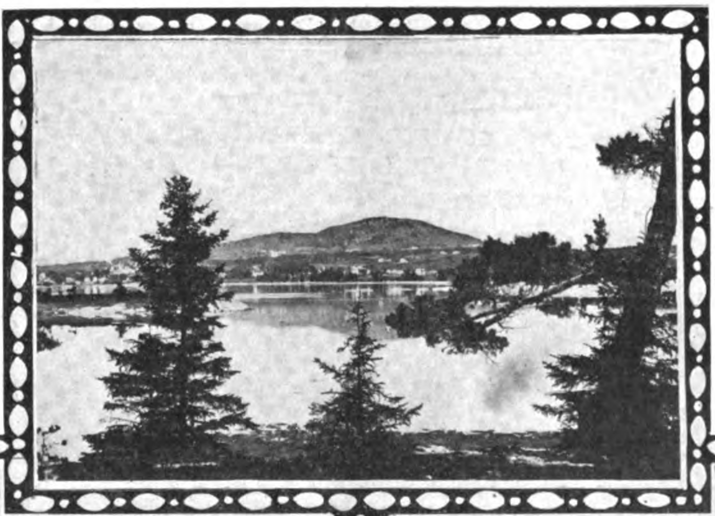
To Providence via Philadelphia.—Go from Cleveland to Chagrin Falls, Auburn Center, Auburn Corners, Troy, Parkman, Southington, Warren, Girard, Youngstown, Boardman, Poland, New Middletown, Petersburg, Enon (Pa.), Homewood, Darlington, Beaver Falls, Rochester, Economy, Sewickley, and Pittsburgh. From the latter place go to Wilkinsburg, Wilmerding, Irwin, Greensburg, New Alexandria, Blairsville, Black Lick, Homer City, Indiana, Penn Runn, Kenwood, Pine Flats, Garmans Mills, Spangler, Carrolltown, Ashville, and Altoona. From the latter place go to Juniata, Tyrone, Water Street, Alexandria, Huntingdon, Mill Creek, Allensville, Bellville, Reedsville, Yeagertown, Lewistown, Mifflintown, Thompsontown, Millerstown, Newport, and Harrisburg. From Harrisburg, go next to Steelton, Middletown, Elizabethtown, Mount Joy, Landisville, and Lancaster; from there go to Strasburg, Sadsburyville, Coatesville, Downingtown, Malvern, Paoli, Wayne, Devon, Bryn Mawr, Ardmore, and Philadelphia.

From Philadelphia, go to New York, as follows: Ogontz, Bustleton, Langhorne, Oxford Valley, and Trenton (N. J.); Lawrenceville, Princeton, Kingston, Monmouth Junction, New Brunswick, Metuchen, Menlo Park, Iselin, Rahway, Westfield, Elizabeth, Newark, Jersey City and New York. From New York go to New Rochelle, Larchmont, Mamaroneck, Rye, Port Chester, Greenwich (Conn.), Mianus, Stamford, Darien, Norwalk, Westport, Southport, Fairfield, Bridgeport, Stratford, Milford, and New Haven. From New Haven go to East Haven, Branford, Guilford, East River, Madison, Clinton, Old Saybrook, Lyme, Laysville, Flanders, and New London; from there to Mystic, Stonington, Westerly, Charleston (R. I.), Wakefield, Saunderstown, Hamilton, Wickford, East Greenwich, Apponaug and Providence.

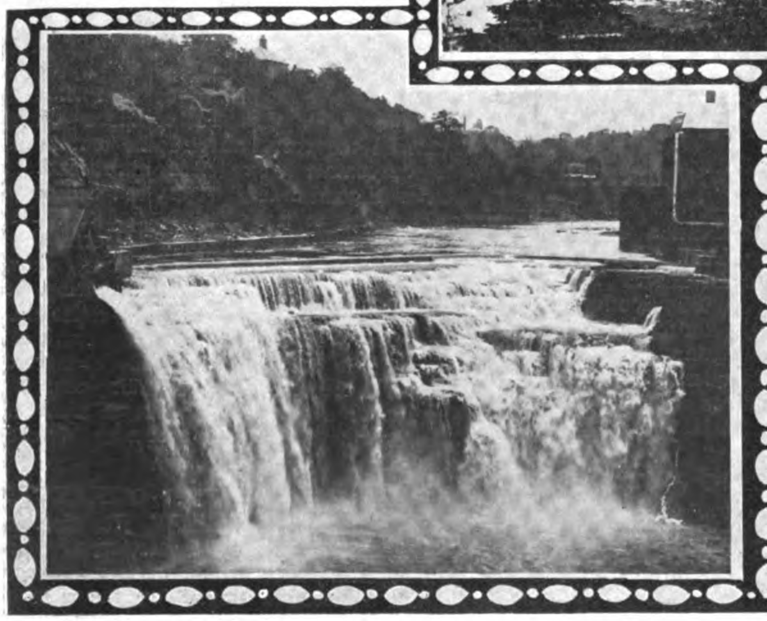
SOUTH BEND TO WASHINGTON.

IRA. W. NOLAND.—From Sound Bend go to Ligonier, Wolf Lake, and Noblesville into Fort Wayne. Go next to Van Wert, then through Delphos, Elida, and into Lima. From Lima go on to Westminster, Huntsville, Bellefontaine, Zanesville, Marysville, Dublin, and into Columbus. From Columbus go next to Reynoldsville, then to Hebron, Jacktown, Gratiot, Mt. Sterling, Zanesville, New Concord, Cambridge, then through seven toll-gates to Bridgeport. From thence go to Wheeling, W. Va.

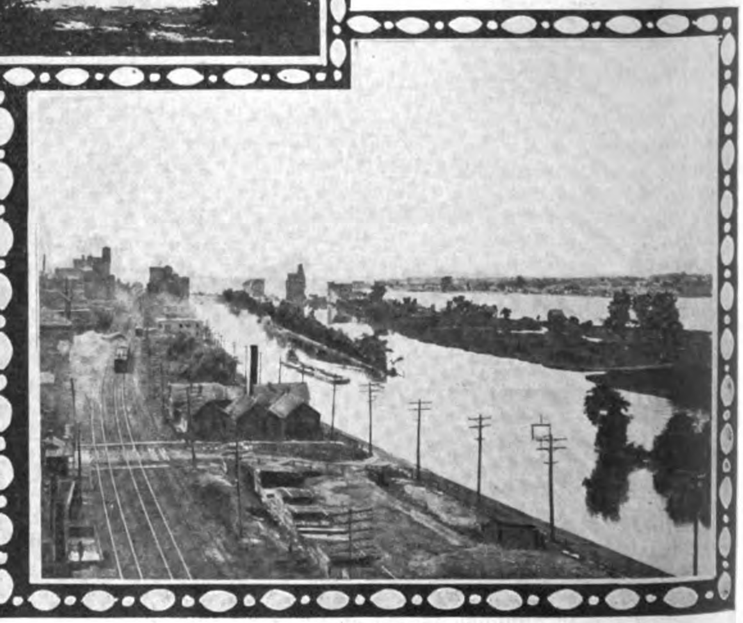
From Wheeling go to Cumberland, through the following towns: West Alexandria, Claysville, Washington, Pa., Strabane, Scenery Hill, Beallsville (over the National turnpike), then over the old government road through Brownsville, Uniontown, Farmington, Somerfield, Grantsville, Frostburg,



Top—Massachusetts Blue Hills.



Left—Falls Near Rochester, N. Y.

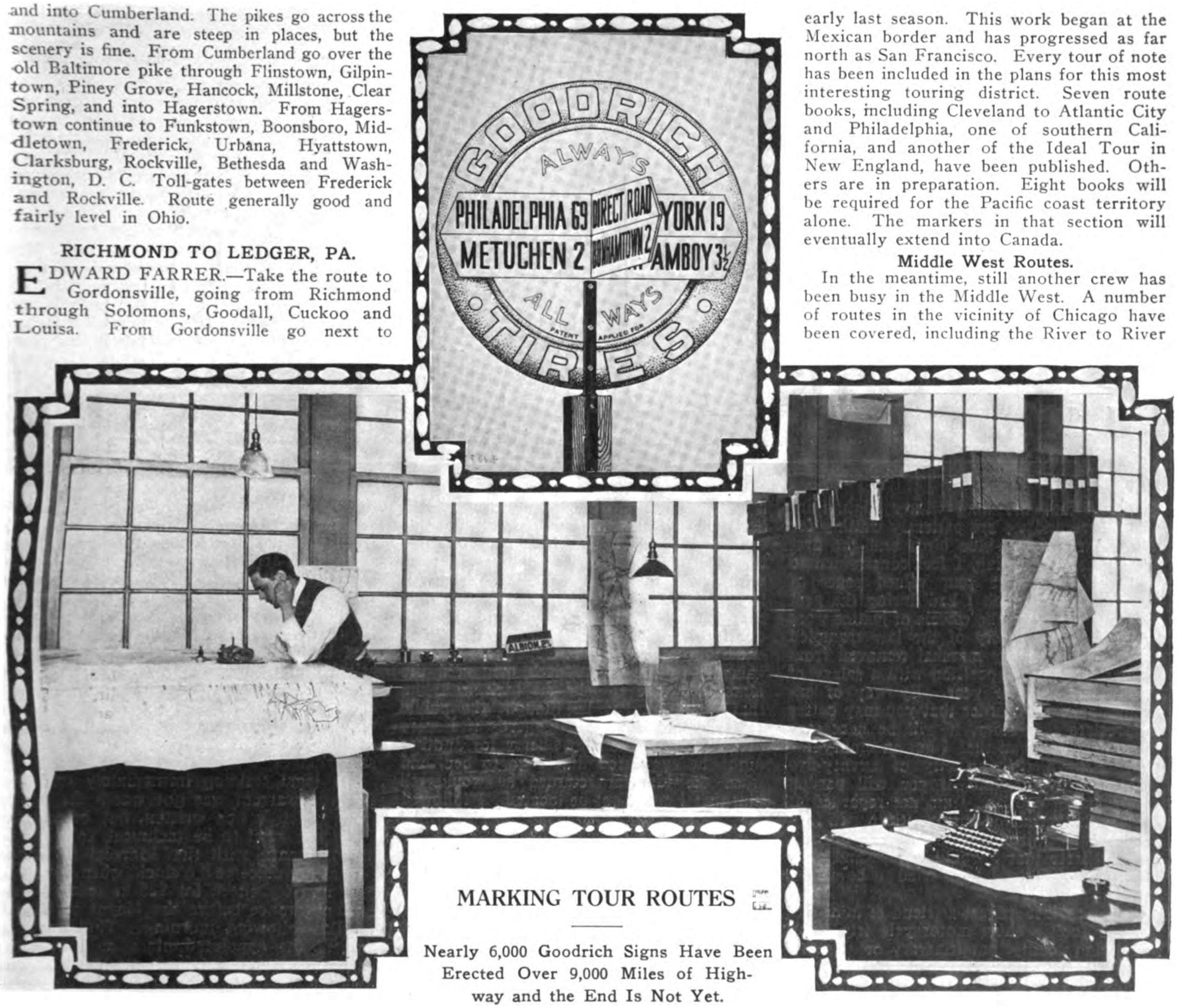


Right—Black Rock Harbor, Buffalo.

and into Cumberland. The pikes go across the mountains and are steep in places, but the scenery is fine. From Cumberland go over the old Baltimore pike through Flinstown, Gilpintown, Piney Grove, Hancock, Millstone, Clear Spring, and into Hagerstown. From Hagerstown continue to Funkstown, Boonsboro, Middletown, Frederick, Urbana, Hyattstown, Clarksburg, Rockville, Bethesda and Washington, D. C. Toll-gates between Frederick and Rockville. Route generally good and fairly level in Ohio.

RICHMOND TO LEDGER, PA.

EDWARD FARRER.—Take the route to Gordonsville, going from Richmond through Solomons, Goodall, Cuckoo and Louisa. From Gordonsville go next to Orange, then to Locustdale, Culpeper, Jeffersonton, Warrenton, Academy, Plains Station, Middleburg and Leesburg. From Leesburg go to Falls Church and into Washington, D. C. From the latter city go to Baltimore via Laurel and Relay. From Baltimore go to Towson, Lock Raven, Glenarm, Belair, Churchville, Havre de Grace, Perryville, North East, Elkton, Newark (Del.), Wilmington, Chester (Pa.), Norwood and into Philadelphia. From Philadelphia go to Ardmore, Bryn Mawr, Devon, Wayne, Paoli, Malvern, Downingtown and Coatesville. From the latter place go next to Sadsburyville and Leaman Place, where you should be able to make Ledger via Vites. The distance from Richmond to Leaman Place is about 413 miles. No toll roads except between Philadelphia and Ardmore and Ardmore and Malvern. At present no Maryland license is necessary for a Virginia rider, provided that he carries his plates, etc., from his own State. The same is true of Pennsylvania. Two periods of seven days each are the limits of non-resident exemption in Maryland.



MARKING TOUR ROUTES

Nearly 6,000 Goodrich Signs Have Been Erected Over 9,000 Miles of Highway and the End Is Not Yet.

LATEST reports on the road-marking project which is being carried through by the B. F. Goodrich Company, of Akron, Ohio, show that 5,800 markers have already been erected along 9,400 miles of the most popular touring routes in the country. This remarkable record is to be continued throughout 1912, as the company's plans call for the posting of 13,000 miles of road, and the erecting of at least 4,500 additional signs. The road-marking work in New York State was the first to be completed. Starting at Cleveland, Ohio, the Goodrich staff worked eastward to Buffalo, Rochester, Albany, New York City, and then southward to Philadelphia and Atlantic City. A side tour was also posted from Poughkeepsie, N. Y., to Delaware Water Gap and then back to Newark.

New England Tour.

Immediately following this the Goodrich crew marked Long Island and the Ideal Tour through New England. On the other side of the continent another crew began to mark the highways of the Pacific coast early last season. This work began at the Mexican border and has progressed as far north as San Francisco. Every tour of note has been included in the plans for this most interesting touring district. Seven route books, including Cleveland to Atlantic City and Philadelphia, one of southern California, and another of the Ideal Tour in New England, have been published. Others are in preparation. Eight books will be required for the Pacific coast territory alone. The markers in that section will eventually extend into Canada.

Middle West Routes.

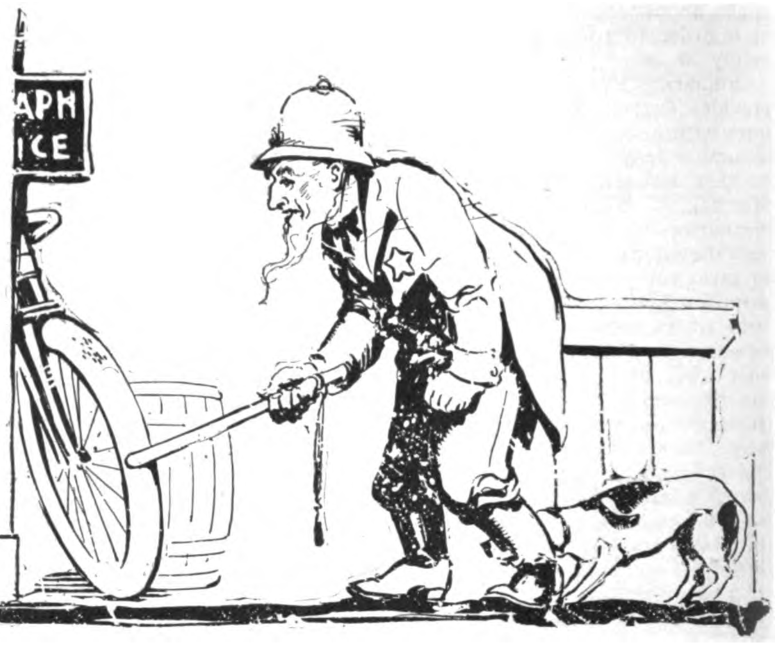
In the meantime, still another crew has been busy in the Middle West. A number of routes in the vicinity of Chicago have been covered, including the River to River Road across Iowa. With the Cleveland to Chicago route, this gives a line of Goodrich markers from New York to Omaha, Neb. Michigan has just recently been completed, practically every city in the State being included. At present the Middle West crew is putting up a system of markers that will connect all the towns of importance in Indiana and Ohio.

During the winter months attention is being directed to the South. The principal roads in Florida, Georgia, North and South Carolina, Virginia, Maryland, Pennsylvania, Kentucky, Tennessee, Alabama, Arkansas, Texas, Kansas, Colorado, Nebraska, Missouri and Illinois are being mapped out by the Touring Bureau. Work will continue in northern California at the same time, and the northern States will follow as the weather permits.

Route books are being prepared as rapidly as the crews complete their work. Besides the seven Pacific coast books to follow the first one, there will be two more of the New England territory, and a number for the Middle West and the South.

HOW A TOWN MARSHALL LOST HIS OFFICE

by L. J. MYERS



NOW that the long winter nights are here and we are patiently waiting for the return of the blue birds and the first balmy days of spring, I feel constrained to tell the readers of your valued paper of an experience which I had during the past summer, in which the wheels of justice were clogged, the majesty of the law trampled upon and a county marshal removed from a lucrative official position with a salary of twelve dollars per year. By way of explanation, and in order that you may better appreciate this story, it will be necessary for me to tell you that I am an embryonic lawyer in a thriving city of twenty-five thousand people, and, if you will pardon the seeming egotism, I am not regarded as a very dangerous or unruly citizen. In fact, ever since I promised the Supreme Court of our State that I would uphold and obey the laws of Ohio, I have tried to be a law-abiding citizen.

One day last August a friend of mine and myself took a short motorcycle trip to an adjoining county, our itinerary on the way home including the city of Blank. Now Blank is a wonderful place, situated at the intersection of two country roads, and consists of a town pump, post-office, blacksmith shop and a grocery store where the local statesmen and politicians coagulate to decide all the momentous social, political and economical problems of the times. As we approached the "public square" a vicious looking canine came running out at my machine and got directly in front of it. To avoid upsetting him, and incidentally, myself, I shut off the spark until he had gotten out of my path, when I again turned on the power, with the result that several charges of mixture which had passed the explosion chamber, exploded in the muffler with sharp reports. The rest of our journey was uneventful and we arrived home with the satisfaction of having had a successful and enjoyable trip.

When I arrived at my rooming place that night, after attending one of our local theatres, my landlady told me that two men had called at the house to see me, and not finding me at home, had left word for me to call at the police station. I did so, thinking that one of my clients had probably fractured a city ordinance or violated a state statute and needed my professional assistance to gain his freedom, but, imagine my surprise when the desk man told me that the Marshal from Blank was in town with a warrant for my arrest. Perhaps it is not out of place to tell you at this time that I have a fairly good "stand-in" with our local police force, including the Chief, and right here was where that fact became valuable to me. The desk man said the Marshal wanted to take me back with him that night, but, as he thought the public safety would not be in jeopardy if I were permitted to remain at liberty for another night, he suggested that I go to bed, and when the Marshal returned he would tell him that I could not be located. I followed his directions and as my conscience did not bother me, I slept well.

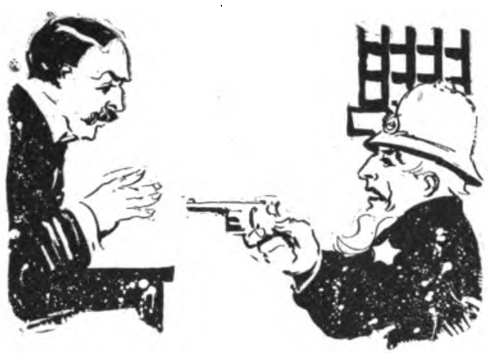
The next morning, Ringling Bros.' circus was scheduled to arrive in our town and as one of the little folks at my rooming place wanted to see them unload, I arose at 4:30 for the purpose of taking him down to the railroad yards. About six o'clock, the Marshal called at the house and when he found that I was not there, he became very angry as he thought that I had left solely to evade him and decided then and there to play Sherlock Holmes and capture me.

By a very subtle and artful cross examination of my landlady, he learned where I had gone and immediately started upon his detective work with an air of official dignity that would have made old Sherlock turn green with envy. Between my rooming place and the railroad yards, there are several places where liquid courage is dispensed by the drink, pint or quart, and, as the Marshal came from a dry town, he visited several of these places to nerve himself for the dangerous yet important duty which his position imposed upon him.

Upon his arrival at the railroad he located my motorcycle and waited until I appeared to get it, when he stepped forth with a look of victory upon his face and informed me that he was the Marshal of Blank and that he had a warrant for my arrest. I asked him to produce it, and here is what I was charged with (quoting verbatim from the warrant): "Speeding rapid with a moter sickel inside the incorporated village of Blank, and of shooting in the limits of said village."

My legal training immediately told me that the warrant was not worth the paper upon which it was written, but, of course, I did not want to be technical, so I made arrangements with the Marshal to meet him at my office at 8 o'clock, when I was to give him my check for $25 as security for my appearance before the Mayor of Blank on the following morning. The Marshal was at the appointed place on time, but several matters detained me and I was about ten minutes late in keeping my appointment. The Marshal was evidently very suspicious of me and he took this as another indication that I was trying to evade him and about two minutes after eight, he went to the police station and, walking into the Chief's room, threw down the warrant and told the chief that he wanted me caught if it took the entire police force to do it. He also wanted to know if he could borrow a pair of handcuffs to take me back with if they succeeded in catching me. This was more than the chief and his assistants could stand, and they took advantage of their opportunity to have some fun at the Marshal's expense, so they asked him if he did not want to borrow a gun. He immediately assured them that he did not need one as he had come prepared in that line and to prove it he produced a six-shooter which, from its looks, had at one time been the property of Noah. When I arrived at the office, I did not find the Marshal and as I imagined what he would do, I called at the police station and the desk man told me of what had transpired and intimated that if the Marshal got about two more drinks, it might be necessary for them to lock him up in order to preserve the peace and tranquility of our fair city.

Ordinarily our Chamber of Commerce provides entertainment for such royal visitors within our gates, but for some unaccountable reason, no action had been taken by that honorable body to entertain the Marshal, so my friend appointed himself a committee of one to see that the Marshal was shown about the town. I am unable to give you their program, but I have a suspicion that it included several visits to some of our "wet goods" stores, for I received a message from the police station soon after the program commenced, stating that the Marshal had registered as a guest at the city's boarding house. He had been found on Main street, fondly embracing a telephone pole. It is customary to search all guests that register at this hotel and, in searching the Marshal they were surprised not to find his official badge, but he explained this by saying that the city council of his home town had not seen fit to purchase one for him and, as his salary was but twelve dollars per year, he did not feel justified in purchasing one out of his own funds. One of the other guests felt sorry for him when he heard his sad story, and in order that he might not be embarrassed again, placed a Star tobacco tag upon the lapel of his coat as his official badge.



"He produced a six-shooter."

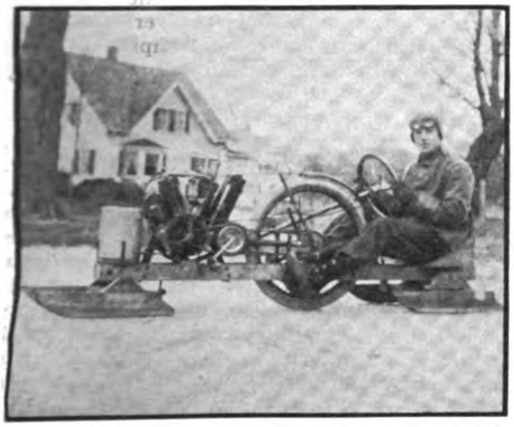
I decided it would be advisable for me to go over to Blank and have a talk with the Mayor, so I arranged with the Chief of Police and the Mayor of our town to defer the Marshal's case until the last one on the docket, in order that I might get to Blank before the Marshal would, and the next morning I took my suit case, filled with law books of all kinds, and started for Blank. Fortunately, the Mayor was at the station and we held court under an old cherry tree near by. I explained the weakness of their case, both as to the law and the facts, and the Mayor, fearing criticism from his constituents if he did not punish me for shooting up the town, said if I would plead guilty he would fine me one dollar and costs, and suspend both. I knew that I could not get off easier if I should stand trial, so then and there, in that courtroom of Nature, with the horizon for its walls, the blue heavens for a ceiling and a few hungry robins in the cherry tree above us for an audience I pleaded "guilty," and was sentenced as per our arrangement.

Our friend the Marshal did not fare so well, as our Mayor thought his board, lodging and entertainment were reasonably worth $5.60, and he was compelled to separate himself from that amount in order to gain his liberty so that he could go back to Blank, to resume his official duties. However, his troubles were not at an end, for a special session of the village council was called the next night and they decided that they could dispense with his services, and he was removed from office.

All because a mongrel pup did not like my 4 h. Yale.

ANOTHER MOTOR SLEIGH.

THURBORN MARSH, of Bedford Hills, N. J., has succeeded in knocking a lot of fun out of the motor sleigh shown in the photograph during the last few weeks. It is driven by a 5 h. motorcycle motor, which has carried it over the snow at the rate of twenty-five miles an hour with the gas throttle practically closed.



HILL-CLIMBERS TO COMPETE.

BALTIMORE, Md., March 4.—The hill-climbing ability of the members of the Maryland M. C. and the Chesapeake M. C. is now at issue. One of the Chesapeake boys knows of a hill that only one motorcyclist has been able to pull, but this is doubted by the riders of the Maryland club. Director Kuhl, of the Chesapeakes and Treasurer William Wood, of the Maryland squad, will probably get together as soon as the cold weather breaks and arrange for a contest between the two clubs. A joint run of the two clubs had been planned for Sunday, March 3, but the weather was so severe that it had to be called off at the last moment. Quite a party of the riders, however, had their mounts out for an airing and they enjoyed themselves immensely notwithstanding many of them returned home half frozen.

LORAIN QUARTERLY RUN

Ten Club Riders Figured in Interesting Contest Over Ohio Roads with Mercury Near Zero.

WITH the roads in the best of condition, the Lorain (Ohio) Motorcycle Club held the first of its quarterly trials on Sunday, March 3. Beginning at 7:30 a. m., the ten contestants made the start from Lorain at intervals of 2 minutes. The roads were frozen and the thermometer registered 5 degrees above zero.

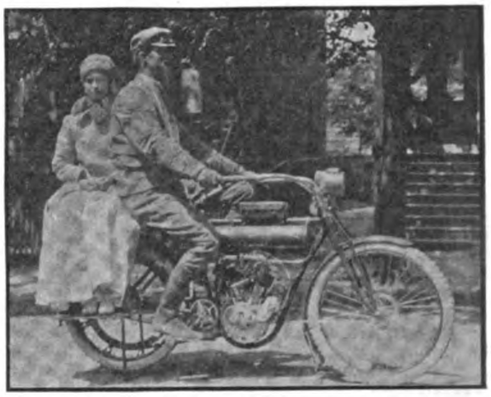
The first man to start was Carl Miller on a Thor. He was followed by Geo. Reger, H-D; L. Reamer, Wagner; Harry Johns, Wagner; John Keinzle, Indian; Robt. Parker, Thor; Geo. Williams, Indian; Thos. Lynch, Indian; Geo. Andrews, Flanders, and Doc. Webster, Indian. All the starters checked in at Elyria promptly at 8 a. m. and proceeded to Cleveland, where they were checked in at the Cleveland M. C. quarters by President McConnell at 9:45 a. m. Fifteen minutes was allowed for taking gasoline and oil and the riders left for Bedford, and were checked in there at 10:45 a. m. by Herbert Myers. They immediately returned to Cleveland and again checked in at 11:45 a. m. Dinner was taken by the riders and 2 p m. was set as leaving time for Elyria. After dinner the riders amused themselves telling jokes, playing pool, etc., and extended an invitation to the Cleveland M. C. to visit them.

Promptly at 2 p. m. they left for Elyria. The only rider suffering a loss of points was L. Reamer, Wagner, due to being late; 10 points being deducted for losing his way getting into Cleveland. Hiller suffered a puncture and broke a terminal on his battery connection. He obtained another battery at Cleveland. Parker had a puncture at Bedford and Lynch had one at Cleveland. The next trial will be held the first Sunday in June.

The Hauss & Bitler Auto Company, of Wapakoneta, O., has taken the agency for the Flanders line of motorcycles.

A SIDE-SEAT TANDEM.

MR. AND MRS. A. L. COX, of Newburgh, N. Y., are among the most enthusiastic tandem riders in their district. The photograph shows them on their 6 h. Merkel with the side-seat attachment occupied by Mrs. Cox During 1911 they made many long trips through the eastern section of the Empire State and they have plans mapped out for regular outings to be enjoyed in the coming season.



A UNIVERSITY SQUAD.

BALTIMORE, Md., March 4.—Baltimore is to have another motorcycle club. It was formed this morning and will have as its members those students at the University of Maryland who own two-wheelers. James M. Hepbron, captain of the R. S. Motorcycle Club, a law student at the university, formed the club, the charter membership numbering seven. This will be swelled to a greater number shortly, as quite a few of the students contemplate purchasing motorcycles before the scholastic term ends. Hepbron was chosen captain of the club, whose official name will be the University of Maryland M. C.

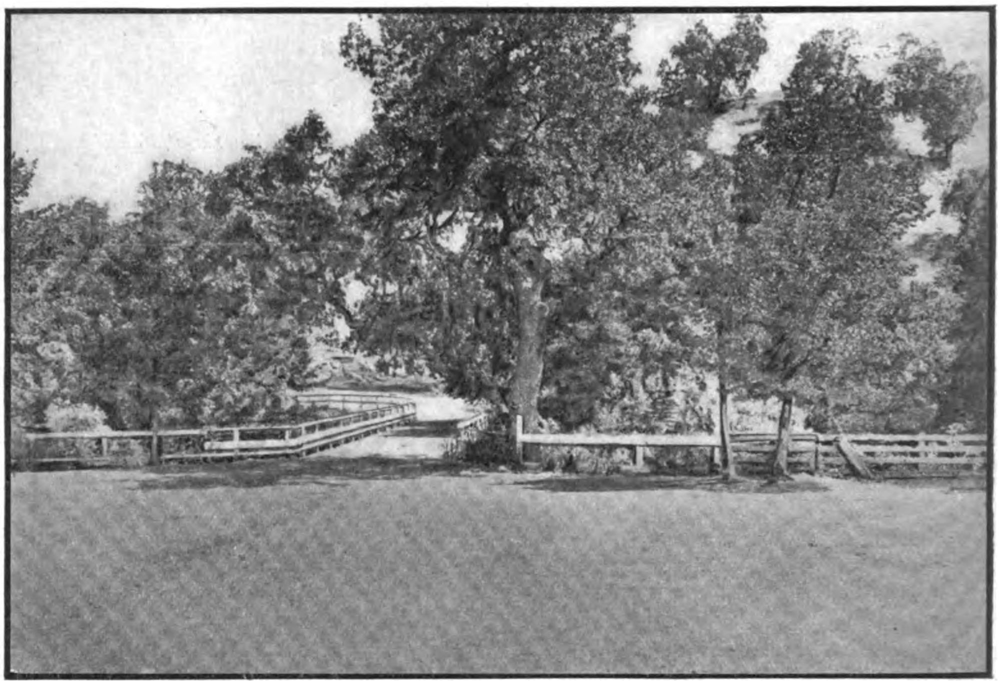
Hepbron is well known in the local motorcycle world, having participated in a number of races and carried off a good many laurels.

TOPPING MT. HAMILTON BY MOTORCYCLE

California Rider Makes Twenty-three Mile Climb to Famous Observatory Without Mechanical Trouble or a Single Mishap—Interesting Photographic Record.

By H. CONBOY

NOT long ago I decided to make a motorcycle trip up Mt. Hamilton and to obtain a photographic record of the journey. I had longed for just such an outing and when my plans were finally complete I took to the road with enthusiasm. Starting about 5.30 one morning, with a camera slung over my shoulder, I struck a good clip and was well out on the road before the heat of the sun started to bother me. The run from Alameda to Haywards was made without incident and I stopped at the latter point for a cup of coffee. In due time I reached San Jose and headed out Santa Clara street for the starting point in the Mt. Hamilton climb.



Bridge Over Smith's Creek, One of the Beauty Spots Along the Route.

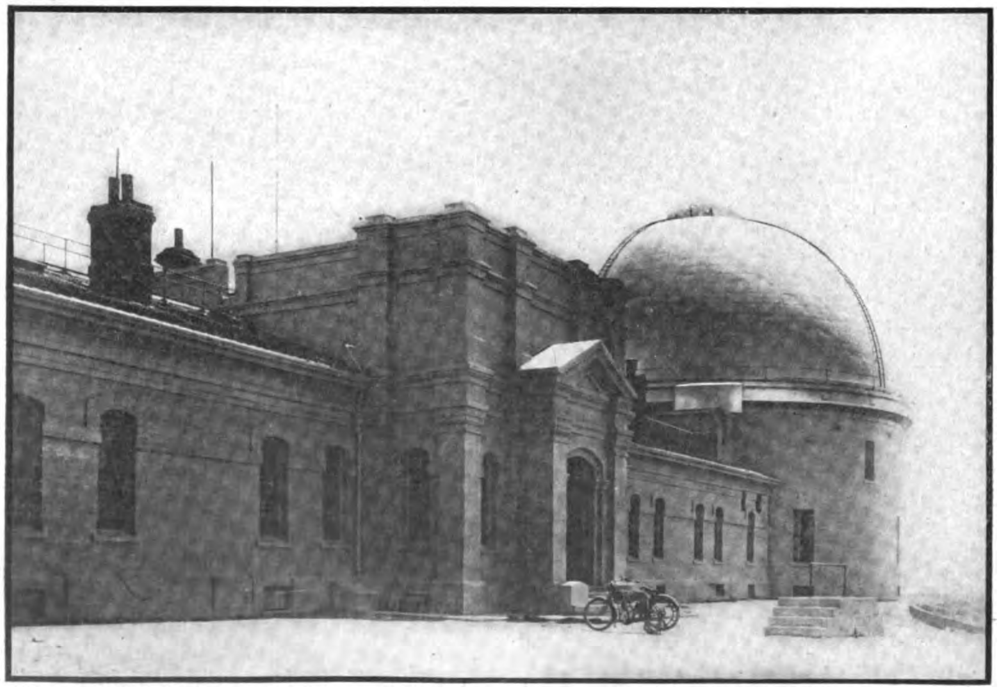
Beginning the Long Climb.

At 7.30 a. m. I pulled away from the Junction House, after taking a few photographs, and entered upon the first stage of my climb to the top—23 miles, embracing all kinds of grades and turns. After riding a few miles I became used to the hairpin twists and managed to cling to the saddle as I spun around jutting rocks and sharp corners. Without mishap I reached my first stopping point, the Grand View House, six miles up, and dismounted to obtain some pictures. From this point it is possible to view the Santa Clara valley for miles, and the scenery is entrancing.

After a short rest I mounted again and started for the next stopping place, two and a half miles farther up, and known as Mt. Hamilton Vineyard. Here are made some of the finest wines produced in California. After a short tour of inspection afoot I headed for Hall's Valley, finding that from this point the roads were down grade for quite a distance.

Some Real Climbing.

Having enjoyed an easy ride down into Hall's Valley I unslung my camera for action again, and a short time later took up the journey to Smith's Creek, five miles away. I now discovered that my single would be called upon to do some real climbing, and as the sun was getting rather hot, making headway was not altogether a joke. On this stage of the trip I found many sharp and dangerous turns, one of them being known as Cape Horn because of the peculiarly cold blasts of wind which often sweep around it.



Front View of the Famous Astronomical Observatory.

After turning Cape Horn I came out into a straight stretch of road from which I could see the famous observatory, its big dome outlined sharply against the clear blue sky. After riding a short distance I started a long coast which led me to Smith's Creek. At the Creek there is a roadhouse and a large barn for sheltering the horses of travelers on the mountain. I rested for some time, took a few photographs and finally started the last stage of the ride to the summit. My Harley-Davidson single was giving me no trouble and I made good time. The last stretch of the ascent is seven miles long and is all upgrade.

On the Summit.

At some of the worst turns fences have been erected to prevent horses and motor vehicles from slipping off the road, and it is just as well that these precautions have been taken. There would no doubt be many accidents but for these guards. The fences are painted white so that they may be distinguished at night, as many automobilists make the trip to the top on Saturday nights, the only nights when the observatory is open to visitors.

A wonderful view is obtainable from the summit of Mt. Hamilton. As the air was very clear I could see the Sierra Nevada mountains in the distance and notice snow

Top of Mountain; Settlement to the Left, Observatory in Background.

upon them. There is quite a settlement on top of Mt. Hamilton. Bricks for the buildings are brought from a place called The Brickyard, three miles down from the summit, and the other material must be hauled from San Jose, 27 miles distant.

Inspecting the Observatory.

The observatory and surrounding buildings were erected with funds donated by James Lick, who, according to the story, is buried beneath the big dome. A building adjoining the observatory proper contains a remarkable collection of photographs of astronomical interest and of great value from a scientific standpoint. There is a well-arranged electric plant and the accommodations throughout are excellent, considering the difficulties which have to be overcome in getting material of any kind to the summit.

One of my photographs shows a group of women and children who posed for me, and another is of myself and the Harley, the latter being taken for the benefit of any of my friends who might announce that they were "from Missouri," as proof that I had made the climb. The latter picture was taken with the aid of a long rubber tube and bulb. To the left can be seen what is known as Hiker's Trail, leading by a short cut down to Smith's Creek.

The Homeward Journey.

After leaving the summit for the return trip I coasted the full seven miles to Smith's Creek, and have never had a more exhilarating ride. From the Creek to Hall's Valley there was very little coasting, but I reached the Grand View House in good time. I stopped here for a drink of cool spring water and then resumed the journey. From Grand View it was possible to coast a great part of the distance to the Junction House, my starting point for the climb. The ride through San Jose, over level roads, was a fitting climax for the trip and I arrived home just as night was falling.

I have never made a more enjoyable or novel trip by motorcycle, and it is only fair to say that no description can do justice to the scenery or the exhilaration which will repay the rider who chugs his way to the summit of Mt. Hamilton. My pleasure was materially increased by the fact that I was able to take pictures of each point of interest, and also because I had gone through the outing without mechanical trouble or a mishap of any kind.

A VERSATILE RIDER.

BALTIMORE, Md.—Former Captain H. Matthew Gault, of the Maryland M. C., is an enthusiastic motorcyclist, but he is also a designer of monuments, and he is now congratulating himself for having landed the contract to erect a memorial in this city to John E. Burbage, founder of the Knights of the Golden Eagle. The design he submitted was accepted at a recent meeting of the order in Philadelphia.

View from the Summit of Mt. Hamilton, Showing Foot Trail.

AN ECHO FROM 1910

Arthur Davidson Proves That Milwaukee Club Opposed Use of Cut-Out Two Years Ago.

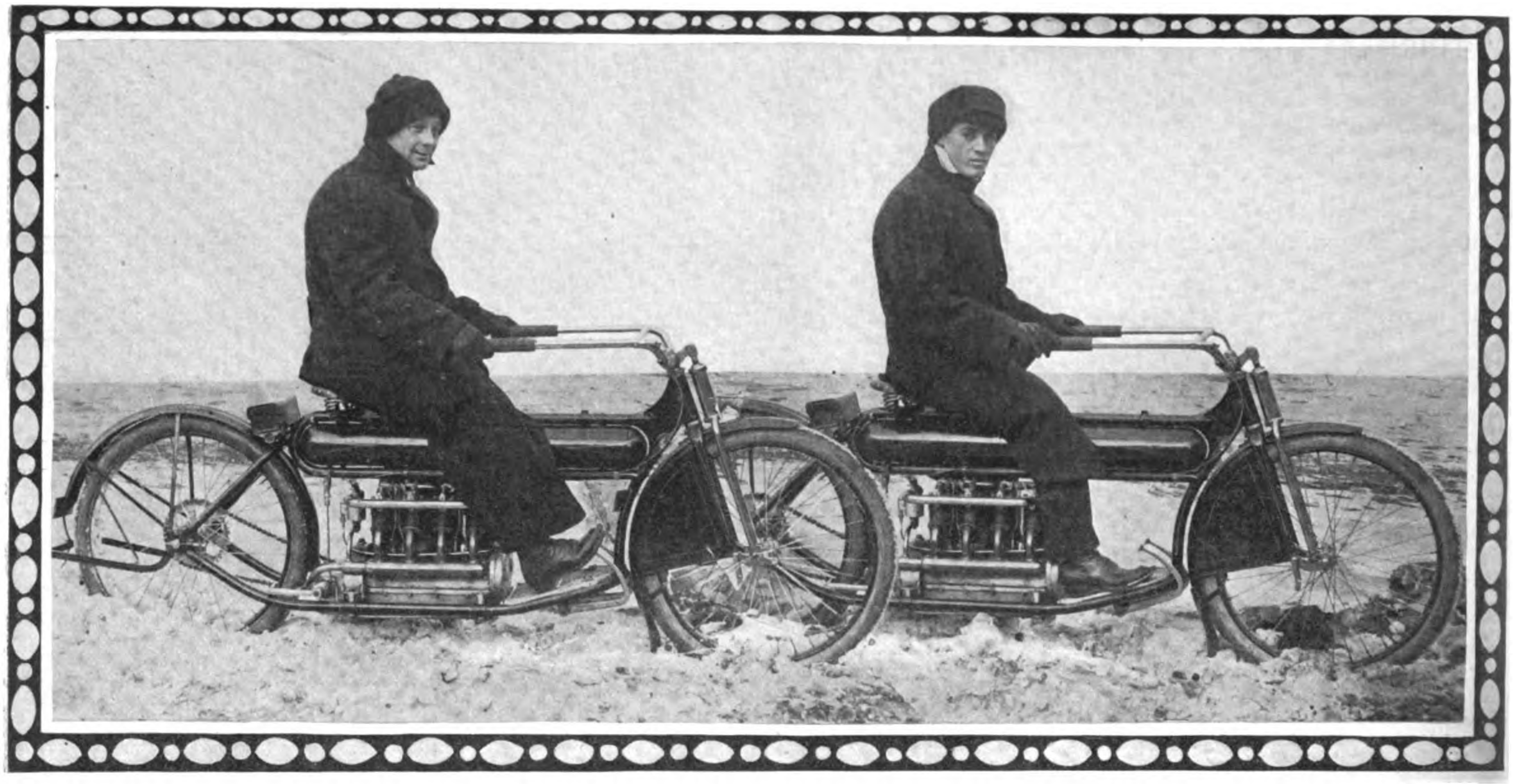
WHILE looking through the drawers of his heavily-laden desk recently Arthur Davidson, of the Harley-Davidson Motor Co., unearthed a resolution, dated back in 1910, which shows that two years ago the Milwaukee M. C. set out upon the trail of the open muffler fiend and sought to have him curbed. The resolution, requesting the passage of an ordinance to prohibit the use of the cut-out within the city limits, was drawn up by the Milwaukee club and presented to the city officials, but it never got past the pigeon-hole stage with the city fathers.

The matter was held up, allegedly through the efforts of the Milwaukee Automobile Club, whose members evidently feared that such an agitation would result in similar prohibition being directed against them. In time the resolution was forgotten, but its recovery by Mr. Davidson serves to prove, at least, that the Milwaukee motorcyclists were among the first in this country to realize that the open muffler was a detriment to the power two-wheeler and its interests.

ANOTHER SAUCER PLANNED.

LATE reports are to the effect that the board track bee is buzzing overtime in Rochester, N. Y., and that a committee has been appointed by the Rochester M. C. to consider the advisability of erecting a saucer. The plan suggested to the club calls for an issue of stock to finance the track and the building of a clubhouse adjoining it, the latter to be a purely club enterprise with only the members holding stock. Prizes to the value of $30 will be awarded to the members bringing in the most recruits before July 1.

EIGHTEEN 7 h. twin Indians have been ordered for the Hudson County (N. J.) Boulevard police, and six of the same type for the Detroit motor cops, through F. A. Baker & Co., and W. E. Metzger & Co. respectively.



Harvey Bernard and Freddy Huyck Have Become Staunch Admirers of the Henderson Four.

CALIFORNIAN'S STORY OF SEVERE TRIP

Over Hair-Raising Ruts and Through Six Inches of Clay and Adobe Dixon Rider Makes A Successful Run.

WILL S. CLUFF, of Dixon, Cal., writes the following account of a recent severe trip on his 1912 Indian:

Leaving Dixon at 7 a. m. on February 4 in a fog that was so dense I could not see the road fifty feet ahead, I set out over a course which was in about the worst possible condition. Heavy rains had softened the road so that passing wagons cut deep ruts in it, and when the surface hardened again it produced a sort of corrugated effect that was anything but satisfactory. After some mighty hard going I reached Rio Vista and headed for the ferry across the Sacramento River. This road is a mile and a half in length, and is probably the worst in the State.

The road runs along the bottom of the levee and as a result had not dried to any appreciable extent. The wet clay and adobe were from four to six inches deep. The fog had not lifted, so there was little chance to dodge the ruts and water holes, but I floundered through them without stalling. A dredger had been working at this point and throwing great quantities of the river bottom onto the levee. This material slid down into the road and formed a sticky mass which can be better imagined than described.

With my right pedal at its highest point I dropped into one rut that snapped it off cleanly, indicating that the hole must have been a full foot and a half deep. This was the only break or machine trouble I experienced during the trip, and I soon fitted a repair pedal pin and continued on my way. Even with the high gear with which my machine is equipped I pulled through the sticky clay and adobe, sometimes with my muffler buried in it, and never had a mis-fire.

From the ferry landing to Lodi the roads were in good shape, and I completed the trip of 76 miles in four hours. To my surprise I found that I had used only one gallon of gasoline on the journey. It was necessary to clean the machine with a hose, but with the new enclosed magneto the water caused no ignition trouble. After a thorough cleaning the machine did not show a mark, aside from the damaged pedal, and I was exceedingly thankful to have come through the experience as successfully as I did.

BIG CANADIAN MEET.

IT is announced that Saturday, June 30, and Monday, July 31, are the dates set aside for the 1912 meet of the Canadian Wheelmen's Association, which will be held in Waterloo, Ont. Among the features of the program are Dominion and International championship races and a big automobile show. Waterloo has a four-lap track which is to be greatly improved for the championship events. It will be practically rebuilt. There are indications that Waterloo will be thronged with motorists on Dominion Day, June 30, and the committee in charge of the race schedule is determined to furnish some sport that will make them sit up and take notice. The highways and byways are now being scoured for crack riders.

SHAUGER'S ECONOMY RECORD.

IT costs William Shauger, rural free delivery carrier and farmer at Elyria, Ohio, only 15 cents a day and requires but three hours each day to deliver mail to ninety-nine mail boxes on his route.

SPRINGFIELD RIDERS ON TRIP

Cold-Weather Squad Enjoyed Run into the Country, Although Thawing Roads Kept Them Guessing.

ON February 17 some enthusiastic riders of the Springfield (Mass.) Motorcycle Club indulged in a run into the country. The route taken was the Boston road to Brookfield where dinner was eaten at the Old Inn. On the run out, the roads, although rough and icy in some places, were in fairly good condition, for they were frozen hard; but the bright sun in the middle of the day thawed out the surface, and the return journey was a continuous splash for the whole thirty-two miles.

At one place a smoothly coated pond offered a temptation and Charlie Spencer, the head Indian tester, went out on the ice for a trial. There was enough snow to give the wheels a good hold, and finding a smooth ridge where the ice had pinched, Spencer tried some motorcycle jumping. Rushing the ridge at a speed of about thirty miles an hour, his wheel was shot into the air between two and three feet, but he always succeeded in landing straight on his wheels without accident.

Among the riders were Sales Manager Wechsler, of the Hendee Manufacturing Co., Superintendent Ellingham, Messrs. Cross, McNaughton and O'Brien, of the office force; Dr. Brackett, Messrs. Kothe, Mason and Carroll. Notwithstanding the moist experience of the afternoon the run was regarded as an entire success.

WICHITA HILL-CLIMB.

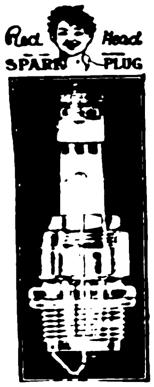
IN the single cylinder class, which competed in the recent hill-climb of the Wichita (Kan.) M. C., Max Wilson, mounting a Harley-Davidson, led the field to the summit, with Ray Weishaar, Indian, in second place and J. K. Brown, Yale, in third position.

THIRD ANNIVERSARY

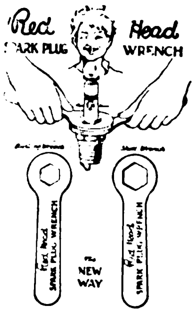
Of Red Head Spark Plugs Being Celebrated with the Announcement of Big Special Offers.

WITH a blaze of publicity pyrotechnics, the third anniversary of the inauguration of Red Head spark plugs was commenced by the Emil Grossman Company March 4. Custom gives mortals but one day in which to celebrate their birthdays, but the sorrel-topped sparking success will stretch the joyous occasion over a space of two months. That is to say, the owner's coupon issued in honor of the event, which entitles motorists to a generous slice of the birthday cake in the shape of five Read Head Plugs, one porcelain or mica core and one set of Red Head Spark Plug Wrenches, will be redeemable until May 1, 1912.

In special trade literature novel anniversary package assortments have been announced. These packages, offered in four varieties contain a proper assortment of sizes of Red Head Plugs, a percentage of extra porcelains and a liberal supply of advertising matter and circularizing material, are designed to relieve dealers and jobbers of perplexity in ordering, insure a continuous supply of fresh advertising matter and eliminate much detail and dispute over possible shortages.



The same thoughtfulness that considers the problems of the trade is responsible for the Red Head spark plug wrench. Although the need for a flat wrench for handling spark plugs always existed, the Emil Grossman Company is the first to recognize the fact. The Red Head wrench set consists of an 11/16-inch wrench for the bushing and a ⅞-inch wrench for the shell. By using them damage to plugs is eliminated, for the size of the wrench does not permit of a leverage sufficient to produce a pressure dangerous to the porcelain. Also, Red Head wrenches being flat, grip the hex firmly, and cannot slip off and break the porcelains. One set of Red Head wrenches is given with every set of four Red Head plugs at the regular price.


Red Head
SPARK PLUG WRENCH
Red Head SPARK PLUG WRENCH
The NEW WAY
Red Head SPARK PLUG WRENCH

The mechanical success of the Red Head Magneto Plug ushered into the motoring world on July the 4th last doubled the previous year's sales. This is evidenced by the published roster of 234 jobbers who are handling Red Heads, by the contracts with 73 manufacturers of automobiles, motor trucks, motor boats, motorcycles and gas engines, among whom are to be found the Simplex Automobile Company, Hup Motor Company, Interstate Automobile Company, Metzger Motor Car Company, Grabowsky Power Wagon Co., Federal Motor Truck Company, Mais Motor Truck Co., Miami Cycle & Manufacturing Company, New Era Auto Cycle Company, Foos Gas Engine Co., Brennan Motor Co., etc. During the past season additions to the Red Head racing "staff" include such successful drivers as Eddie Hearne (Benz), Evans (E-M-F), Parker (Fiat), Sydney Smith (Fiat), Mitchell (Abbott-Detroit). The nucleus of this winning combination was made up of Ralph DePalma, David Bruce-Brown and Caleb Bragg.

HANDSOME GOODYEAR BOOKLET.

THE growing relative importance of the motorcycle business of the country is nowhere better evidenced than in the quality of the literature produced by manufacturers of motorcycles and their accessories. An unusually fine and instructive booklet is that issued for 1912 by The Goodyear Tire & Rubber Company, makers of the famous Blue Streaks and other motorcycle tires. The Goodyear Company does not merely present pictures of tires with prices attached. The company's motorcycle offering this year is an exceedingly practical and artistic booklet and is in demand as much for the "reason why" talk with which it is filled as for its typographical quality.

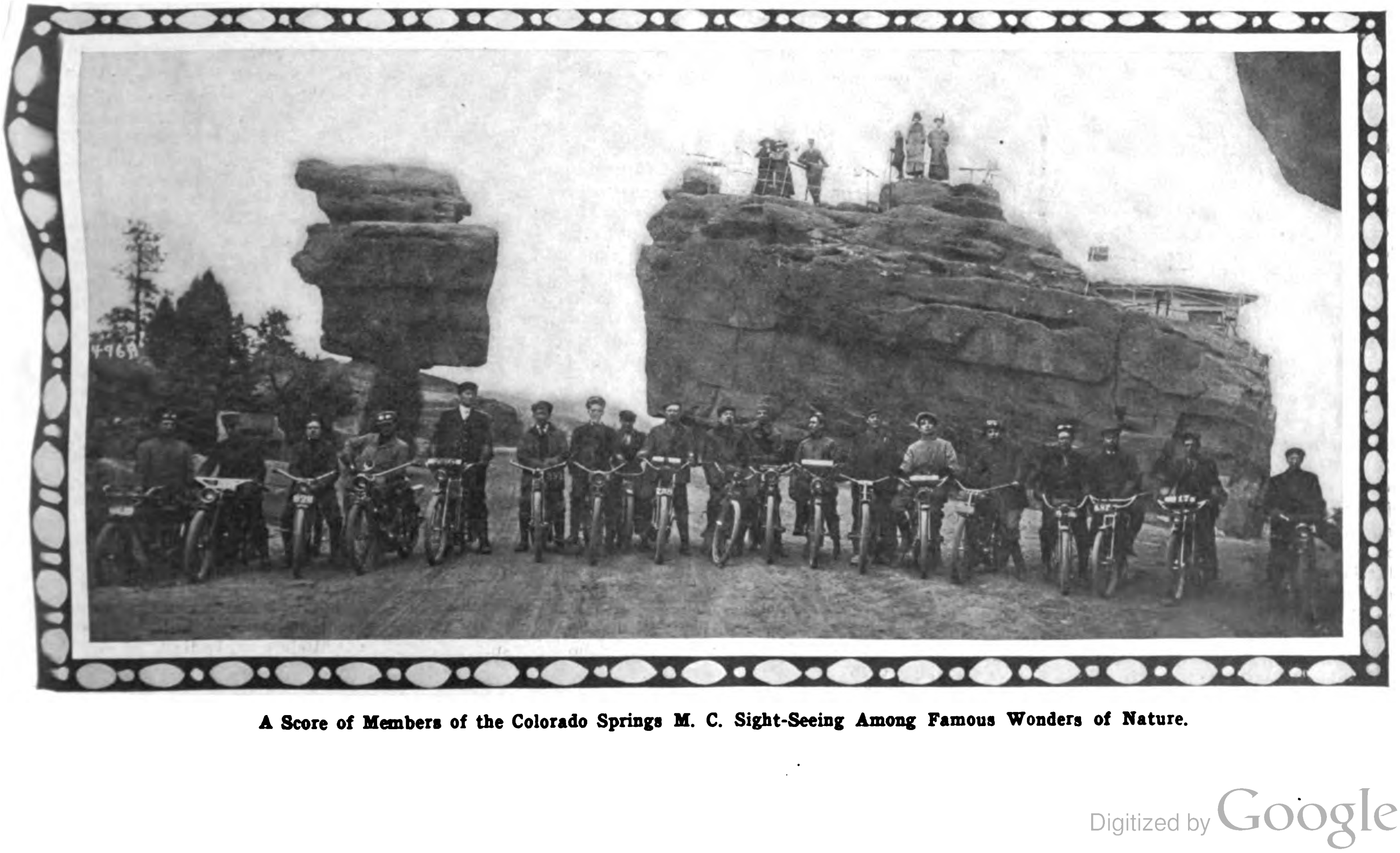
The outside cover, spread open, presents a section of the track where the speed kings strove for mastery in the F. A. M. meet at Buffalo last summer. On the front half of the cover are Balke and Hasha, neck and neck and side by side, only a few feet from the fence—snapped when they were doing five miles in four minutes—on Goodyear Blue Streak Tires.

MOTORCYCLES FOR INSPECTORS.

SEVEN inspectors in the building department of Cleveland, Ohio, will use motorcycles during the coming summer if an ordinance which has just been introduced is approved by the City Council. The measure provides for the expenditure of $1,400 for the machines. It is argued that each inspector, mounted on a motorcycle, will be able to do the work of three men making the rounds on foot.

WILLIAM CHRISTOPHERSON, of Racine, Wis., is planning a motorcycle trip to New York for this summer.

THERE are over one hundred motorcyclists in India according to Consular Reports from Madras, in that country.



A Score of Members of the Colorado Springs M. C. Sight-Seeing Among Famous Wonders of Nature.

PLUGGING ENGLISH ROADS BY NIGHT

Graphic Story of How Gold Medals Were Captured in a Cross-Country Reliability Trial Through a Downpour of Rain and Over Flooded Roads—Value of Three Speeds.

By Roy W. Walker

FOLLOWING is an unusually interesting story of a long-distance contest over English roads, in which Roy W. Walker, of the New Hudson Cycle Co., Ltd., of Birmingham, carried off a gold medal for a perfect score. An insight is given into the sort of traveling the British enthusiasts have to put up with in some of their cross-country events, and there is also food for thought in the performance of the 3-speeded machine mounted by Mr. Walker in the trial referred to. His story follows:

There is no doubt that a 24-hour trial in midwinter, like that held by the Motorcycling Club from London to Exeter and back, is a very severe test for both machine and rider, as the roads were very bad and two-thirds of the time, or sixteen hours in all, were in pitch darkness. I had competed in this run on Boxing Day 1910, on a well-known 3½ h. single-cylinder, fixed-gear machine and only gained a silver medal after a perfect nightmare of trouble with tires, lamps, and failing to surmount the numerous hills owing to my having to rush them "all-out" and skidding on the thick grease. I was dead beat last year at the end of 25 hours, so did not under-rate the difficulties this time.

Boxing Day morning, December 26, 1911, saw me swathed in oilskins like a lifeboat man, and starting out for London in pouring rain with the roads inches deep in mud—in fact no less than four roads near Hounslow were flooded to a considerable depth for some hundred yards, and we had to take a fifth. This did not promise well, as the Exeter road has a nasty habit of being under water near Wilton, west of Salisbury. Another rider of a 1912 3½ h. Colonial Model New Hudson 3-speeder, joined me at the starting place, and we adjourned for the biggest meal we could eat in the time, as we were scheduled to leave at 7 p. m., and the next stop was not till Salisbury, about 80 miles off, which would be reached about midnight. Meanwhile it rained hard and looked like sleet and fog, hardly an encouraging prospect for twelve hours' riding in darkness.

It is a great boon to be able to sit in the saddle and glide away from a standstill on the clutch like a big car—particularly when the road is greasy and uphill, with a large crowd looking on and you're rigged out something like Captain Scott going for the South Pole. Under these circumstances, we had the better of the fixed-gear brigade, some of whom had to do a lot of pushing before the engines would fire, being encouraged meanwhile by a crowd of urchins. There was a strong Southwest headwind and the roads were beyond words through Staines as far as Camberley. Most of the roads had been tarred, but had cut up into deep ruts. This meant going cautiously on the middle speed of about 6 to 1, which makes a wonderful non-skid as the engine turns round smoothly and fast with the throttle nearly closed. Red lamps with arrows had been put up to mark the way in places, and after an uneventful trip (for us two), we took in gasoline at Basingstoke and started out for Salisbury Plains.

Of course, all the railway level crossings were shut and the wind was blowing half a gale over the bare undulating downs, where there are no hedges or trees to break its force. Some of the fixed-gear lightweights with small engines, as well as many others, were having a very rough time and it meant going "all-out" with their noses on the handlebars. The result was their engines ran hot and they stuck on the most paltry hills. H. Graham Dixon and I kept together throughout for company, and as I knew the road, we got in at the Salisbury control as early as we dared in view of the time schedule. There we filled up both our machines and lamps, also the inner man. Hot coffee and bovril is a very good drink, as it keeps one awake and keeps out the cold. Both our 3½ h. New Hudson engines were pulling better and better as time went on, and ran very steadily with their moderate compression and heavy flywheels.

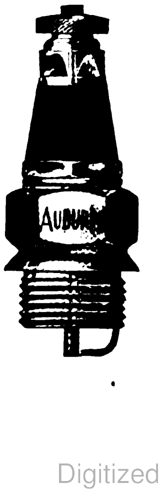
There were no floods at Wilton, but to make up for this the road was under water in two places near Henstridge. However, this does not matter much if you have proper mudguards to stop splashing and a waterproof magneto carried behind the engine and eighteen inches from the ground. It is tiring work keeping up 25 to 30 m. p. h. on greasy and hilly roads in pitch darkness, and no one was sorry when Yeovil was reached, where we put in half an hour on hot coffee, sandwiches and a smoke at the Mermaid Hotel. A good crowd was about, considering it was 3 a. m., but some of the machines were making enough noise to wake the dead. One big twin-cylinder carried a large silencer about two or three inches from the ground and got the end knocked out—after that gatling guns weren't in it.

Chard and Yarcombe hills are the two worst on the whole journey and caused nearly half the competitors to dismount or pedal, but the New Hudson took my thirteen stone weight up on middle gear with the throttle half open. I treated Yarcombe with some respect as it is two miles long, very skiddy and winds the whole way. One hairpin corner brought me off last year trying to "rush" the hill in the dark with a 4½-1 fixed-gear single. The Armstrong gears gave no trouble throughout, and there were a good few fitted to various machines. Belts seemed to clog up with mud and water far less than the chains, and the belt drivers went fast over roads, where the rigid-drive brigade had to crawl along and were even then sliding about.

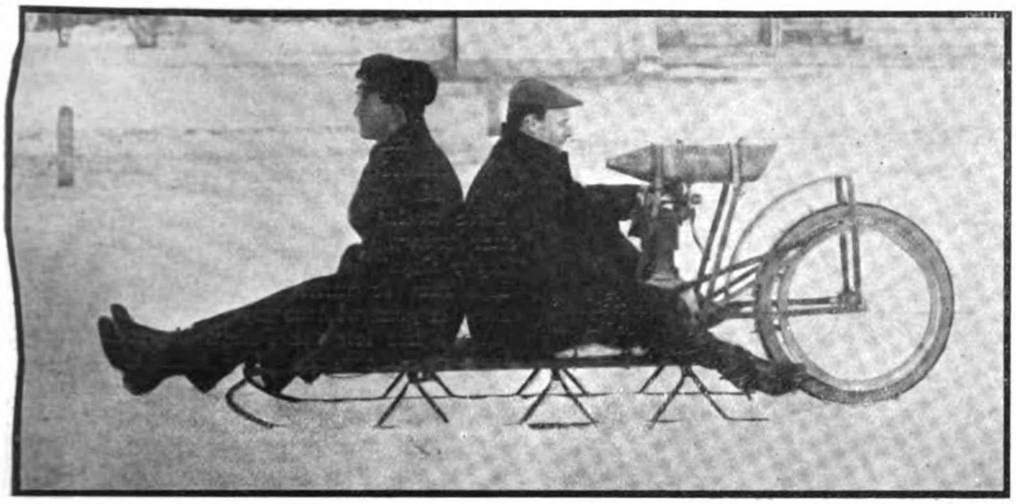
"THERMO" BELTS.

A DISTINCTIVE feature in the belt product of the Hide Leather and Belting Co., of Indianapolis, Ind., which is calculated to attract the attention of experienced riders, is an inner lining of heat-resisting fabric which is designed to protect the belt from "burning" should it slip while the pulleys are spinning. This inner covering, combined with high quality leather, treated by a special process, provides a belt of unusual strength without detracting from its flexibility and other desirable attributes. It is credited with being waterproof, stretchproof and shrinkproof, and one of the belts used on a tire-testing machine was operated for 9,000 miles without developing a weakness. The company's belt products are sold under the trade name "Thermo."

AUBURN SPARK PLUG.



THE Auburn motorcycle plug contains a chamber larger than any other plug now on the market and as it possesses all of the other general features of the "Wright" line it is unsurpassed for motorcycle use. The manufacturers of this plug, the New York Mica & Mfg. Co., of Auburn, N. Y., cater especially to the motorcycle trade, and their plug is found as a part of the regular equipment of some of the leading motorcycles. It is small and compact and the parts are all interchangeable.



HILAMAN'S MOTOR SLEIGH.

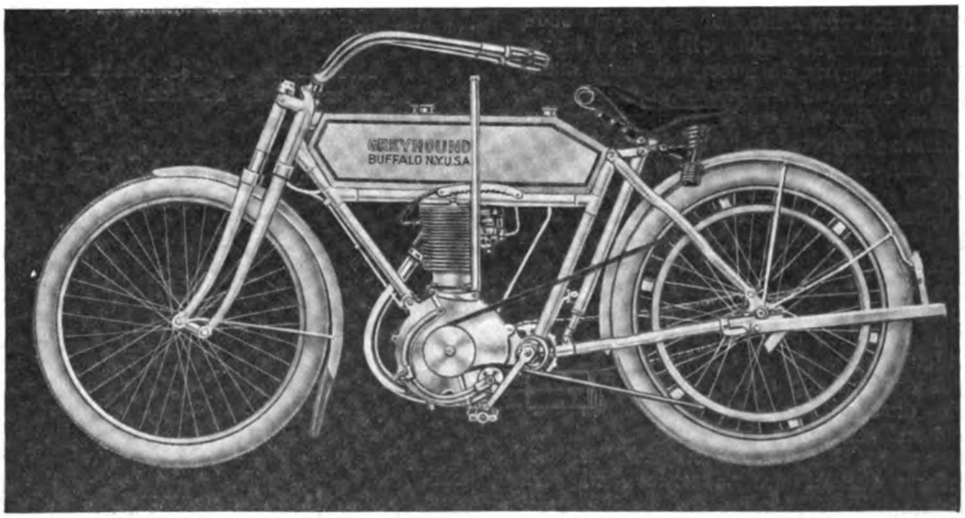
A. L. HILAMAN, Thor agent in Camden, N. J., is another addition to the ranks of motorcyclists who refuse to abandon their motors during winter weather. He has fitted the sled shown in the photograph with flexible runners six feet long, a 4 h. motor of his own design and a flanged band clamped over an ordinary tire on the drive wheel. By making a snug fit of the metal band and then inflating the tire he succeeded in getting a stanch traction wheel which has stood up under severe tests. He states that the outfit is capable of making over 40 miles an hour, and 10 per cent. grades have been climbed without difficulty. Hilaman is of the opinion that motor-sleighing would surpass motorcycling for enjoyment if weather conditions and smooth snow surfaces could be depended upon throughout the winter.

1912 GREYHOUND

Buffalo Firm Has Attractive Mount with No Radical Changes Over Design of Past Season.

THE Greyhound Motor Company, of Buffalo, N. Y., in designing its 1912 models, has found it unnecessary to make radical changes and is placing on the market a reliable machine of standard type and design which contains many of the good features of previous models, one of the most important being the Greyhound Shock Absorber, a device which effectively and permanently disposes of the shock problem. This together with the cushion fork and 56-inch wheelbase insures stability and comfort to the rider.

The size of the motor, bore 3¼ inches, stroke 3 11/16 inches, brings it to the limit of 30.50 cubic inches, and is rated at 4½ h. The offset cylinder is placed slightly ahead of the main bearing which greatly reduces the wear on the cylinder-wall and the thrust of the rod on main bearings. It is equipped with automatic inlet valve, Breeze or Heitger carbureter and jump spark ignition. Lubrication is by gravity feed from a combination tank which is mounted in the upper panel of the frame. A sight-feed glass is located just below the tank, while in the crank case an oil window is placed where the level may be seen at all times. The oil is fed through the right hand crank bearing from which it drains to a well beneath, afterward proceeding by a path, especially contrived, to the other bearing points, both centrifugal force and direct splash being utilized to lubricate the various bearings. Inclosed flywheels, weighing 24 pounds, have the weight chiefly in the rim, assuring easy starting and smooth running.



The standard transmission equipment is flat belt with hand operated idler. Double grip control is employed with the connecting cables neatly passed through the handle bar tubes and frame head. Long handle bars, liberal mudguards and low rear saddle position add greatly to the appearance of the new model, which will list at $175.

NEW MACHINE NAME

Mount Embodying Waverley Motor Will Hereafter Be Known as the P. E. M. —Named for Designer Mack.

AT a meeting of the directors of the Waverley Manufacturing Co., a few days since, it was decided that as the company is selling Waverley motors to the trade it would be advisable to give the complete motorcycle a distinctive name. In recognition of the results accomplished by Perry E. Mack, who not only organized the original Waverley Manufacturing Company, but designed the Waverley motor and cushioned frame which is a distinctive feature of the Waverley product, it was decided to call the motorcycle the P. E. M. Mr. Mack is not only a pioneer in the motorcycle industry but has put in several years in automobile designing.

Like many others he dates his beginning back to the bicycle days, having been both a racer and a builder of bicycles. His first motorcycle engine was put in a regular road frame and tried out on the old Garfield Park cement track at Chicago in 1905. He entered a race held there on July 4 of that year. As many of the old time Chicago motorcyclists will remember Mr. Mack was leading the field at close to a mile a minute clip when some one let a small dog on the track with disastrous results. Mr. Mack was thrown and seriously injured and the machine and dog got theirs.

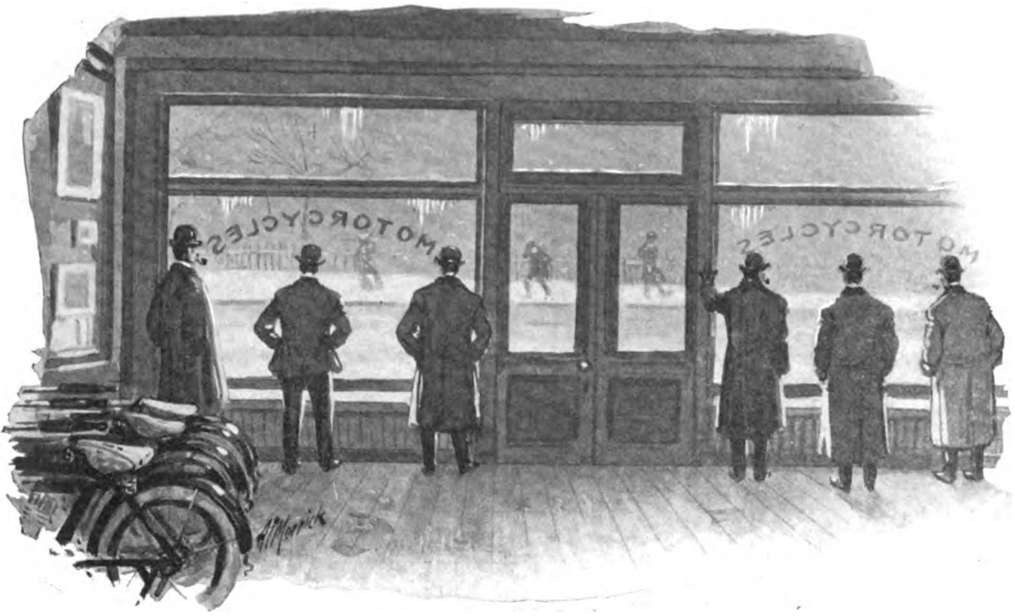
As soon as he recovered Mr. Mack resumed the development of the motor but was for a time induced to give his attention to automobile work. About three years ago he again took up the Waverley motor, perfecting it in detail and adding such refinements as greater experience suggested. The new motors were tried out privately until they met Mr. Mack's satisfaction after which they were quietly put on the market. They immediately attained a local reputation through the riding of Ralph Sporleder both at Milwaukee and Chicago. Several motors were shipped to Europe where they were equally successful.

From its first appearance the Waverley motor made both the motorcyclists and the spectators sit up and take notice as it not only ran away from nearly every single cylinder motor with which it competed, but in several instances entered open races, defeating a number of high class twins.

While the change in name may be for a while confusing it is a graceful compliment to Mr. Mack and the combination of P. E. M. and the Waverley motors will soon become familiar as the prominence of the Waverley motors both locally and in Europe where the motors have shown their quality in several big events, is bringing in orders at a very pleasing rate. The cushioned frame is creating equally favorable comment and the combination is undoubtedly a strong one.

LOUIS E. STROH has just completed a motorcycle trip from Decatur, Ill., to Jacksonville, Fla.

THE Motorcycle Inn, a branch agency for the Indian, which was located at 1164 North High street, Columbus, O., has found the storeroom too small and has moved into larger quarters at 922 North High street, in the same city.



Only a Few Days More of This Waiting and Watching for Spring.

INDIANAPOLIS SHOW

Motorcycles and Automobiles Will Be Shown Under Huge Tent Stretched Across a Main Street.

THE first automobile and motorcycle show in Indianapolis, Ind., will be held March 23-30, and remarkable interest is being manifested by dealers of the city in connection with the plans. The motorcycle representatives are co-operating with the Indianapolis Automobile Trade Association in mapping out the program. In order to exhibit jointly with the automobile agents the motorcycle dealers have been obliged to join the trade association. Six dealers in the two-wheelers, representing ten makes, will have displays at the show which is to be held under a huge tent. The canvas will be stretched over a third of a mile of Meridian street, one of the city's chief thoroughfares, and the street will be closed to traffic during the show. The motorcycle exhibitors and the machines they will show are as follows: Motorcycle Sales Co., Flanders; Gus Habich, Excelsior and Thor machines; G. H. Westing, Indian; George C. Detch, Reading-Standard, Pope and Pierce; H. L. Dipple, Harley-Davidson; Merkel Motor Shop, Flying Merkel.

TRADE NOTES FROM CLEVELAND.

KUMLER BROS., Reading-Standard and Flanders distributors for Cleveland and vicinity, report that returns from the show have exceeded all expectations. Despite adverse weather conditions they have booked a number of orders for immediate deliveries, and seven of the new machines have already been forwarded to purchasers.

Ed. Rischel, who has heretofore been connected with the sales department of the Casino Cycle & Supply Company, is preparing to take up his duties as a road representative of the New Era folks in Cleveland. Ed. is well known throughout the Cleveland district and his friends expect him to pile up orders in keeping with his past record.

L. J. Mueller, Indian agent in Cleveland, has just placed an order for a Mora auto truck to be used primarily for transporting shipments of machines and supplies to the freight stations. Mueller has entered the jobbing line on an extensive scale and this, combined with his heavy orders for Indians, has forced him to purchase the truck in order that no delays may be necessary in handling large consignments. Mueller has received his first carload of Indian machines and a number of the new models have been delivered.

F. W. Mullenhour, of 136 North Union street, Lima, has taken the local agency for the Indian.

The American Machine Company, 25 West Church street, Newark, O., has taken the local agency for the Harley-Davidson.

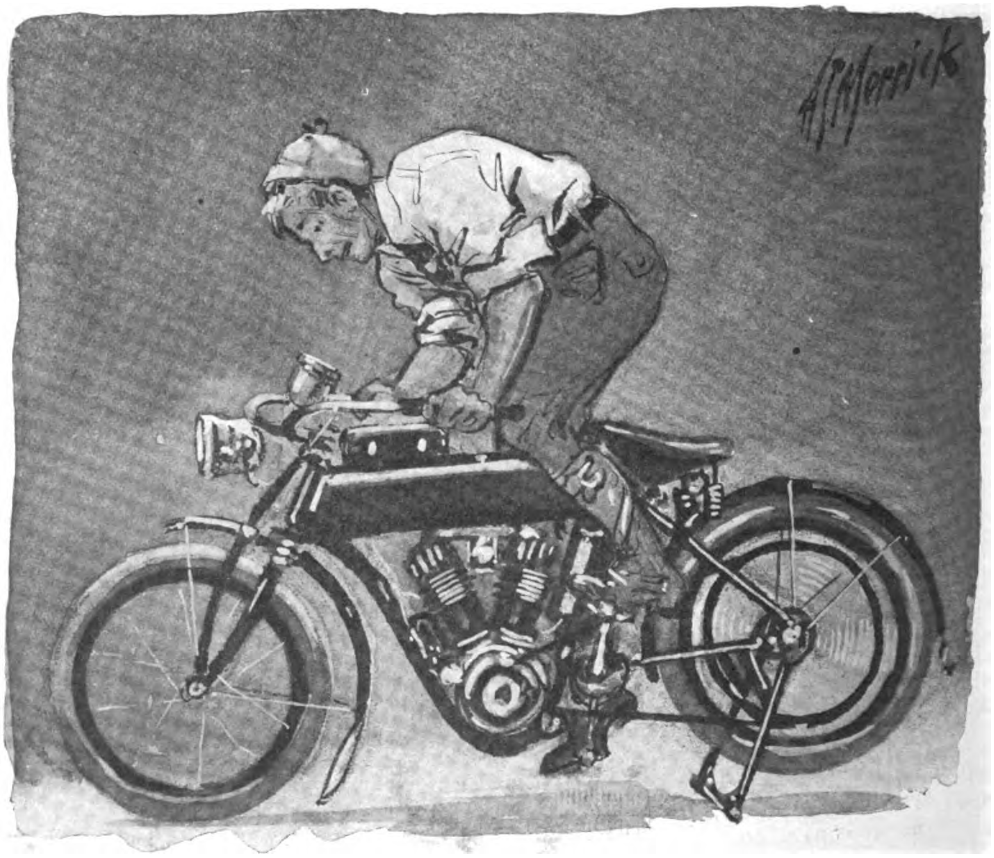
THORNLEY ON VACATION

"Happy Days" Pitman Is Directing Racing Affairs, While Competition Chairman Takes Needed Rest.

CHAIRMAN J. P. THORNLEY, of the F. A. M. competition committee, is enjoying a three weeks' vacation and Will R. Pitman, better known to cyclists of the country as "Happy Days" Pitman, is acting head of the competition committee in the doctor's absence. It goes without saying that Chairman Thornley has left the Federation racing interests in good hands. For some time past Doctor Thornley's professional duties have placed him under unusual stress, and this pressure combined with close application to racing matters now engaging the attention of F. A. M. officials, brought him to a point where several weeks of relaxation became necessary. He has not made known his itinerary or destination so that telephone messages and telegrams will not worry him for the present.

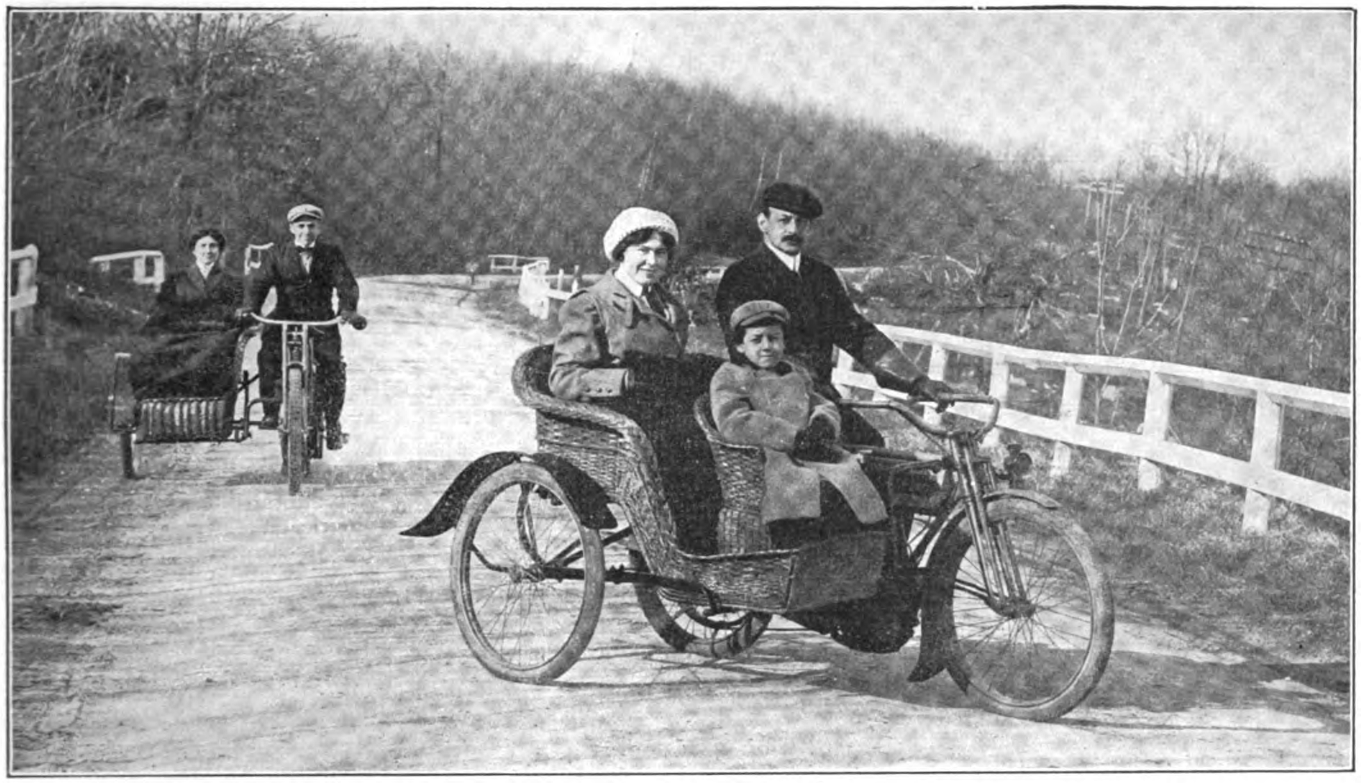
Acting Chairman Pitman has made the following announcement with reference to the proposed revisions in the F. A. M. racing rules:

"In view of the fact that some of the changes considered necessary in the rules are so vital to the F. A. M. members, it has been considered advisable after careful consideration by President Hamilton, and Chairman Thornley of the Competition Committee, to withhold definite action until the matter can be taken up at the National Meet. Therefore, as the present rules will remain in force during the coming season a new edition of the same will be printed, and immediately upon their being ready for distribution notification will be made through the motorcycle journals for the benefit of race followers."



A CONSIDERATE RIDER.

"Can't—blame—it—for being—a little rheumatic and stiff in its joints after several months of cold storage."



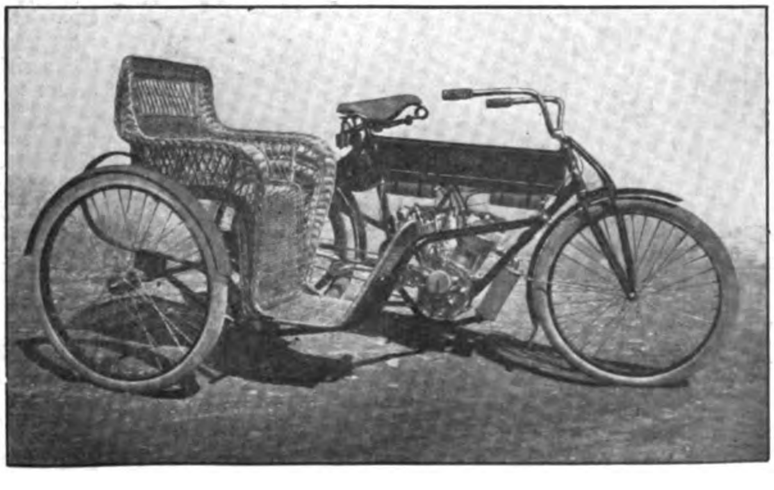
Majestic Side-Cars and Happy Occupants Snapped on a Massachusetts Road.

NEW MAJESTIC MODEL.

RECENTLY a new model of the Majestic sidecar, particularly adapted for use with a twin machine, was turned out at the plant of the Majestic Mfg. Company, in Worcester, Mass., and it is announced that the demand for this type is exceeding all expectations. The new design has the sidecar body elongated in front and reinforced, and a child's seat is added. This seat is of ample proportions for a child five years of age, but the youngster shown in the photograph has passed his seventh year and weighs sixty-five pounds. In a test one of the new sidecars was driven from Worcester to Fitchburg and return, sixty miles, with two men in the car. The seat is so constructed that it may be turned to face either forward or backward.

CURTISS SIDECAR.

STURDY, attractive in appearance, and simple in the method of attaching to a machine, the improved sidecar being offered by the Curtiss Motor Company, of Hammondsport, N. Y., for 1912, is an offering calculated to attract attention from riders who desire to have a friend accompany them on their trips. The Curtiss sidecar is fastened to the machine in such a way that it is strong but flexible. The tongue fastens to the front frame member with a ball and socket joint which is intended to take up all side strain and road jars, at the same time forcing the third wheel to run parallel with the wheels of the machine proper. The rear fastening is a hinge joint, so constructed as to make the turning of corners an easy operation for the beginner. The sidecar seat is large and will easily carry 200 pounds. It is supported on two shock-absorbing springs. The company is offering its attachment at an attractive price, and will be glad to forward detailed information upon request.



ENGLISH SIDE-CARS.

SAYS *Motorcycling*, of London: "It would appear that our American friends are at last awakening to the possibilities of the side-car. At any rate, the Hendee Manufacturing Co., of Springfield, Mass., has, through its London representative, placed a very large order with an English maker of side-cars for shipment to the States. In view of the tariff to be paid on all these side-cars and the enormous manufacturing facilities at the disposal of those across the water, this certainly seems like an admission that, so far as passenger machines are concerned, they have something to learn. However, we do not suppose much time will elapse before we see an all-American passenger machine on the English market. Other types of vehicles which our American cousins do not seem to have thought about yet are such machines as the A.-C. Sociable, Morgan runabout, and monocars and duocars."

SIDE VAN FRAMES.

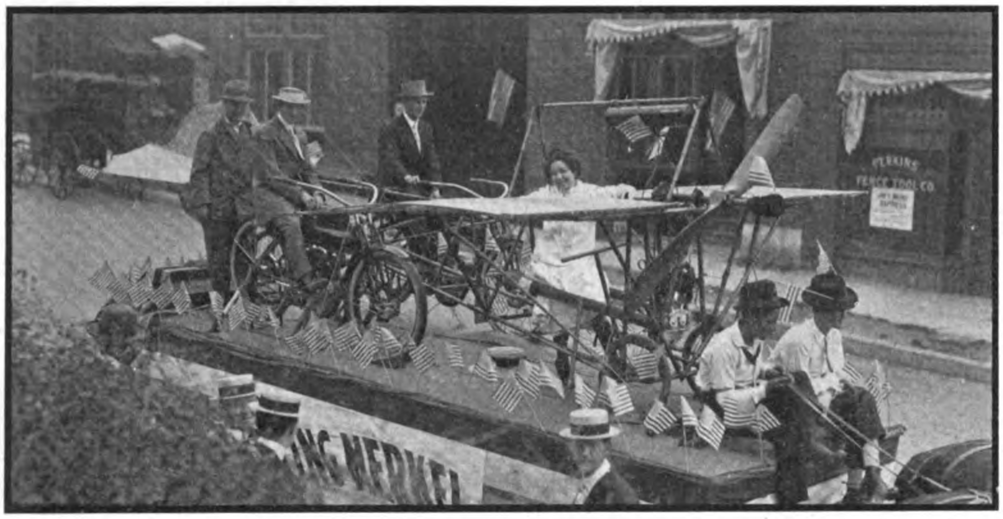
W. B. LEVIN.—Write the Hendee Mfg. Co., Springfield, Mass. We think that at present you will have to get the chassis of the side car and have your own van body built, as no firm has as yet brought out a van mounted on a side-car chassis. The Majestic Mfg. Co., Worcester, Mass., also make side-cars for pleasure purposes and doubtless you would be able to procure one of their chasses. See our advertising columns.

PLAN BIG MEETING.

PLANS for a convention of the motorcyclists of San Joaquin Valley, Cal., have been completed and the riders will convene in Porterville during the month of May to discuss road improvements and other matters of interest to the valley riders. It is the intention to have a big race meet during the convention in Porterville, as this will give the members something to occupy their attention and also entertain the local citizens.

HANDLES EXCELSIOR.

F. D. BENTZ, of Marion, Ohio, is the pioneer motorcycle and bicycle man in his town and a hustler who has been largely responsible for the progress made by the power two-wheeler in Marion and vicinity. He is preparing to devote more time to his motorcycle business during 1912 than in the past, and is looking forward to a busy season. He has just closed a contract with the Oberwegner Motor Company, of Toledo, for the exclusive sale of Excelsior machines in Marion county.



A Kansas City agent for the Merkel illustrating the slogan, "Next Thing to Flying."

SANDT'S PERILOUS FEAT

Young Aviator Who Piloted Biplane Across Lake Erie Was Formerly a Motorcycle Rider.

EARL SANDT, the young Erie (Pa.) aviator, who recently attracted attention by flying over Lake Erie in a Curtiss biplane and then losing his machine, and almost his life, on the return trip, became acquainted with gasoline motors and their possibilities as a motorcyclist. Sandt rode one of the first Indians to arrive in his section of the state, and established a reputation for endurance work as well as speed. He remained an enthusiastic motorcyclist until aeroplanes became comparatively common and then joined the ranks of the fliers.

For the return leg of his sensational trip across Lake Erie Sandt started late in the afternoon, and after flying for a few miles his engine stopped while he was 2,000 feet in the air. He volplaned successfully to the ice but his machine was carried along by a high wind until it struck an ice hummock and was wrecked. Sandt was painfully injured. When the accident occurred the young aviator was 15 miles east of Erie and about 10 miles from the shore. He managed to reach land in the darkness, but had to abandon the biplane, which has not been recovered. It is believed that the ice shifted and allowed it to sink into the lake. An Erie newspaper has started a fund to supply Sandt with another aeroplane.

A COMBINATION PROGRAM.

PROMOTERS of Montgomery, Ala. staged a motorcycle meet on March 4 in connection with an aviation program and automobile show, and the events were witnessed by throngs of enthusiasts.

HARDY RIDERS IN BURT.

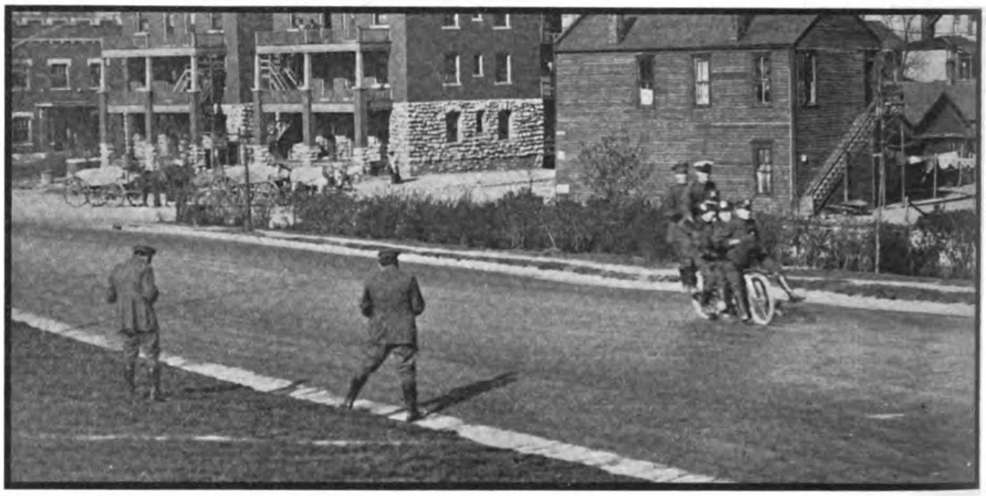
RECENTLY six motorcyclists of Burt, Iowa, made a cold-weather run over the snowy roads of their district and enjoyed it thoroughly. The photograph shows them ready for the start.

YORK'S NEW SQUAD.

ONE of the busiest new squads in Pennsylvania is the York M. C., which was formed in January with 11 members. It now has 18 riders, with a prospect of having this number increased to 25 before the riding season is far under way. The club meets every Wednesday night in rooms at 16 N. Beaver St. Visiting riders are invited to call upon the York motorcyclists when in their bailiwick in order that they may be given a sample of Pennsylvania hospitality. The club places special emphasis on the fact that no lines are drawn as to makes of machines, and that the latchstring is out for all riders regardless of their mounts.

THOR IN MACOMB.

RAY KNAPPENBERGER, of Macomb, Ill., has leased quarters at 205 South Lafayette street, and will soon open a motorcycle and bicycle repair shop. He has taken the Thor agency.



A HEAVY LOAD.

IN the illustration above appear six motor police, having a total weight of 1,085 pounds, on a 7 h. Merkel. From a standing start 200 feet away from the bottom of a hill, the machine climbed a six per cent. grade at a speed of 26 miles an hour.

ECHO OF EUROPEAN TOUR.

A RECENT issue of the *Irish Cyclist*, published in Dublin, Ireland, contained an article dealing with the visit of Joe Esler and William Streiff to the metropolis of the Emerald Isle. Needless to say, the American riders created a good impression and were given a warm welcome by the cyclists of the city. They visited Dublin at the start of their European tour which was made last summer, the serial story of which was finished in a recent issue of MOTORCYCLE ILLUSTRATED.

SHERIFF WANTS TWO.

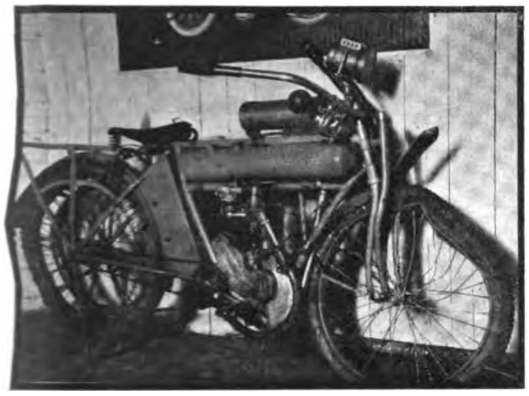
SHERIFF LANGUM, of Minneapolis, Minn., has petitioned the county commissioners for two motorcycle policemen to patrol the district about Lake Minnetonka during the summer months.

SEVERAL powerful new motorcycles will be given to the Hudson County (N. J.) boulevard police, according to the plans of the Boulevard Commission.

F. W. Mullenhour, 136 North Union street, Lima, is now agent for the Indian and Yale motorcycles in his city.

A TEST OF STURDINESS.

OF unusual interest is the accompanying photograph of a 4 h. 1912 Yale machine which was run down by an automobile truck in Toledo, Ohio, recently. It will be noted that the top tube, seat mast tube and lower reach tube are buckled and the battered fork tells its own story. Despite these conditions there is not a broken piece anywhere on the machine aside from the spokes, several of which pulled their nipples through the rim. Although the left handlebar is bent at a right angle the grip control may still be operated and the motor was started without difficulty. The general condition of the machine speaks volumes for the sturdiness of present-day motorcycle construction, and particularly for the standard of workmanship involved in the Yale.



MIDWINTER RUN.

THE annual midwinter run of the Rochester Motorcycle Club to LeRoy, N. Y., held on February 18, was declared a huge success. The riders left at 9:30 a. m. and made good time to LeRoy, although the snow had commenced to thaw. After dinner it was found that the warmth of the day had softened the roads so that the return trip was featured by spills, skids and weird dashes into roadside drifts. There were no accidents worthy the name.

One rider of a flat belt machine broke his belt. Another rider of a high-powered twin, not used to so much power took several spills, and another in trying to derrick his machine from one rut to another, fell on his machine and lost some of his clothes through the belt sawing them off. These three entrained home. The remaining twelve finished in a couple of hours. The trip will be repeated, as the participants declare winter riding in the country is good fun.

PITTSBURGH'S NEW CLUB.

PITTSBURGH now has a new motorcycle squad which is preparing to affiliate with the F. A. M. It has been named the "Happy Days Motorcycle Club."

MEMBERSHIP CONTEST.

THE Marion (Ind.) M. C. has selected two teams which will compete for members until April 17, and the losing team will pay for a banquet for the winners.

W. F. GERKEN has been elected president of the Port Arthur (Tex.) Motorcycle Club which was recently organized.

PITTSBURGH'S MOTORCYCLE SHOW

Visitors Crowded Stands At Which Two-Wheelers Were Given Initial Display In Big Automobile Exhibition.

PITTSBURGH, PA.—The first motorcycle display ever seen in this city was arranged in connection with the annual automobile show held under the auspices of the Pittsburgh Automobile Association, February 17-24. The main floor was given up to the motor cars and motorcycles and accessories occupied the entire balcony. Many visitors to the show who intended to devote all their time to inspecting the automobiles found themselves attracted to the motorcycle section and demonstrators of the two-wheelers were surprised by the number of inquiries received concerning their products. It is now being argued that the motorcycle dealers of the city should have a separate show, and steps may be taken toward such an arrangement for 1913.

Harley-Davidson machines were displayed by T. C. Donahue, of the H.-D. Exchange, together with Harley motor parts and fittings, and special attention was given to the Ful-Floteing seat and Free-Wheel devices. Mr. Donahue and his assistants were busy at all times, and a number of orders were taken.

The Motorcycle Exchange, of Pittsburgh, also had an attractive display, four 1912 Indians being shown. Orders were plentiful and many appointments were made for road demonstrations. A. G. Schmidt, manager, and H. McK. Payne, proprietors of the Exchange, were in charge, assisted by Ralph Merrill.

Many other features of interest to motorcyclists were seen on the balcony, among them Brictson Tire Protectors, with the new type of steel tread, shown by J. B. and C. W. Rodgers. All the dealers and agents are enthusiastic in their reports of business resulting from the show, and it is safe to say that from now on it will receive more attention from motorcycle enthusiasts each year.

THE LIGHT MOTOSACOCHE.

THE accompanying photograph shows Percy A. McBride, Excelsior and Motosacoche dealer in Toronto, Ont. He is seated on a Motosacoche of 1¾ h., which weighs only 90 pounds. It has lever control, magneto ignition, Whittle belt, belt idler and luggage carrier and is credited with being sturdy enough for any ordinary road.

LADIES ARE INTERESTED.

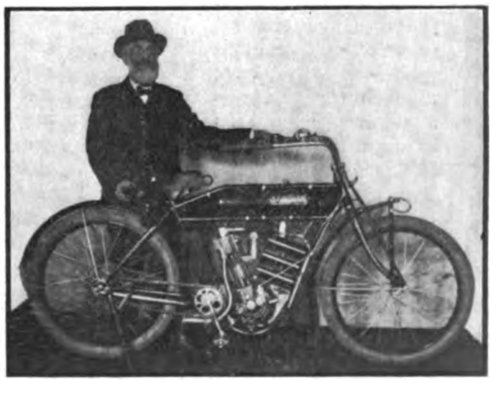
THAT the women of today are taking a much more active interest in motorcycling was evidenced by the attendance of the fair sex at the second annual "Ladies' Night" given by the Toronto Motorcycle Club on Wednesday evening, February 21, at the club quarters. The first event held one year ago proved a rank failure, but on this occasion, the club's assembly hall was completely filled with the crowd of merrymakers in spite of blizzard conditions and counter attractions in the shape of auto show openings and choral concerts. About one hundred couples were present and a program of cards, music and eats was thoroughly enjoyed. Needless to say, prospects of side-car jaunts this coming summer formed the chief topic for conversation. Members of the club may put on a dance in the near future.

SEEKING INFORMATION.

THE National Capital M. C., of Washington, D. C., is seeking information concerning the system by which members of certain clubs throughout the country are able to tender their membership cards as a bond for their appearance in court, should they be arrested for a traffic violation. The Washington club purposes entering into such an agreement with the authorities of its city if possible, and details from organizations now using the system will be welcomed. Communications should be addressed to Harry B. Cohen, chairman of the publicity committee.

READING'S VETERAN RIDER.

BENJAMIN KINSEY, of Reading, Pa., 65 years old, is the oldest motorcyclist in his home city and one of the oldest in the country. He started his cycling career by riding a bicycle in 1896 and turned off many a century with the younger enthusiasts. In 1908 he purchased an Indian motorcycle which he rode consistently, and a few weeks back he placed his order for a 1912 Indian. He attributes his excellent health to outdoor sports, in which he has always been deeply interested, and states that the motorcycle should add years to the life of any man. The photograph is forwarded by John G. Nuebling, one of Reading's progressive dealers.



Manufacturers

COLLEGE-BRED TIREMAKERS

Goodyear Company Has Alumni from Fifteen Colleges on Its Staff of Rubber Working Experts.

THE development of the finer details of the tire business was never more forcibly exemplified than in the statement of W. D. Shilts, manager of salesmen for The Goodyear Tire & Rubber Company, who says that many of the largest and best universities in the country are represented on the Goodyear staff of experts.

"It used to be," says Mr. Shilts, "that the business of creating a rubber product was considered purely a workman's job, but the technical side of the business has developed wonderfully in the last few years. Rubber and tire manufacturers are reaching out in every direction for experts, for trained men. For example, the Goodyear Tire & Rubber Company has in its employ, in the experimental and other departments of production, not less than seventeen alumni of the Massachusetts Institute of Technology, to say nothing of the alumni of other first-class colleges who are Goodyear men.

"Among the colleges represented on our payroll I might mention Yale, Harvard, Pennsylvania, Michigan, Cornell, Princeton, Reserve, Bowdoin, Williams, Bethany, Case, Buchtel, Wooster, Mt. Union and Colgate. Tire manufacturers, judging from the experience of the Goodyear company, have realized that there is a difference between modern and old-time business methods, and they are equipped accordingly. University men have had a great deal to do with bringing the tire business to its present state of advancement and perfection. Goodyear university men could quickly form a football team that would include names very well known on the gridiron. Their work in the laboratory is not less noteworthy."

FRAME ORDERS PLENTIFUL.

THE Excelsior Cycle Company has completed the installation of new machinery in its big plant and is now turning out frames at the rate of 150 a day. The company is receiving many rush orders for motorcycle frames and parts. Mr. Mitchell, who travels the South for the Excelsior firm, made a flying trip to Chicago to attend the show, but is now back on his southern circuit. He is sending in many orders for immediate deliveries. James C. Baine is busy directing affairs in the office and factory, and Peter P. O'Horo may be found on the jump at all times. Harry Svensgaard was also much in evidence as a representative of the company at the Chicago Show.

ERO NIGHT SHIFT.

IN order to keep abreast of the demand for its specialties the Ero Mfg. Co., of Chicago, now has a night force at work, and several new salesmen have been added to its staff. Frank Eiler, who is in charge of the Ero headquarters, states that business has kept him on the jump of late to such an extent that he was able to pay only one brief visit to the Chicago Show.

The police department of Montgomery, Ala., plans to purchase two motorcycles.

PUNCTURE-SEALING TUBE

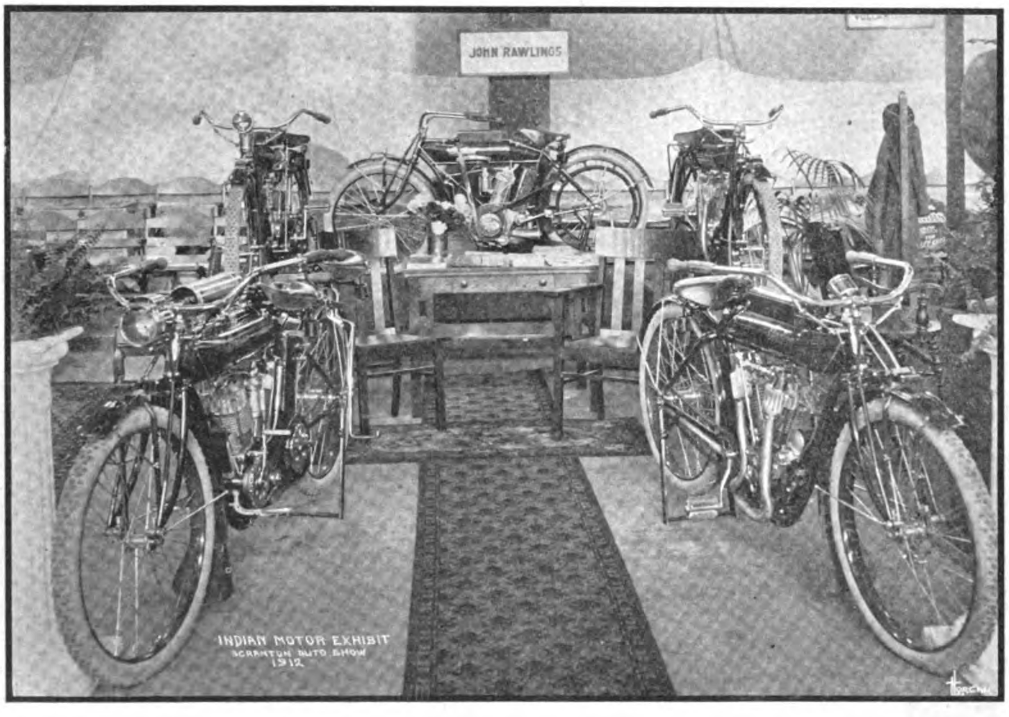
New Product with Fabric-Covered Tread Closes Hole and Remains Airtight After Being Pierced.

ONE of the most interesting offerings now demanding the attention of motorcyclists is a puncture-sealing inner tube manufactured by the Voorhees Rubber Company, of Jersey City, N. J., and handled by the Brown Scientific Tube Company, with offices at 150 Nassau street, New York City. The tube embodies a scientific principle not heretofore applied to such products, in that it is designed to close a puncture automatically when the foreign object is withdrawn. The tube has a tread of unusual thickness, covered by a layer of fabric. When a puncture is sustained and a nail, for instance is withdrawn, the tube tread acting in conjunction with the fabric closes the hole and leaves the tubing still airtight.

At the New York and Newark (N. J.) automobile shows one of the new tubes was demonstrated by K. B. Spencer, representing the Brown company. It was shown inflated and encased in a tire in which "windows" had been cut so that sections of the tube were exposed. Nails were pushed through the tube in a dozen places, but there was no appreciable loss of air through the punctures. The company states that this tube, with its dozen punctures, held air at fifty pounds pressure for five days without flattening noticeably. The Brown tubes are now being handled in New York City by the New York Sporting Goods Company, F. A. Baker & Co. and Bidwell & Conklin.

FOR FIRE SERVICE.

CITY Purchasing Agent Henry Campbell, of Milwaukee, Wis., plans to purchase one or more motorcycles and equip them with chemical apparatus to be used in extinguishing small fires.



FINE SHOW IN SCRANTON.

THOUSANDS of motorists visited the Automobile and Motorcycle Show, recently closed in Scranton, Pa., and dealers of the city report that returns from the exhibition are larger than they have ever been in the past. The photograph shows the exhibit of John Rawlings, Indian agent in Scranton.

NOVEL FACE PROTECTOR.

DESIGNED to afford complete protection for the face and to meet the needs of motorists under all conditions of weather, the "Autoface," a recently patented shield, which is produced by the Autoface Company, of Lawrence, Kan., is an offering calculated to meet with the approval of motorcyclists. It embodies a well-made pair of goggles, and these with the cloth section cover the face so that the wearer does not suffer from dust or sunburn in summer or icy winds in winter weather. Two flaps, covering the nose and mouth, permit of free breathing and still afford maximum protection.

When the members of the Kansas Short Grass Club made their 900-mile tour last summer, practically all the riders used the "Autoface" and found that it measured up to the claims made for it. The mask proper may be had in poplin, broadcloth, khaki, linen, cravanetted silk, dustproof silk and pongee silk. One of the most popular materials used for the mask is cravanetted linen, which is rainproof and still sufficiently porous to permit of free circulation of air.

KIPP A REAL ENTHUSIAST.

HERB KIPP, the well-known Canadian rider, who travels Canadian territory in the interests of the Indian, recently found one of the new 1912 models at the agency in Calgary, Alberta territory, and although the thermometer was forty-six below zero, he took it out for a trial.

The excessive cold had no effect on the Indian, which traveled as well as on a summer day, but it was far different with the rider. Before he had gone a great distance a stranger stopped him and told him his face was frozen, and an investigation showed that his cheeks and the end of his nose were badly touched. A prompt application of snow proved effective, and Kipp suffered no particular inconvenience from his experience.

A WIDE FIELD.

AN interesting evidence of the popularity of the Indian is shown by the various addresses on machines recently shipped from the Indian factory. On one day last week shipments were made to New York, Wisconsin, Oklahoma, New Jersey, Pennsylvania, Washington, Texas, Missouri, Indiana, Kentucky, Ohio, Kansas, Michigan, Massachusetts, Iowa, Montana, North Carolina, California, Georgia, South Dakota, Minnesota, London, Eng., Japan, New Zealand, Hawaii, Argentine, Chile, Toronto, Montreal, Alberta and Manila. In all, 272 machines were included in one day's shipment.

MAY ADOPT TWO-WHEELER.

FIRE CHIEF TEN EYCK, of the Hamilton (Ont.) fire department, is considering the advisability of introducing the use of fire motorcycles in his city. The machines will be put to a thorough test before they are finally adopted. Ten Eyck is the first Canadian fire-fighter to consider the two-wheeler as an equipment.

TORMEY ON THE JUMP.

JIM TORMEY, of the Goodyear staff on the Pacific coast, is now on a business trip through the north coast territory, his itinerary including Portland, Seattle and Spokane.

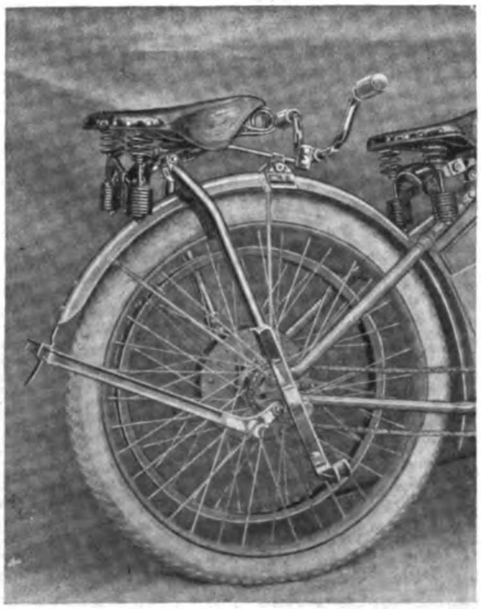
OPPOSE CUT IN DUTY

American Chain Makers Say Tariff Reduction Would Put Them at Mercy of Foreign Firms.

RECENTLY the Diamond Chain and Manufacturing Company, of Indianapolis, Ind., submitted a brief to the United States Senate committee on finance in support of the claim that it would be inadvisable to reduce the present tariff on chains, and as a result it is not likely that undesirable action will be taken. The present tariff is 45 per cent. ad valorem, and it is the contention of the Diamond company and other American chain manufacturers that with a lower tariff they would not be able to remain in the field against foreign makers of chain products. The brief is comprehensive and convincing, and appended to it are letters of approval from the Whitney Mfg. Co., of Hartford, Conn.; the Duckworth Chain & Mfg. Co., of Springfield, Mass.; the Lefever Arms Co., of Syracuse, N. Y., and the Link Belt Co., of Indianapolis, Ind.

H-D TANDEM ATTACHMENT.

THAT the Harley-Davidson designers are never idle is indicated by the appearance of a new tandem attachment from the big Milwaukee plant, embracing several improvements and providing for a more satisfactory method of fastening than has been used in the past. Its general make-up suggests the design of the Harley-Davidson spring fork; the springs are enclosed to prevent grease and oil from reaching the clothing of the rider, and it is impossible for a garment to be caught in open springs and torn. A new method of fastening the seat post bar to the machine is used; it is attached to the mudguard with a neat quick-detachable clamp. The bars are of a new shape which is calculated to give the rider greater comfort. The attachment embodies two complete sets of cushion springs, the main and recoil springs, both being readily adjustable to the weight of the rider.



MOTOR HARLEY-DAVIDSON CYCLES
HARLEY-DAVIDSON
THE SILENT GRAY FELLOWS

H. W. Haskell, who travels the Central States for the Harley-Davidson Company.

TORONTO SHOW

Eleven Makes of Machines, Including Four Foreign Types, Attracted Unusual Attention from Canadians.

EIGHT dealers were represented by motorcycle displays in the Toronto (Ont.) motor show which closed on February 28, and visitors were of the opinion that the power two-wheelers had never been given a more effective exhibition. Four of the eleven makes shown, the Rudge-Whitworth, Triumph, Douglas and Motosacoche, have never been seen in a motor show in the States. The American lines included the Emblem, Indian, Excelsior, Harley-Davidson, Flying Merkel, Reading-Standard, Pierce and Flanders. The total number of motorcycles shown was over thirty, and other products of interest to the motorcyclist were three styles of side-cars and a delivery van, Goodyear, Goodrich and Dunlop tires, Bosch magnetos and accessories.

Emblem motorcycles were displayed by Hyslop Bros., Ltd., Toronto agents, and in addition to their own representatives L. S. Taylor, the Emblem racing man, went up from the factory to demonstrate the fine points of the machines. President W. G. Schack, of the Emblem Company, was in attendance two days. The other exhibitors were as follows: H. M. Kipp, three twin and two single-cylinder Indians, side-cars and engine parts; Percy A. McBride, two twin Excelsiors and one single, one Motosacoche and a side-car; Walter Andrews, three Indians, one four-cylinder and three single cylinder Pierces; License Brothers, two Harley-Davidsons; Tangent Motorcycle Company, one T.T. Triumph and one Triumph roadster; Motorcycle and Equipment Company, two Flanders machines, one Rudge-Whitworth T.T. model; T. Eaton Company, one single and a chain-drive twin of the Reading-Standard line, and one 2¾ h. Douglas; Humphrey Bicycle and Motor Company, four Flying Merkels.

CHANGES IN TIRE STAFF.

T. R. BURTON, manager of the Pittsburgh branch of the United States Tire Company, has been appointed assistant to O. S. Tweedy, eastern district manager of this concern. Mr. Burton will move to New York. His successor in Pittsburgh will be C. C. Gehring, who during the past year has been connected with the company's Philadelphia branch. J. C. Weston, western district manager, has moved from San Francisco to Chicago to assume charge of the central district, and C. A. Gilbert has gone from New York to San Francisco to take Mr. Weston's place.

Dealers Department

NEW YORKERS INCORPORATE.

ARTICLES of incorporation were filed at Albany a few days ago by the Bidwell-Conklin Company, of New York City, which conducts a motorcycle headquarters at 2142 Broadway, in the building formerly occupied by F. A. Baker & Co. The incorporators are Harold F. Bidwell, Kennedy Conklin and William F. Stubner, all of New York City. Mr. Bidwell was identified with the Baker company as manager of its uptown store, and when the firm decided to give up this branch he formed the company which took over the business. The company has a well-equipped shop, a large line of accessories and parts and is prepared to meet all the demands of riders.

VICTORY FOR MOTORCYCLES.

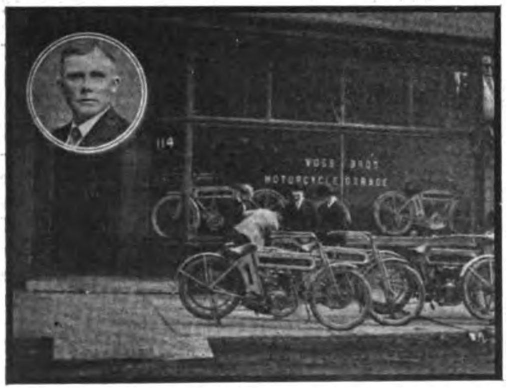
C. L. SCRIVENS, of Ashtabula, Ohio, recently gave up an automobile business to turn his attention to motorcycles. He will also carry bicycles and supplies, but after he has disposed of the cars on hand, automobiles will not figure in his line.

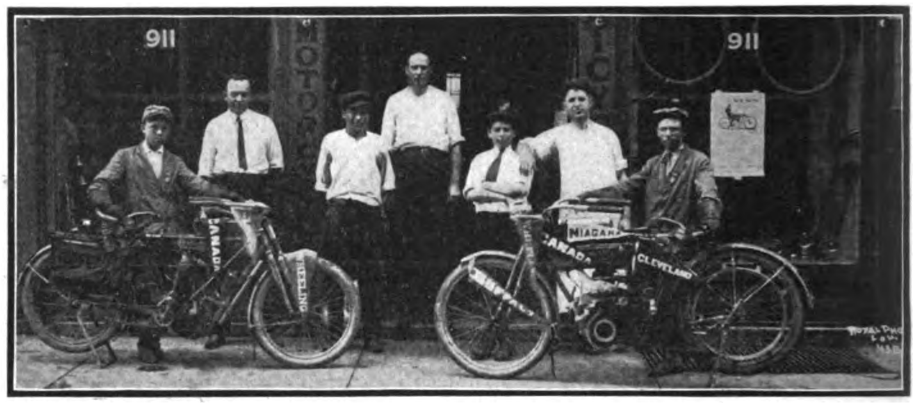
NEW ENGLAND AGENTS.

NEW ENGLAND Emblem agents appointed last week include Groise Bros., Holyoke, Mass.; United Cycle Co., Hartford, Conn.; L. R. Elliott, Attleboro, Mass., and the R. G. Davis Automobile Co., Providence, R. I.

PEORIA'S NEW GARAGE.

VOSS BROS., agents in Peoria, Ill., recently opened the first exclusive motorcycle garage in their city. The firm's bicycle business will be continued at 419 S. Adams street, and the motorcycle headquarters is located at 114 Franklin street. In the corner of the photograph appears a picture of W. C. Voss, who will manage both stores, assisted by Roy Dickerson at the bicycle store, and Walter Rieker at the motorcycle establishment.





DAVIS HEADQUARTERS.

NO shop in Louisville, Ky., is busier than the one presided over by R. L. Davis, which is shown in the accompanying photograph. Davis is a booster for good roads, lively clubs and in fact everything that goes to advance the cause of the single-tracker.

DE SALVO OPENS STORE.

JOSEPH DE SALVO, of Chicago, well known in racing and trade circles, opened his new motorcycle headquarters on West Jackson boulevard, Chicago, on March 1, and is now prepared to cater to riders, particularly of the West Side. He will handle Excelsiors for this section of the city and also carry a line of Excelsior bicycles.

RACINE AGENCY.

THE Emblem will be represented in Racine, Wis., this season by the G. W. Burkert Co., of 611 Wisconsin street. This is a large concern which has been identified with automobile interests, but which sees a bright future for the two-wheeler.

J. P. WOLF and his Flying Merkel agency in York, Pa.

A BARGAIN PRICE.

A BARGAIN sale of Reading Standard motorcycles at a record low price almost took place recently in the big departmental store of the T. Eaton Company, Limited, Toronto, when preconcerted action alone prevented about a dozen young men from obtaining a machine for the small sum of $2.45. An advertisement in a morning paper conveyed the information that the stock of 1911 R.-S. models would be cleared out for that amount each, whereas it should have read $245. As soon as the store opened, about two hundred intending purchasers made a dash for the motorcycle department to find only that they had been forestalled, employees of the store having bought up the whole stock at the advertised price. The throng caught sight of the bright and shining 1912 models, however, and crowded around the circle to examine the new amounts, so that the mistake proved to be a good "ad" for the new stock after all.

The initial order by the Eaton firm for the new machines this year was for forty mounts. The firm is importing the wheels without tires in order to shoe the machines with a new "Traction Tread" tire manufactured by a local plant.

EMBLEM IN OHIO.

C. J. JOBE, of Canton, Ohio, has closed with the Emblem Mfg. Co., to represent the sturdy Emblem motorcycles in several Ohio counties. Jobe is now busily engaged in placing sub-agencies. Stephenson & Campbell, of Gaylord, will represent several counties in Kansas, and one of their first sub-agents to be appointed is C. W. Green, of Natoma, who will travel for this concern.

GETS SHOW EMBLEM.

W. H. Snyder, president of the American Machine Company, 338 North Fourth street, Columbus, central Ohio agents for the Emblem, has shown his usual progressiveness by securing the twin Emblem which was the feature of the display in the Chicago show recently. The machine has been placed on exhibition in the window of the store.

The official colors of the Federation of American Motorcyclists, blue and white, have been adopted by the New Jersey M. C. for club pennants.

Interior of the Store of George C. Detch, of Indianapolis.

BALTIMORE DEALERS JUBILANT.

BALTIMORE, MD.—The motorcycle show held in the Fifth Regiment Armory here February 20-28, inclusive, was the finest this city has ever witnessed. The five dealers who participated in the exhibition are the happiest men in the Monumental City just about now. The success of the show has greatly encouraged them and they propose to have one next year much more elaborate. The manner in which space was allotted them was rather unfortunate, as they were distributed throughout the vast armory. They would have preferred to be assembled in one corner, which would have made their showing much more impressive, but this was impossible under the circumstances. Next year, however, the management has promised to congregate them in one corner of the building.

It is possible that the motorcycles next year will not be exhibited in connection with the automobile show. There are well founded rumors that an aeroplane show will be held here and the dealers have indicated their intention of joining with the men of the air in displaying their machines. The dealers feel that their machines would then be displayed to better advantage.

The five booths occupied by the dealers were decorated with American flags, penants and oriole colors, the effect produced being highly pleasing. Their machines were conspicuously displayed and all during the show the motorcycle exhibits attracted a great deal of attention. Over fifty machines were sold and twice as many promises were received

Howard A. French & Co. displayed Indians, including a T. T. model and a Milford side-car. Both of these features attracted much attention. Little Joe Wiesenfeld showed two Yales. The Randall Manufacturing Company's exhibit included the Pope and Reading-Standard and a fine showing was made. F. W. Sandruck had the Excelsior, Emblem and Merkel on view, while the Chase Motor Company was kept busy demonstrating the Harley-Davidson.

On Friday evening, February 23, the armory was turned over to the motorcyclists and they made things hum for a few hours. The Maryland M. C. was on the job with both feet.

LEONARD B. SHEPARD is President of the recently organized club in Northampton, Mass.; Theodore Bablock is Vice-President, B. G. Torrence Secretary, and C. P. Rustemeyer Treasurer.

Arthur Johnson and Arthur Stauff, tallest and shortest in the Harley-Davidson Co.

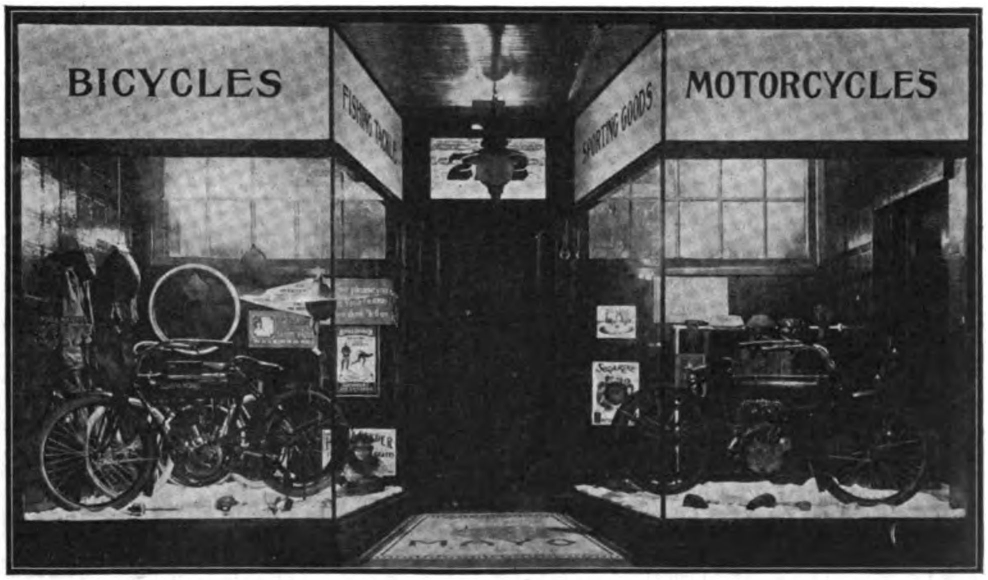
DES MOINES SHOW.

MOTORCYCLES are playing an important part in the third big auto show which is being held in the Des Moines (Iowa) Coliseum, March 4-9. This is the first year that the motorcycle can be said to be taking its proper place in any Iowa motorcar show. Jenkin & Co. have a space thirty feet square and in it a splendid exhibition of Indian and Excelsior machines, with the latest improvements and attachments, including a side-car. Carl Larson, handler of the Harley-Davidson, has an exhibit, as has the Anthony Cycle Co., with a stock of Yale, Reading Standard, and Merkel machines. It was stated that the Thor, Minneapolis, Flanders and Pierce might also be on exhibition, but no definite arrangements had been made to show them at latest reports. The Coliseum contains 27,000 square feet of space, which is being utilized by the exhibits of various cars, accessories and motorcycles. The motorcycles all have prominent places and are not being slighted in any instance for the automobiles.

A LITTLE late to make note of the fact, but we overlooked mentioning in our Chicago Show report, that the first Chicago Show sale of a Henderson machine was made by Chicago Agent Fred Huyck to W. B. Pearson, a Chicago millionaire, who purchased the machine for his son. The sale was made a few minutes after the opening of the Show.

NASHVILLE TO CINCINNATI.

M. E. MOSLEY.—The best route from Nashville to Cincinnati is as follows: Go to Franklin, Ky., from Nashville, then to Bowling Green, Mammoth Cave, Cave City, Uno, Hardville, Magnolia, Buffalo, Athertonville, Bardstown, Mt. Washington, Louisville, Middletown, Shelbyville, Fisherville, Frankfort, Lexington, Georgetown, Corinth, Williamstown, Le Crittenden, Kensington, Florence, Covington and across the Ohio to Cincinnati.



MAYO'S NEW STORE-FRONT.

JAMES MAYO, a well-known dealer in motorcycles, bicycles and general sporting goods, at 222 Penn street, Reading, Pa., recently improved his place of business by the addition of a handsome plate glass store front which shows to advantage in the accompanying photograph. Mayo has the local agency for Flying Merkel machines, and for Columbia and Iver Johnson bicycles. In the rear of his store is located a machine shop with complete vulcanizing facilities, and on the whole, Mayo is well prepared to handle his 1912 business.

DUTIES OF A LOCAL F. A. M. COMMISSIONER

Chairman Estabrook Outlines Work Expected of Federation Representatives and Makes A Plea For Greater Activity To Encourage New Clubs During 1912.

FOLLOWING is a timely and unusually interesting letter from Chairman Estabrook, of the F. A. M. membership committee concerning the duties of a Federation commissioner and the opportunities that are open to him for advancing motorcycle interests. It is intended to answer numerous inquiries which have been received along these lines and to suggest new lines of endeavor for the officials who head the State and city branches of the national body. The Bangor Oracle writes as follows:

"During the past three years numerous inquiries have been received at this office for a definition of the term 'commissioner' and an outline of the duties falling to such an official, and in the absence of more authoritative ruling the chairman has replied along these lines: 'A commissioner is the F. A. M. local representative, having charge of membership and other Federation interests in his territory, excepting control over competitive events; these are directly under the competition committee or officers delegated to act for the committee. In the interest of local members and the Federation the commissioner should endeavor to prevent irregularities in local competitive events and to report all such cases to the State commissioner.'

"With reference to the duties of a commissioner I have replied as follows: 'Assisting the State commissioner in building up the F. A. M. membership; developing ways and means of popularizing the sport and pastime locally; organizing local motorcyclists into fraternal clubs, to the end that local motorcycling interests may be conserved and advanced; furthering the work of the F. A. M. in cities by appointing and instructing ward assistants and commissioners; assisting the State commissioner in carrying out his State or local policy; doing anything further in the interests of the local F. A. M. membership, of which he is the official head, which his judgment may dictate as long as it does not conflict with the established Federation rules.'

"The F. A. M. by-laws state that the vice-presidents shall appoint, in each State represented by their membership, a State official who shall be termed 'State commissioner,' and such district by-laws as are at hand read as follows: 'The State commissioners shall have general oversight of affairs in their respective States, and to assist them they may appoint a State secretary and also local commissioners wherever it may be deemed advisable.'

"With this much settled, and being in possession of a copy of the by-laws referred to, the State commissioner should feel at liberty to go ahead, make his own plans and carry them out according to his own policy and his knowledge of the particular territory involved. He is allowed plenty of latitude, and if he is awake to his opportunities he should not experience difficulty in showing results. Newly appointed commissioners may communicate with their vice-presidents at any time and obtain instructions and suggestions, but in nearly every case the success of a commissioner's operations depends on his own initiative and the enthusiasm with which he enters upon his duties. Information relative to stationery, printing and other expenses should be obtained through the district vice-president or the national secretary.

"With the spring riding season almost at hand and new clubs springing up on all sides there is much work to be attended to by the commissioners, and it would be lamentable if even one rider should be lost to the F. A. M. through hesitancy on the part of a local representative to act upon his own ideas and keep things moving. Keep your State commissioner posted as to your operations, but never miss a chance to start a boom on your own account. If you have an idea that seems workable, work it. As long as you do not conflict with the general rules of the Federation—and there would seem to be little danger of that—you will find the Federation officials and district and State heads prepared to back you up to the last trench."

JAMES FINMORE and Miss Anna Tubridy of Syracuse, N. Y., recently made their wedding trip to Sayre, Pa., on a motorcycle.

EL PASO (Tex.) motorcyclists have recently opened their new club rooms in that city.

S & C BRANCH MOVED.

THE Stewart & Clark Mfg. Co. has moved its Minneapolis branch from 45 South 10th St. to 1202 Hennepin Ave., where it will have much larger quarters, more conveniently located, and with facilities for installing speedometers, as well as a crew of men ready to make installations in either St. Paul or Minneapolis when required. The new office will be in charge of T. J. Snelling, who has been with the Stewart & Clark Mfg. Co. for some time. A. H. Champlin, who has had charge of the office, will call on all the Minnesota trade outside of Minneapolis and St. Paul, and on all the Iowa trade.

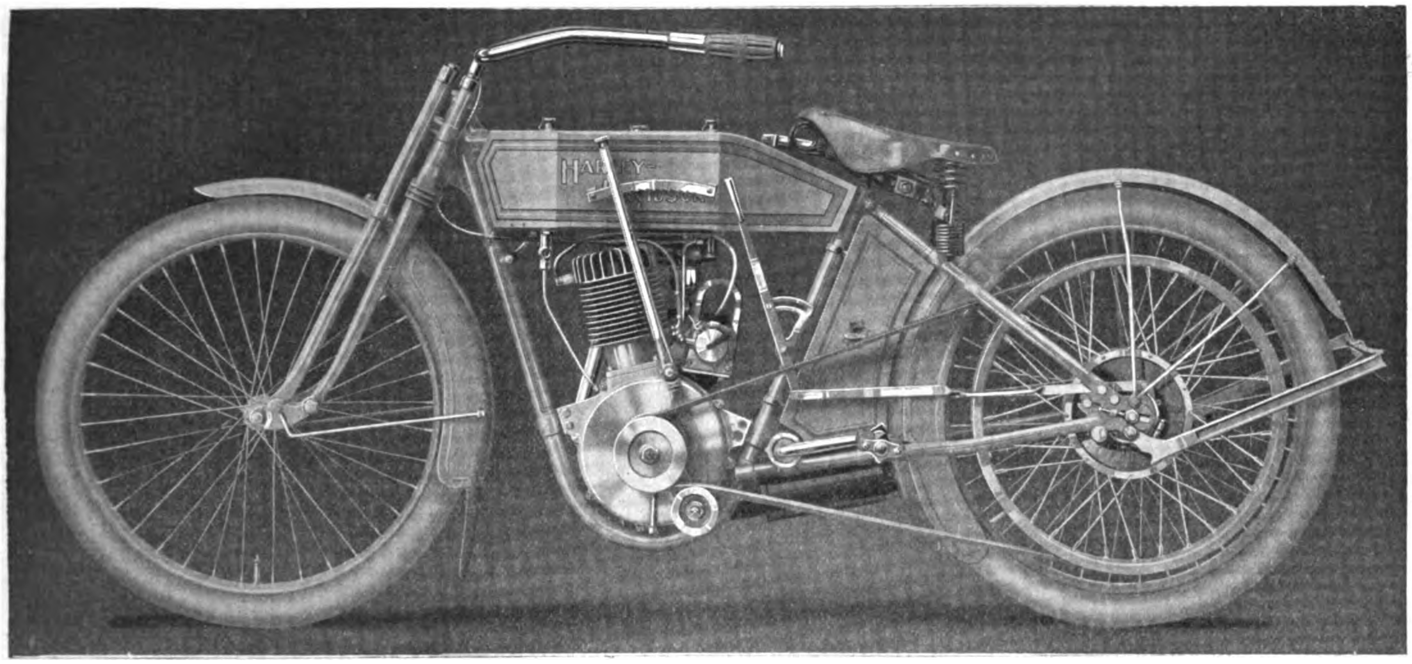
EXCELSIOR motorcycles will be sold in Nashville, Tenn., during 1912 by the Motor Truck Company.

"AND THE GIRLS."

J. M. BUSH, of Los Angeles, has sent in these two photographs. The upper one shows his friend Burbank, "and the girls," in Mint Canyon, Los Angeles County. "The Girls and Myself" at the Mouth of New Hall Tunnel is the title Bush has given to the lower picture.

J. W. BRANDT, of the Troxel Mfg. Co., and Mrs. Brandt are making a six weeks' tour of the West Indies.

Three Carload Orders in Three Days



FEBRUARY 26, 27 and 28 each brought us a carload order — one from the Appeal Company, Los Angeles; one from Weaver-Ebling, New York City, and one from our New England branch in Boston.

The Los Angeles and Boston cars ***have been shipped.*** The New York car will go on the very day promised —***positively.***

Is the organization back of the machine you handle in a position to make eight-day shipments on carload orders for genuine 1912 models?

Are you protecting yourself on this delivery question?

Are you receiving the same service as Harley-Davidson dealers?

Our new plant is under way. When this is completed it will just double our present capacity.

Harley-Davidson Motor Company

180 C Street Milwaukee, Wisconsin

MOTORCYCLE

FOR SALE OR EXCHANGE

NEW MERKEL SINGLE, never ridden, $135. Also Merkel twin, almost new, ridden 300 miles, $175; $20 with order, balance C. O. D. H. Emrick, 905 Woodlawn Ave., Middletown, Ohio.

FOR SALE—Harley-Davidson 1911 magneto four motorcycle, brand new; guaranteed. $155, cash. George W. Wills, Canal Dover, Ohio.

MOTORCYCLE BARGAINS.—Twenty in first-class condition. Will be sold at 1912 values regardless of cost. Send for descriptive list. W. D. Andrews, Buffalo, N. Y.

ONE 4 h. R. S. MOTORCYCLE in best of condition, with cyclometer, lamp, horn, one extra shoe and inner tube, brand new; one set of brand new chains, full set of tools, one extra valve, two spark plugs, goggles, and luggage carrier. Outfit cost $285.00; will sell for $125.00. Chas. W. Jones, 196 Horton St., Wilkes-Barre, Pa.

MOTORCYCLE TIRE BARGAINS.—A. C. C. A. PRICES TALK! Diamond, Goodrich, G. & J. and other standard makes; guaranteed. Gridiron, Basket and Bailey Treads, 28 x 2, $4.95; 28 x 2¼, $3.70; 28 x 2½, $6.20; 26 x 2¼, $5.45; 26 x 2½, $6.20. Guaranteed tubes priced proportionately low; shipped on approval. Don't buy until you receive your price list. The Automobile and Cycle Company of America, Dept. X., 1769-1787 Broadway, New York City.

FOR SALE—Twin Indian, 5 H. P., nearly new, in first-class condition; will climb any hill. Rare bargain; must have money at once; $125. R. H. Read, Fayetteville, Ark.

FOR SALE.—1911 twin Excelsior, ridden 500 miles; bought in November, and as good as new. Guaranteed to be in A1 shape; getting chain drive. First check for $140 gets this machine. Lou Silberman, 15 E. 7th St., Chattanooga, Tenn.

YALE MOTORCYCLE.—4 h. p. 1911 Model, in perfect condition. $100 if taken at once. Will demonstrate any time. Address Frank W. Smith, 302 Fallowfield Ave., Charleroi, Pa.

FOR EXCHANGE.—Nine volumes I. C. S. Encyclopedia of Electrical Engineering; never used. Winchester pump gun, 16 gauge; good condition. Want motorcycle. R. G., Box 44, Bluffton, Ind.

MOTORCYCLE BARGAIN.—1911 Greyhound motorcycle, fitted with two-speed and free engine, practically new Nobby Tread tires, in very good condition. Will sell for $125.00. Will ship C. O. D. on receipt of $10.00. William C. Walters, 512 Meadow Ave., Charleroi, Pa.

CUSSIN'! Why? Tank dry. You know. Next—Rider green; plenty gasoline. Why? Johnston gauge. Plain sight, easily attached. Returnable sample $1.50. Circulars free. Don't walk and cuss. Get one. System, St. Joe, Ind.

FOR SALE OR EXCHANGE.—1910 Indian motorcycle, 1910 improvements, perfect condition, for twin machine, same make. Taken care of by machinist. George L. Schlott, 318A 7th St., Allentown, Pa.

FEBRUARY, 1912. THIRD ANNUAL MAGNETO BARGAIN

sale imported high tension magnetos at less than cost of importation. Our third annual genuine inventory sale of U. & H. Master Magnetos, made in Germany, is now in progress. All H. P. sizes and types for 1, 2, 4 and 6 cylinder motors, suitable for motor cars, motor wagons, motor boats, motorcycles, stationary engines, etc. Write now, before they are all gone, for circular and price list. The sale is a real Magneto money saver. J. S. Bretz Company, 250 West 54th Street, New York.

THE REFLECTOSCOPE.—Instantly attached to the handlebar of any make motorcycle; enables you to see everything on the road behind. As necessary as a lamp or horn. No need to twist your neck to see if your trailing companions are in sight. Its use in traffic is necessary, and it is a valuable accessory in club runs and speed contests. Designed especially for motorcyclists, and is triple adjustable in action, affording any angle of vision. Made of the finest material, quadruple-nickeled, and contains a 3-inch reflecting mirror of the highest quality imported lens. Sent postpaid to any part of the United States on receipt of price—$2.60, or sent C. O. D. on receipt of a small deposit. Money positively refunded if not better than represented. Reflectoscope Co., Angola, N. Y.

FOR SALE.—M. M. motorcycle, 3½ h. p., fitted with Wata-Wata V belt and adjustable pulley. Lamp, generator, luggage carrier and horn. Two-in-one tank with oil and gasoline gauges. First money order for $100.00 takes it. W. H. Johnson, Box 159, Berlin Mills, N. H.

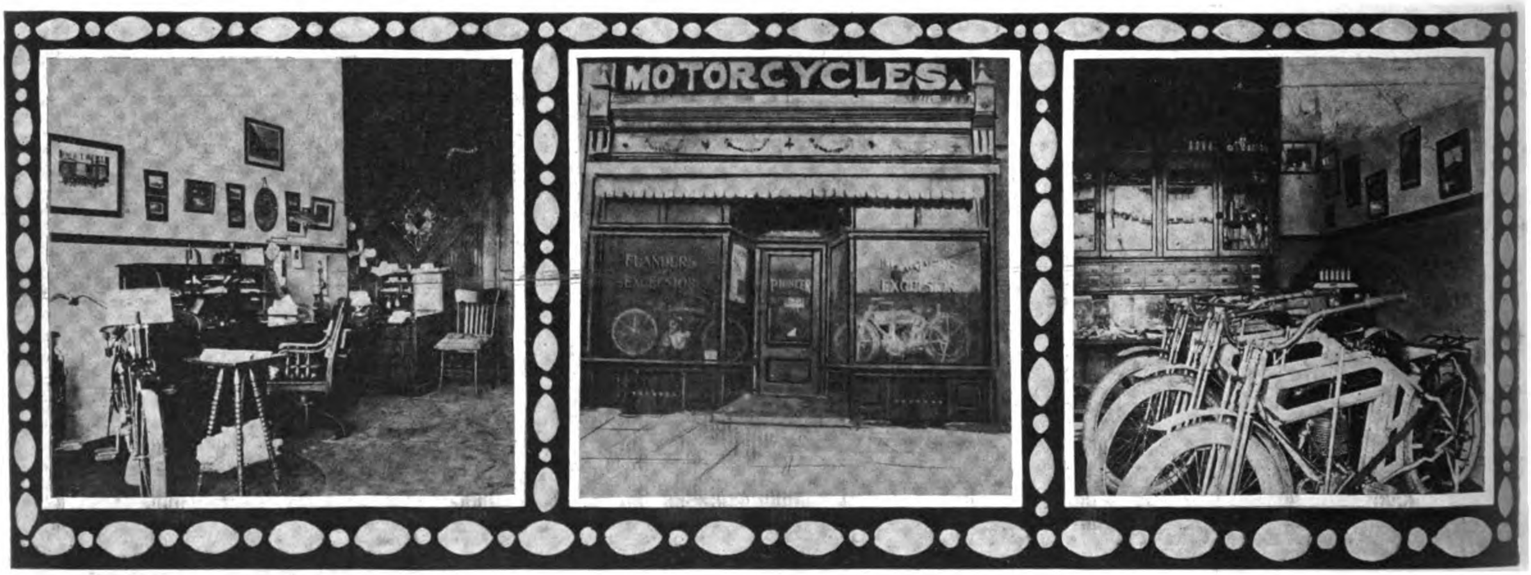
FOR SALE.—Four-cylinder, two-speed Pierce. Just overhauled by factory. Lamp, luggage carrier and metal tool box. Machine and tires first-class. $225.00. Send for photograph. L. G. Meredith, Marietta, Ohio.

FOR SALE.—4 h. p. Curtiss—$65 takes it. Correspondence solicited. L. Darby, Belvidere, Ill.

EMBLEM, 1911 model, magneto, 5 h. p. $135; Excelsior, 1912 model, twin 6 h. p., $160; Indian, 1909 model, 3½ h. p., $85. Other machines from $20 up. Get our catalog. Wolke Motorcycle Co., Louisville, Ky.

FOR SALE.—The largest stock of used machines ever offered. All makes and models. Every one guaranteed. $40 up. Write for list. American Motor Co., 2730 Michigan Ave., Chicago.

MOTORCYCLE DESIGNER and mechanical draftsman, with over three years' experience; good theoretical and shop knowledge open for position. Address "A. K." MOTORCYCLE ILLUSTRATED.



PIONEER HEADQUARTERS.

ONE of the busiest motorcycle establishments in Philadelphia, Pa., is the Pioneer Motorcycle House at 2123 North Broad street, from which Excelsior and Flanders machines are distributed for the Philadelphia district. The Pioneer business was started back in the early days of motorcycling by Charles Krauss, who received his first patrons in a small building at 1406 Oxford street. His trade grew so rapidly that in 1908 he purchased the North Broad street site and brought his equipment up to date. His property extends through a block, so that a rear entrance is afforded for machines, and every arrangement has been made for the comfort of riders.

Krauss held the Indian agency until last year, and in 1908 he took on the Excelsior. Of late he has improved his salesroom facilities and extended his repair shop so that he is prepared to meet all the demands that may be made upon him for some time to come. Krauss states that he expects to dispose of more than 650 machines during 1912, nearly all of which will be retail sales.

MART

RATES One time, three cents a word; twice or oftener, two cents a word per insertion. Dealer's Cards, five cents a word; two or more times, three cents a word each insertion.

FOR SALE—3 Indian diamond frames; price each, $4.00. E. F. Phelps, 4 Bennett St., Bridgeport, Conn

FOR SALE—The best equipped motorcycle and bicycle repair shop in the Southwest; electric power. A. J. Penrose, Arkansas City, Kansas.

FOR SALE—1908 C. V. S. 4 h. motorcycle, in good running order; best offer over $50 takes it. F. Scholl, 15 Sayre St., Elizabeth, N. J.

FOR SALE—M. M. 1909 model at $75.00 for quick cash sale. Guaranteed by responsible firm to be O.K. Anderson's Motorcycle Store, Batavia, Ill.

FOR SALE—Indian Motorcycle, 4 h. p., 1911 model; perfect condition; almost new. W. H. Thorpe, 19 Park Ave., Mount Vernon, N. Y.

EXCHANGE—Standard make phonograph and disc records for good second-hand motorcycle. Carl Bergstrom, May Day, Kan.

FIRST CHECK for $20 takes a Splitdorf magneto; used but three weeks; in perfect condition. Harold Murry, Decatur, Ind.

BRAND NEW 1912 Excelsior single, with magneto and clutch; never been out of crate; just bought; studded tires; bargain, $170. C. W. Weis, Crown Point, Ind.

MISCELLANEOUS

MACHINIST, lathe, boring mill or bench hand, would like a position in motorcycle factory. Is willing to go anywhere ~~in~~ or out of United States. Address Mich. Csernus, 86 Church street, New Brunswick, N. J.

WANTED.—Old copies of MOTORCYCLE ILLUSTRATED previous to the year 1909. State what numbers you have and at what price you will sell them. Address "H.," care Motorcycle Publishing Co., 51 Chambers St., New York.

TRAVELING SALESMAN wishes permanent position to visit motorcycle and automobile accessories stores throughout the entire country. Have covered every state in the country. Best references. Jos. Prosay, 1544 Park Place, Brooklyn, N. Y.

WANTED—First-class Indian motorcycle repair man. State experience, age and wages. Geo. S. Maslen, 2206 N. Broad St., Philadelphia.

WANTED—New or second hand motorcycle on installments; $20 down, $6 a month, first three months; $10 after that; references. Box 356, Dover, N. H.

DEALER'S CARDS, Etc.

"BOB" BRAZENOR, "Specialist on Repairs." Brooklyn agent for Harley-Davidson. Parts for Excelsior, Indian, etc.; supplies. 1507 Bushwick avenue, Brooklyn.

SCORED M'CYCLE CYLINDERS REPAIRED, $3 each by autogenous welding. This includes grinding to make bore smooth and round as before scoring. Be sure to send piston with cylinder. Our method is both better and cheaper than reboring because it avoids the necessity of fitting special oversize pistons and rings. We also repair broken cylinders and crankcases at about one-quarter cost of new ones. Abundant references and testimonials supplied if you require proof. Waterbury Welding Company, Waterbury, Conn.

B. & C. TWO-SPEED and free engine gears for chain-driven motorcycles of the counter-shaft type. Bushnell & Cannon, 1268 East 80th street, Cleveland, Ohio.

THE LATEST AND BEST guaranteed Motorcycle Supplies at lowest prices will be shipped same day your order is received. You get satisfaction in every package. Write for largest Motorcycle Supply Catalog ever printed. Motorcycle Equipment Co., Hammondsport, N. Y.

T. J. SIXSMITH, expert repairing; agent for R.-S., Indian and Excelsior motorcycles. 208 W. 100th street, New York.

MOTORCYCLES.—Save dealers' profits; buy direct from the owners. I have all makes on my lists. Indians and Marshes from $20 up. Hundreds of other machines at comparatively low prices. Get my prices before purchasing. King, automobile broker, 217 West 125th street, New York City.

SECOND-HAND MOTORCYCLES.—75 of them, $25 up; three tri-cars, $125, $300 and $350, respectively; expert repairing, experimental work, aeroplane supplies. New York Motorcycle Co., Inc., 318-320 West 48th street, New York.

PARTS in stock for F.-N., Curtiss, Royal Pioneer, Indian, Thor, Marsh, Griffon and others, and sundries. Tiger Cycle and Aeroplane Co., 782 Eighth ave., New York.

FULL LINE of N. S. U. and Flanders "4" motorcycles; N. S. U. repairs and parts, two speeds, motorcycle accessories. The Sun Motor & Supply Co., 206 West 76th street, New York.

YOUR BROKEN MOTORCYCLE CYLINDERS and crankcases made good as new by autogenous welding at an average charge of about one-quarter cost of new parts. No charge made unless weld is satisfactory. References cheerfully given. Waterbury Welding Company, Waterbury, Conn.

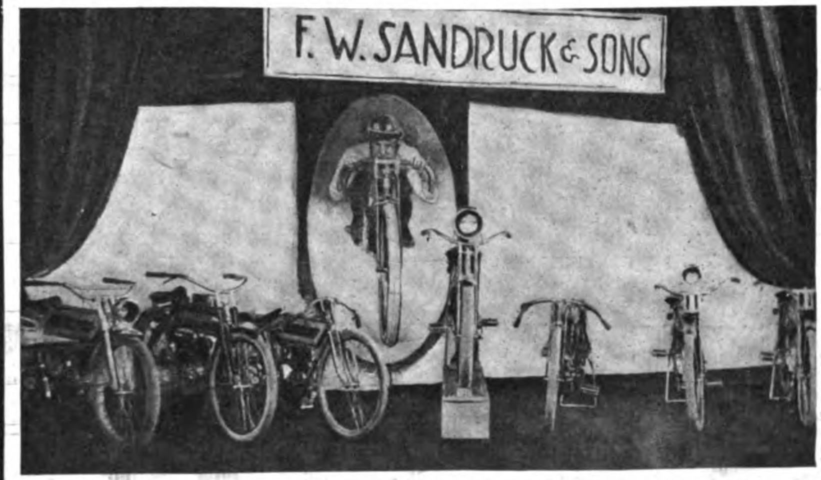
A. H. PATTERSON
1080-82 Bedford Avenue Brooklyn
Agent for the
Indian, Pierce & New Era
Demonstrations at all times
Motorcycle Parts and Supplies
Complete and Up-to-date Repair Shop

EXCHANGE.—Enough jewelery and cutlery, your own selection at wholesale, for new or second-hand motorcycle. Robt. B. English, New Castle, Pa.

M. M. 4 H. P. MOTORCYCLE, 1910 flat belt, Schebler carbureter; good condition; big bargain, $50.00. Richard Ward, 1215 Haddon Ave., Camden, N. J.

NEW BROOKS MOTORCYCLE SADDLE for carbureter to fit two-cylinder car. A. A. Jordan, Athens, Ga.

H. L. NEFF 108
HARRY L. NEFF 106



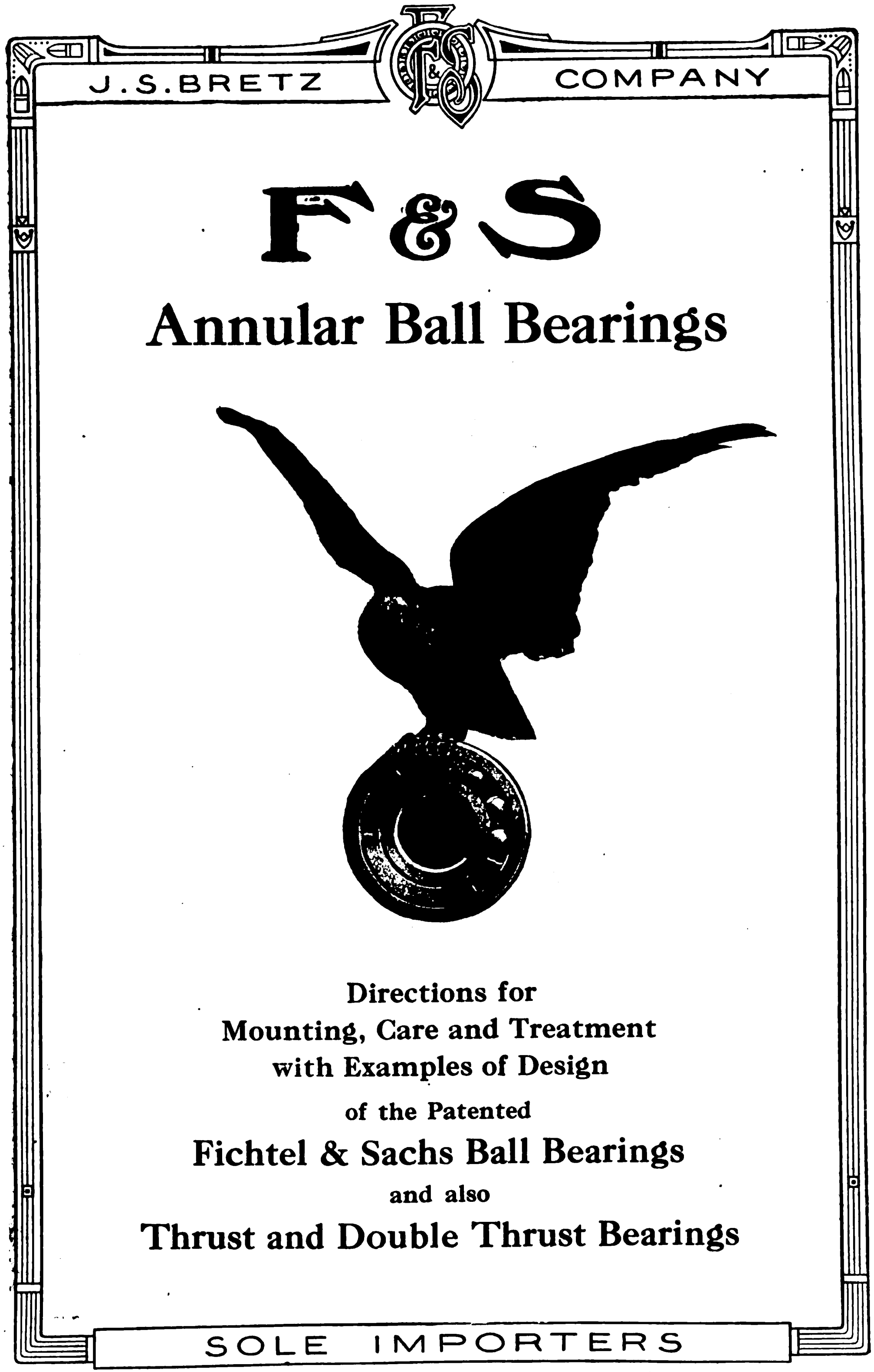
HARRY NEFF'S NEW STORE.

HARRY NEFF, Indian agent in Pittsburgh, is located centrally at 106-108 Federal street, of which the business men in the district are going to make a "White Way." Neff's place is listed as an F. A. M. repair shop. He announces that he will store tourists machines free of charge.

SANDRUCK'S DISPLAY.

ONE of the most interesting motorcycle exhibits at the Baltmore Show, February 20-28, was that arranged by F. W. Sandruck, agent for Excelsior, Flying Merkel and Emblem machines in his district. He displayed seven machines, including a duplicate of Joe Wolters' racing Excelsior, which, as in Chicago, attracted widespread attention.

Another feature was the Emblem racer on which L. S. Taylor clipped the 100-mile record on the Columbus (Ohio) track. The machines were arranged in a semi-circle, with a decorative panel in the rear showing Joe Wolters in racing form.



J.S.BRETZ COMPANY

F & S

Annular Ball Bearings

Directions for
Mounting, Care and Treatment
with Examples of Design
of the Patented
Fichtel & Sachs Ball Bearings
and also
Thrust and Double Thrust Bearings

SOLE IMPORTERS

JUST OUT

MAY WE SEND IT TO YOU?

THE illustration above is a full-sized reproduction in black and white of the cover of a very interesting twenty-four page booklet just off the press; the title page tells its own story, but we have added a chapter on Lubrication. The text, illustrated by thirty drawings, is printed in black on heavy, coated, India tinted paper with the borders in brown, the whole forming a simple, practical, elementary treatise on the subject, and which should be carefully read and studied by those interested in the conservation of energy by the application of ball bearings to revolving parts.

J S BRETZ COMPANY
SOLE IMPORTERS
F & S Ball Bearings
M. I. 250 West Fifty-fourth, New York
Please send Booklet to
Name ....
Address ....

QUESTIONS AND ANSWERS

(*Continued from page* 41.)

killed" muriatic acid, which is prepared by putting zinc into it until it is "dead," and paint the connection with it. It is then ready or soldering, which should be done with a well-tinned iron. When the tube is soldered nto the union in this way it is certain to make a tight joint. Needless to say, the union should be taken off the tank during the oldering operation, to avoid an explosion.

MISFIRING ON LOW SPEED.

E. H. STANGOR.—Try the mixture, noting at the exhaust valve chamber that he color of the gas is dark blue verging on violet at low speeds. Adjust until you get his color. See that all connections are sound, no leakage at any point and that the magneto s clean. Try the spark at the plug points; it hould be deep blue in color. Are the valves set according to that made at the factory? s there a leak in the inlet pipe or connections? Have you altered the timing of the magneto? Do not set the flat belt up too tight, especially when running slowly or starting off.

SEE THE MANUAL.

ARTHUR YOUNG.—We think our Motorcycle Manual will give you the information you desire.

HOW TO PRONOUNCE IT.

CHARLIE W. DYER—(1) The pronunciation of the word is mo-tor-si-kl, with the accent on the first syllable. Other pronunciations are common, but incorrect.

(2) The make you refer to has run regularly, year in and year out, with not more than the ordinary amount of care, and the workmanship is quite representative of the best American motorcycle practice. Every make of machine has its opponents, but that does not prove that the make in question is poor, expensive to run, etc. As to stating that any machine is always out of order, the statement reflects no credit on the rider, as he is presumably incapable of taking ordinary care of his mount and therefore ought not to ride at all. Usually a "knocker" knows nothing directly about what he is running down, but has got his information from someone else.

(3) Statistics on this matter are best obtained from the makers themselves. Write them.

FOREIGN MACHINE MAKERS.

ED. DUNZWEILER.—Following are the brand names and makers' addresses of principal European motorcycles: Triumph, Triumph Cycle Company, Ltd., Coventry, Eng.; Douglas, Douglas Bros., Kingswood, Bristol, Eng.; Matchless, H. Collier & Sons, Ltd., Herbert road, Plumstead, London, Eng.; Zenith, Zenith Motors, Ltd., Weybridge. Eng.; Rudge, Rudge-Whitworth, Ltd., Coventry, Eng.

German machines are: N. S. U., Neckarsulmer Fahrradwerke, Neckarsulm; Phanomen, Phanomen Fahrradwerke, Gustav Hiller, Zittau; Magnet, Motorenfabrik Magnet, Weissensee, Berlin: Wanderer, Wanderer Fahrradwerke, Reichenbrand (Sachsen). French machines are: Peugeot, les fils de puegeot freres Valentigny (Doubs); Griffon, Griffon, 40, rue Louis Blanc, Courbevoie (Seine) Demeester, Demeester, 22 avenue de la Grande Armee, Paris; Anzani, Anzani, 71½ quai d'Asnieres, Asnieres. Switzerland is represented by the Motosacoche, made by H. & A. Dufaux, Geneva; Austria by the Styria, made by Johann Puch, Graz (Styria).

FRENCH PUBLICATIONS.

JOHN HERIOTT.—The chief French trade publication on the motorcycle is *L'Industrie Vélocepédique et Automobile,* published at 31, boulevard Magenta, Paris. This was founded in 1881 as a bicycle publication. *Le Motocycle,* published at 56, rue Pergolése, Paris, is the only club journal that we know of, it being the official organ of the Motorcycle Club de France. Journals corresponding to those in America and Great Britain are unknown, apparently.

"SHORTY" AND HIS TROPHIES.

THE accompanying photograph shows "Shorty" Matthews, his racing Thor and some of the trophies he carried off during the 1911 season. "Shorty" broke the record for single cylinder machines last year at the Riverview Motordrome in Chicago by making five miles in 4 minutes and 11 seconds, and one mile in 46 seconds, the latter time forcing him to spin the big bowl at the rate of about 80 miles an hour. At the New York State Fair track he turned off five miles in 4 minutes and 46 seconds and one mile in 53⅕ seconds, which is recognized as the fastest time for a single cylinder machine over a dirt course. "Shorty" competed in 137 races and won 81 per cent. of them. He also landed in first place in the Chicago Motorcycle Club's endurance run, being the only contestant to receive 1,000 points.

The Thor company has just completed three new 7 h. racing twins, built on the lines of their little 4 h. racers, and "Shorty" will be seen piloting them.

LONG AND SHORT STROKES.

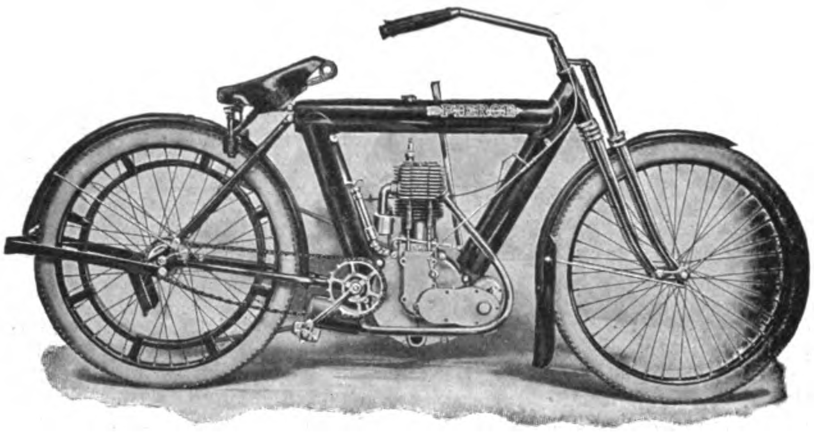
EDITOR, MOTORCYCLE ILLUSTRATED:—I did not mention "revolutions per minute" in my communication on page 51, February 22, for it follows that two motors of the same piston displacement and same compression would turn out the same r. p. m. if the "moment of force" of the two engines were the same.

Of course, if the charge did burn better in the long stroke motor, its "moment of force" would be greater. However, in the tests of 144 engines, by the Horsepower Formula Committee, representing the Incorporated Institution of Automobile Engineers of England, the Royal Automobile Club and the Society of Motor Manufacturers and Traders, it was shown that the larger the bore the higher the mean effective pressure, which proves that between two engines of equal power, the one with the larger bore and the shorter stroke—that is, the short stroke engine—will have a higher mean effective pressure in the cylinder and therefore a higher efficiency. Doesn't this look as if it were doubtful if the charge burned better in the long stroke motor?

Of two motors of same piston displacement, I believe the short stroke motor, if properly designed, could show as high a number of r. p. m. as the long stroke, without "going to pieces;" I think the majority of engineers would back me in this.

HAROLD R. SHOEMAKER.

Syracuse, N. Y.



Durability, Power, Speed, Simplicity, Cleanliness and Symmetry are severally and collectively developed and combined in Pierce motorcycles in the highest degree, assuring the rider the greatest return for his money and the dealer absolutely satisfied customers.

The model shown above is the Pierce Single Cylinder model 12B. This model has a full 5 h. p. four-cycle engine, fitted with roller bearings, mechanical valves, and magneto ignition. Its range of speed is from 5 to 55 miles per hour. The frame is made from 3½" steel tubing strongly reinforced, and will not break or buckle. It also serves as gasoline and oil tank, thus eliminating the necessity of the usual attached tanks, which are hard to keep clean.

The Pierce line for 1912 consists of five models, and no prospective owner should purchase a motorcycle without first writing for our catalog "G," which gives a full description of each.

THE PIERCE CYCLE COMPANY, Buffalo, N.Y.

Pacific Coast Branch: Oakland, Cal.

READING STANDARD

READING STANDARD

READING STANDARD

FOR PROFIT OR PLEASURE **THE NEW R-S** **A QUALITY PROPOSITION**

OUR MANY EXCLUSIVE FEATURES SUCH AS FOOT-RESTS, DOUBLE BRAKES, DOUBLE OILING SYSTEM, R-S SHOCK-ABSORBING SPRING SEAT POST, ADJUSTABLE TO WEIGHT OF RIDER, AND MANY OTHER POINTS WHICH PLACE THE R-S ONE YEAR IN ADVANCE OF OTHERS

Two Singles, Belt or Chain One 7 H. P. Twin Direct Chain Drive, Under-Geared Transmission

SPRING FORK. More serious motorcycle accidents have occurred through broken front forks than from any other source of trouble, and faulty design is more common in this important element than in most any other part of the machine. Reading forks are perfect in design as well as in mechanical construction. Compare the springs of the Reading fork with those of any other machines and you will readily appreciate the difference. Instead of using a multiplicity of small springs we use a single load-carrying spring several inches in length, comprising nearly 65 inches of 3/16-inch steel spring wire of the highest possible grade. The rebound spring is correspondingly large, thus insuring an extreme flexibility of action and positive insurance against breaking. Another serious trouble in many spring forks is the rapid wear at the joints of the rocker arms. This is due to the excessive load sometimes carried on this mechanism. On the Reading Standard fork the load is not carried on the rocker arm but on the forward member of the fork, and the rocker arms act only as distance rods to preserve proper relation of the forks, and carry no direct vertical load whatsoever.

A Powerful Long Stroke Motor with Imported Ball Bearings, Mechanical Intake Valves and Integral Cams and Gears

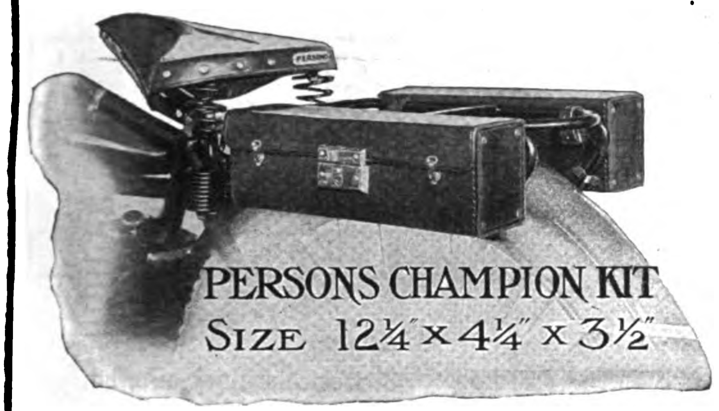
All Models Have Free Engine Clutches ***Send for Catalogue of "THE FINEST MOTORCYCLE IN THE WORLD"***

READING STANDARD CO., 306-340 Water Street, Reading, Pa.

READING STANDARD

AGENTS AND RIDERS!!

SOMETHING NEW AND USEFUL



PERSONS CHAMPION TOOL KIT

For attachment to side of luggage carrier, top of bags being flush with carrier. Can be supplied singly or in pairs.

Quality

Heavy sole leather of uniform thickness, maroon color. The ends are reinforced for rigidity. All metal work is heavily plated.

Attachments

Suspended from the luggage carrier at two points. In addition there is a steel collar encircling the carrier support; the lock nuts are WITHIN the kit, making malicious detachments practically impossible.

Price

Regular list price is $5.50, but we are in position to offer it through regular motorcycle agents to riders at $4.50 each.

Workmanship

Every detail of construction is carried out in true PERSONS style. The stitching is all hand work, the limit of capacity of the most skilled craftsman being about seventeen kits per day.

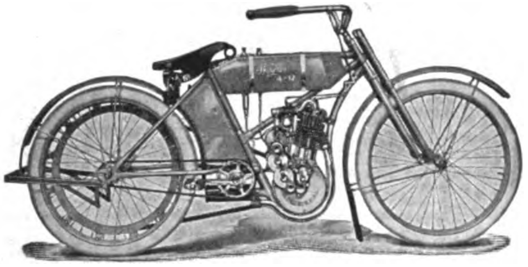
The Lock

Pad-locks rattle. The CHAMPION KIT is fitted with a patented flat key lock of Persons design, permanently riveted to the kit. Two keys with each kit.

Deliveries

In spite of the unprecedented volume of our output, orders are being handled promptly, and business direct from all motorcycle agents and distributors will receive immediate attention.

THE PERSONS MFG. CO.
WORCESTER, MASS.



WAGNER

SPELLS SATISFACTION

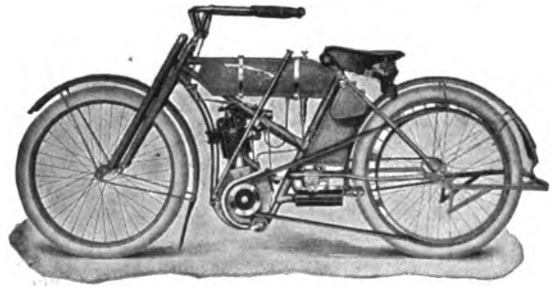
TO DEALER: SATISFACTORY SALES
TO RIDER: SATISFACTORY SERVICE

The name Wagner on a motorcycle has the same significance as the Sterling mark on a piece of silver.

It Is the Mark of Quality

The **WAGNER** is sold by many dealers in every part of the country, but we still have some choice territory open and want to get in touch with all live dealers. Are you one of them? If so, better write today.

1912 MODELS $160 TO $200



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WE CAN GUARANTEE
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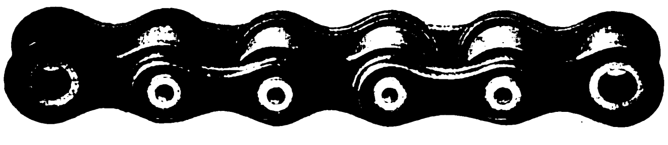
WAGNER MOTORCYCLE CO.
ST. PAUL MINN.

"Simplex" Motorcycle Specialties

WRITE FOR CATALOG
DEALERS—OUR PROPOSITION IS A GOOD ONE—WRITE TODAY—NOW
ANGSTEN-KOCH COMPANY 360 W. Garfield Boulevard, CHICAGO



"DUCKWORTH"

CHAINS AND REPAIR LINKS
IN A CLASS BY THEMSELVES
Do Not Accept Any of the Just as Good Kind
THERE IS ONLY ONE DUCKWORTH
DUCKWORTH CHAIN & MFG. CO. - - - Springfield, Mass.

A Live Wire

Mr. Dealer—

Do you realize the wonderful opportunities offered by this **NEWCOMER?**

The feature of 1912 motorcycling. It's a **"GIRL GETTER"** and don't forget it. Send **NOW** for catalog and get your order placed.

"Don't Forget the Girl"

Body—
Best Asiatic Reed, firmly woven and rigidly reinforced.

Wheel—
26" or 28". Large hub turned from bar stock. Big ball bearings.

Tire—
Continental, first quality.

Chassis—
Rigid, seamless tubing.

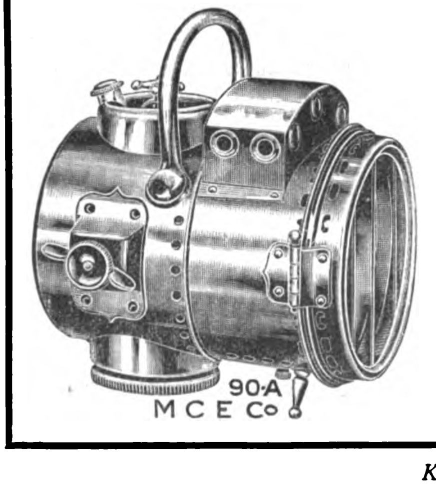
Upholstering—
Generous, lasting, comfortable.

Fender—
Wide, offering ample protection.

Price, $60

Majestic Mfg. Co.

WORCESTER, MASS.



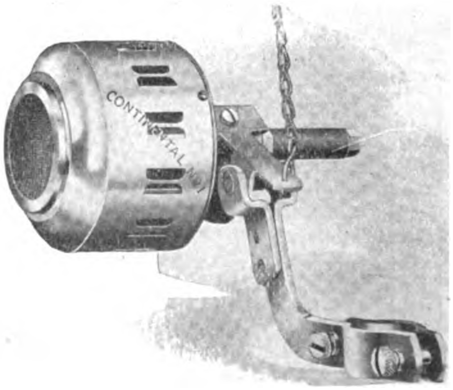
An Ideal Motorcyclists' Lamp

With a "Close Coupled Searchlight and Generator" Combined; Nickel Plated throughout, complete in every detail. No. 90 Rear Prop. No 90A Side Props. List price each, $6.00.

THE ORIGINAL MOTORCYCLE SIREN

Continental No. 1

Designed exclusively for effective and at the same time melodious warning. Pefectly constructed and finished in nickel. This signal meets with universal favor. Price each, $3.00.



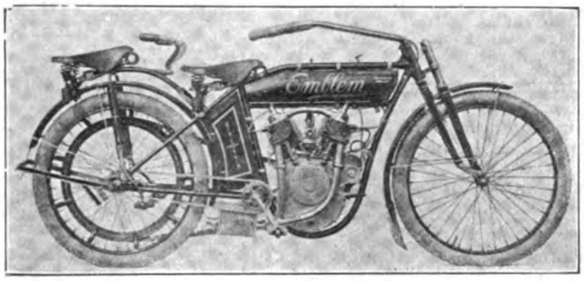
At Your Dealer, or

THE MOTOR CAR EQUIPMENT CO., Mfrs. and Imptrs.
Dept. M 55 Warren Street, N. Y.

THAT SPRING FEELING

will soon seize you with its irresistible grip, and you will long to get out in the glorious sunshine with a firm and a dependable motor under you. There is no use waiting until you feel all out of sorts with yourself, everyone else and the world in general. Place your order for a

STURDY EMBLEM MOTORCYCLE



now and then when the open road calls you will be ready to hop onto the saddle and go where fancy dictates while the other fellow contents himself with wishing. To make it an everlasting Joy Ride you must have a machine that can be depended on every minute of the day and every day in the month. To ride an EMBLEM MOTORCYCLE means Satisfaction, all the Speed you crave, more Power than you can ever use, and money in your pocket at the end of the year. You owe it to your pocketbook to investigate the EVER ECONOMICAL EMBLEM. Have we an agent in your town?

EMBLEM MANUFACTURING CO.

Department "H" (Member M. M. A.)

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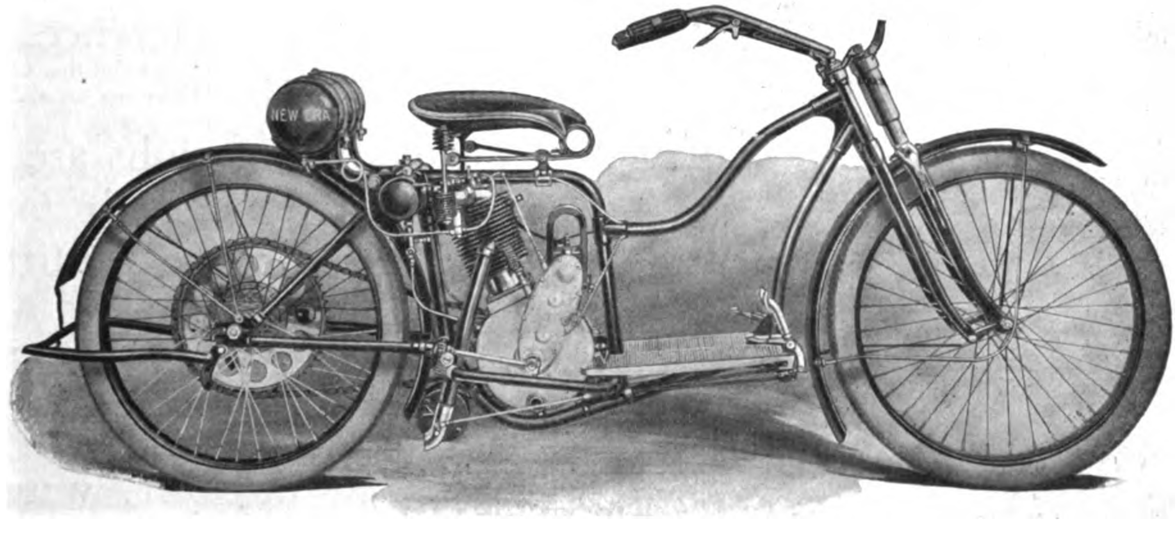
YOU'RE RIGHT! THIS IS THE

NEW ERA

THAT GOES "ANYWHERE UNDER ANY CONDITION"



4 H. P. ROADSTER

As a common sense proposition, when you buy a Motorcycle you want to know six things:

I.	Will it take me where I want to go?	The two speed construction of the NEW ERA will take you anywhere, up any hill or through any sand or gravel.
II.	Will it take me the way I like to go?	The NEW ERA has a range on low from one to fifteen miles and on high from five to fifty-five miles. Guess your speed is in there somewhere, isn't it?
III.	Is it easy to operate?	The NEW ERA is hand cranked like an auto, the two speeds are controlled by foot pedals and its free motor means you can let your engine run while you are standing still. Cinch, isn't it?
IV.	Is it comfortable?	The NEW ERA has compound cushion spring fork, three point suspension form seat, aluminum foot boards, large tires and extra heavy rims. That all goes for comfort, doesn't it?
V.	Is it constructed right?	Each part of the NEW ERA is made of the material which practical experience has proved best for that particular purpose. For the workmanship, don't take our word. Look the machine over.
VI.	Is the price reasonable for what I got?	If you will only look the NEW ERA over carefully we are not afraid of the way you will answer this question.

THE NEW ERA AUTO-CYCLE CO. 22 Dale Ave., Dayton, Ohio

SOME GOOD TERRITORY STILL OPEN WRITE FOR AGENCY PROPOSITION

GET OUR CATALOGUE

FOR THE MOST COMPLETE LINE OF UP-TO-THE-MINUTE FABRIC AND METAL SPECIALTIES

ATLAS SPECIALTY MFG. COMPANY
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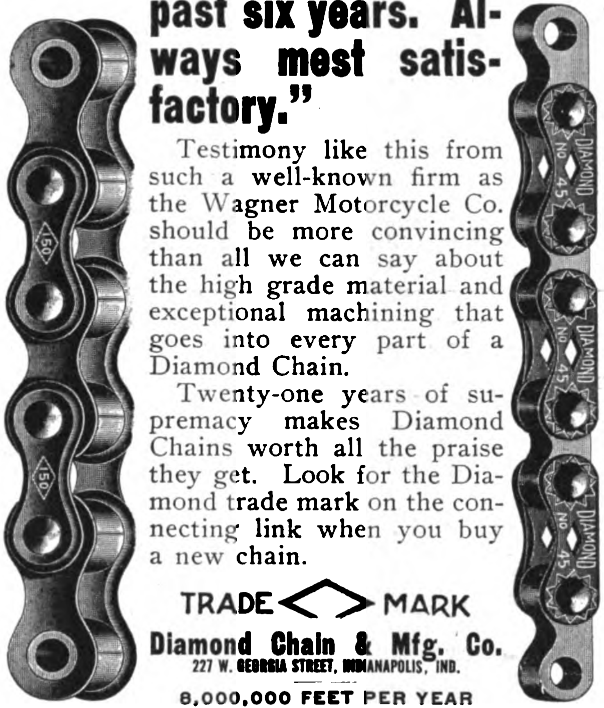
"We have used Diamond Chains exclusively for starting chains on the Wagner Motorcycle for the past six years. Always most satisfactory."



Testimony like this from such a well-known firm as the Wagner Motorcycle Co. should be more convincing than all we can say about the high grade material and exceptional machining that goes into every part of a Diamond Chain.

Twenty-one years of supremacy makes Diamond Chains worth all the praise they get. Look for the Diamond trade mark on the connecting link when you buy a new chain.

TRADE <> MARK

Diamond Chain & Mfg. Co.
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8,000,000 FEET PER YEAR

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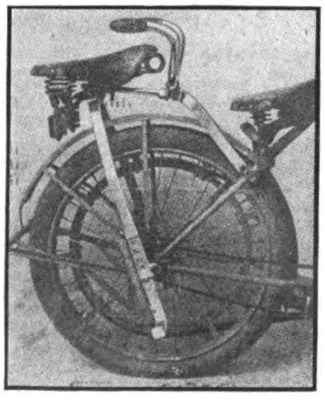

1912 **DUCK** 1912

TANDEM ATTACHMENT

Smoothes the Way

THE ASSURANCE OF LUXURY

by the addition of this tandem attachment has been unquestionably demonstrated. Always perfectly adjusted as to leverage, whether saddle be moved forward or backward. Permits of low riding position.

Particularly safe on account of extra handle bars.

Complete with Saddle and Handle Bars **$16.50**
Without Saddle and Handle Bars **$11.50**

FREED MFG. CO.
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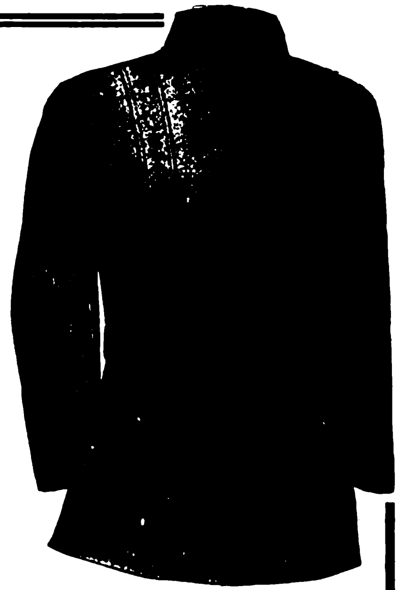
Strength In Every Fibre



Quality in Every Thread
Perfect Fit
Latest Style

These are some of the characteristics of

AURORA BRAND

Motorcycle Clothing.

It is because of the painstaking care given to each detail that Aurora Brand Clothing is always the preference of the wise motorcyclist.

Secretaries of clubs are invited to correspond with us. We specialize in the outfitting of motorcycle clubs. All our clothing is made to individual measure.

Ask about our waterproof raincoats and dusters.

A card brings our catalog

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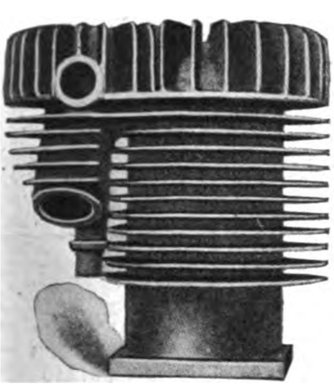

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ARE OUR SPECIALTY
(FROM CUSTOMERS' PATTERNS ONLY)

ALSO PATTERN WORK

WRITE FOR PRICES

RACINE FOUNDRY CO. RACINE, WIS.

SPLITDORF
PLUGS
"Always There"

With the installation of SPLITDORF IGNITION—SPLITDORF SERVICE is at your command.

And SPLITDORF SERVICE is courteous and thorough and practical—from the factory and main distributing center in New York, through every branch office and every other selling artery all over the country, to the crowning detail of personal road men.

And these road men—experts in their calling and human in their intelligence—have one duty to perform, and that duty is to give their services to every SPLITDORF user for the asking.

If there is any little "kink" in your ignition system—if it is not "right up to the mark"—let SPLITDORF SERVICE straighten it out for you.

Your satisfaction is our satisfaction, so don't be afraid to call upon us.

Write for our "Racing Record"

C. F. SPLITDORF

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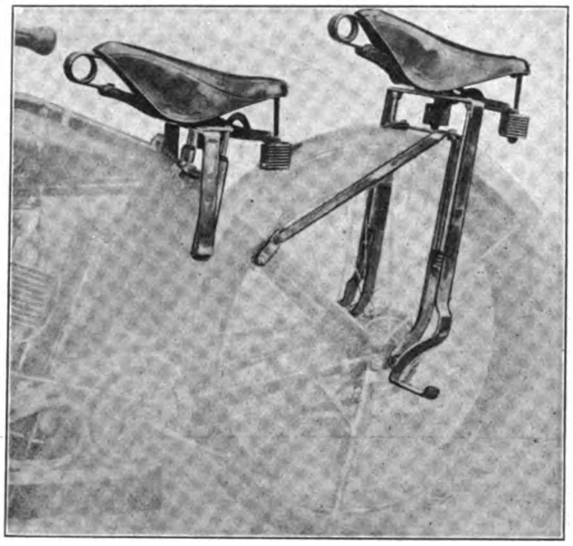

Tandems $11

Spankers $8

Tandems With Saddles $16

MR. DEALER Write for Discount

The tandem is so constructed that the rider's feet move up and down with the body, thus preventing any bending of the knees.

The tandem is made to fit any motorcycle. Will not interfere with the stand. It has no side play, but has an up and down motion of three inches.

The Spankers are the "best ever."

We are the Pioneers in the Spring Attachments and have had them in the market for five years. All others are imitations.

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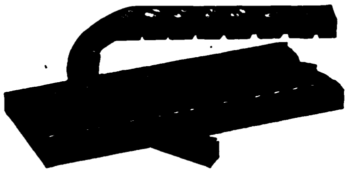

Save $3

on your next belt. Buy from the maker.

Every Oak Tanned or Buckskin Flat or V Belt guaranteed. It will only cost you one cent to get our prices. Write today.

Wayne Belting Co.
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BARGAINS IN SLIGHTLY USED
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All Makes in Stock. Chain and Belt Drive. Single and Twin Cylinders

Indians, Single and Twin Cylinders; Reading Standards, M & M's, Excelsiors, Emblems and in fact all well known makes.

AT PRICES LESS THAN ONE-THIRD WHEN NEW!

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We guarantee every motorcycle we sell to be in perfect condition.

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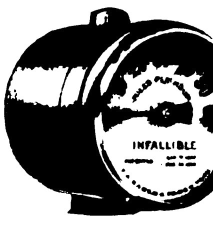
ENJOY WINTER RIDING

Do you find it hard to ride a machine in snow, ice and slippery mud? How about insuring yourself and machine with an **Infallible Skid Chain?** Used with great satisfaction by telephone companies, business houses and hundreds of motorcycle riders. Applied on rear wheel. Fits all machines.

When ordering state size of tire and make of machine. Price, each, $3.00



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Price, $7.50

Infallible Speedometers

Solve the problem of a high grade, perfectly adjusted and constructed instrument at a reasonable price. They are tested for satisfactory service under all conditions and are fully guaranteed. They are accurate and durable, and have a steady registering hand. You might pay more but you cannot buy a better speedometer. Specify model number and make of motorcycle when ordering. Rear attachments furnished unless otherwise specified.

INFALLIBLE

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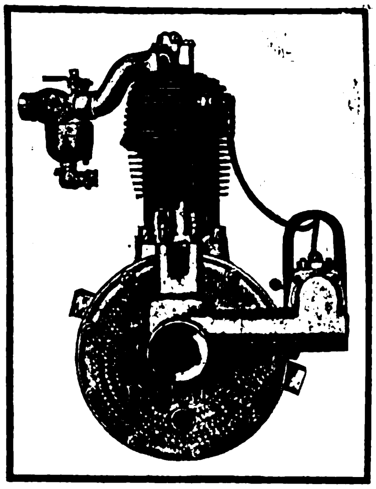
INFALLIBLE

Model No. 3
Price, $12.50

F. A. BAKER & CO., 10½ Warren Street, NEW YORK

A REVOLUTION IN MOTORCYCLE MOTOR DESIGN



In bringing out our DE LUXE line of motorcycle motors, we have introduced a large number of improvements, and offer these motors as the most advanced now before the trade.

NOTEWORTHY IMPROVEMENTS.

- One-piece crank shaft.
- One-part crank case with cover.
- Improved cam and magneto drive.
- Oil tight motor.
- Large Valves.
- Simplified design throughout.
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- Silent Motor.
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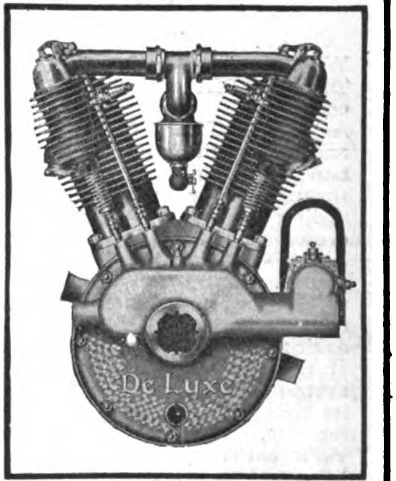
- Equipped with Bosch Magneto.

These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.



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Four H.P. Single Cylinder. Five H.P. Single Cylinder.
Seven H.P. Twin Cylinder. Nine H. P. Twin Special.

PLAIN OR TWO-SPEED MODELS.

IMMEDIATE DELIVERY. CONTRACTS SOLICITED.

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Single cylinder, 4 h. p., Battery, $140.
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HOWEVER powerful, however speedy, however comfortable a motorcycle may be, yet lacking reliability it practically becomes worthless—you tour then without confidence. But don't!

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Capacity **Experience**

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Quality **Price**

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Reasonable Prices Prompt Shipments Catalogue Free
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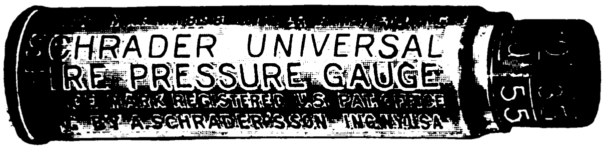
A very large percentage of all punctures and blow-outs occur from improper tire inflation.

WOULD YOU PAY $1.00 TO OVERCOME

delays, difficulties and expense resulting from these misfortunes?

Schrader Universal Tire Pressure Gauge


SCHRADER UNIVERSAL
TIRE PRESSURE GAUGE
TRADE MARK REGISTERED U.S. PAT. OFFICE
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(Made under patent dated March 1, 1898.)

Accurately registers at all times the exact air pressure in tires.

Simply hold gauge to tire valve for a second and recording sleeve will indicate air pressure and remain fixed until pushed back into place by the finger.

Carried easily in vest or change pocket, being only 2½" long. So simply constructed as to almost never become out of order, and if it does go wrong it will immediately tell by the action of the indicating sleeve that it needs repairs. Leather case comes with it.

PRICE $1.00 EACH

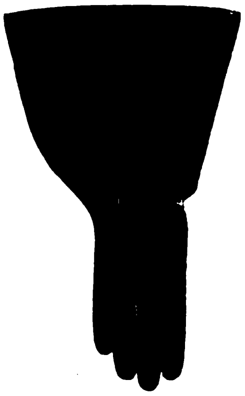
Guaranteed Simple and Absolutely Accurate

Can be obtained from all tire manufacturers, jobbers and dealers, or

A. SCHRADER'S SON, Inc.
28-30-32 Rose Street **NEW YORK CITY**

What Handsome Gloves!

—is a compliment often paid those who wear Grinnell Gloves. They are decidedly distinctive with their classy, deep cuffs and correct workmanship.



Style 4920

They fit like dress gloves and are always cool and comfortable because of the *Ventilated Back*. The cuffs are always kept up in place by the patented "Rist-Fit." They wear like iron, because made of real velvet coltskin, are exceedingly soft and flexible and washable in soap and water or gasoline.

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Motorcycling Gloves

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Samples of leather and Style Book on request.

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Makers of special gloves for all kinds of outdoor sports, hunting, golfing, etc.

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Motorcycle Belts
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for distribution. This book is devoted exclusively to information relative to motorcycle belts, both V and flat, and other leather accessories.

It describes in detail our WHITE STRIP and SEA LION flat belts and our WHITE STRIP V-belt. It also gives full information regarding the care of belts, and is a most valuable book for every motorcycle dealer and rider.

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See Pages of This Issue

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IT IS AN ALLOY OF ALUMINUM

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SAMPLE FOR A STAMP

We manufacture all kinds of Brazing, Welding and Soldering Fluxes, Solder Spelter, etc. Write for booklet on methods.

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A SURE SELF STARTLER

TWO STYLES
MODEL A—LEVER CONTROL
MODEL B—HANDLE BAR CONTROL
FOR ALL MOTORCYCLES—PRICE $6.00
Descriptive Booklet Free on Request
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Is there such a club in your locality?
Would you like to organize a local motorcycle club?
Would you like information as to how to go about it and all papers and by-laws?
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Chairman Membership Committee, F. A. M.
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Ask for full information on Prest-O-Lite Gas Tanks, Prest-O-Tire Tubes, Prest-O-Tire Tanks, Prest-O-Carbon Remover, Prest-O-Welder, Prest-O-Starter and Prest-O-Liter.

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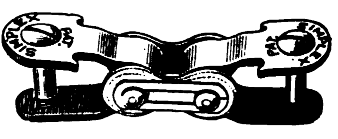
Simplex Belt Fasteners



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REGULAR PATTERN, SINGLE SCREW .... 25 cents
GIANT PATTERN, DOUBLE SCREW .... 25 cents

SIMPLEX MACHINE WORKS
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TRADE MARK

MOTORCYCLE OIL LAMP

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SHOWING A RED REAR LIGHT
THE ONLY RELIABLE MOTORCYCLE OIL LAMP

LAMP WEIGHS ONLY 12½ OUNCES.

The Neverout complies with the laws of the various States and Municipalities.

The Neverout burns kerosene ten hours with one filling, and will stay lighted under any and all conditions. All riveted—will not rattle or jar apart over roughest roads.

Made in gun metal, brass or nickel finish. Double clamp bracket furnished; fastens lamp securely to fork of motorcycle. No danger of shaking off, and *shows red rear danger signal.* Sold by leading jobbers and dealers everywhere. The Neverout is equipped with a *Patent Glass Covered Reflector of German Silver,* instantly removable; never loses its original brilliancy.

The Neverout
SHOWS REAR SIGNAL
PATENTED

Guaranteed to stay lighted or money refunded

FOR SALE BY LEADING DEALERS.

Made Only by **ROSE MANUFACTURING COMPANY**
933 Arch Street, Philadelphia, U. S. A.

INVADER OIL for MOTORCYCLES

A lubricant tested for this special use and found to be A1. Tell us your particular make of motorcycle and we will advise which is the most suitable grade.

CHAS. F. KELLOM & CO.
113 Arch Street Philadelphia, Pa.
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1912 CATALOG
Bicycle and Motorcycle Sundries
Ready Feb. 10th
SEND US YOUR NAME
SIDNEY B. ROBY CO. **ROCHESTER, N. Y.**

GET WHIPPLE'S NEW "DATED" SECOND HAND LIST

Prices have "TUMBLED"—Are you "HIP" to "WHIP"? He's handing them out fast. Ask for DATED LIST. If you delay you lose, if decisive you win. Now's the time to buy a good, used machine (and buy it right). We ship to all points. We are RESPONSIBLE; if you don't know "Whip" ask any real motorcycle man or any large dealer.

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WHIPPLE MOTORCYCLE BUILDING
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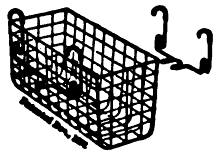
Dowe's Bicycle Luggage Carriers

Best Thing for the purpose ever put on the market. In use all over the United States. ¶ Can put on or detach instantly with adjustable hook. ¶ Good sellers because the riders all want them and the price is popular. Write for Prices.



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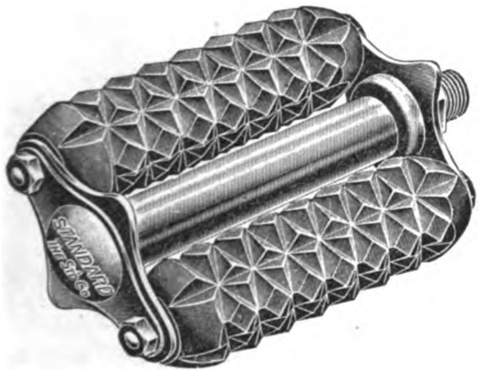
Insuring Comfort to the Motorcyclist

and Adding Pleasure to the Day's Ride

are two of the results achieved by fitting a machine with

No. 3 STANDARD MOTORCYCLE PEDALS



No. 3 MOTOR CYCLE PEDAL

They are generously proportioned and made with big, soft, easy rubber cushions that minimize the jars and bumps. The deep corrugations insure positive grip that makes the foot stay on. **You know what that means.**

They Sell for $3.00 Per Pair

Our Products for the Cycle Trade Include:

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THE STANDARD COMPANY
TORRINGTON, CONN.

What They Sav About Heitger Carbureters

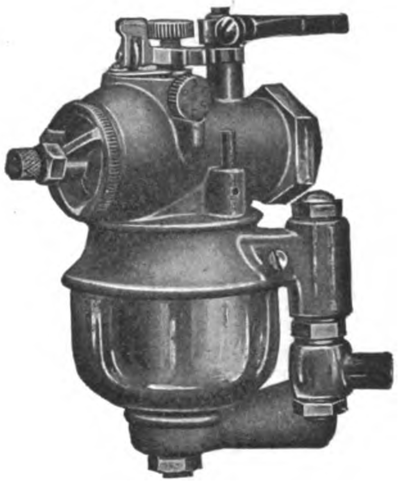
We Have Bushels of Such Letters, Given Voluntarily

DR. G. A. HAWKINS, Jerome, Ariz.—Am well pleased with carbureter for my Indian 7. In fact, it makes motorcycling a pleasure, whereas before (for me) it was hard work.

JOHNSON & VAN KEUREN, Danbury, Conn.—Our customers are delighted with Model G-D. Your carbureter is certainly perfection.

FRED M. GIDDINGS, Galesburg, Ill.—I received the carbureter for my single Excelsior and find it absolutely O. K. in every respect. It is certainly a pleasure for me to say this after the continued trouble with the old carb.

M. A. WESLING, Ludlow, Ky.—I want to say I am well pleased with carbureter bought for my Thor 4, and would have no other. Your guarantee to run motor smoother and with more power is well said. You couldn't give me my old carbureter I was using. Have increased the gear on my machine and it pulls better than with the smaller one used before.



MARSHALL MOTOR CO., Kansas City, Mo.—We wish to state that the Heitger is giving excellent satisfaction on the New Era and Greyhound, handled by us. The high and low speed adjustment and glass bowl are the best on the market.

W. D. POPE, Athens, Ga.—Am well pleased with carbureter on my Marvel.

FRANK LIBBY VALIANT, Angola, N. Y., May 31, '11.—Since last February I have covered 2,000 miles on my sturdy Emblem. This has been during extremes of temperature from 4 degrees below zero to 102 above. So far have not had the slightest trouble with carbureter or machine, and cannot too highly commend its attention to all motorcyclists who are having carbureter troubles. I think the glass bowl splendid, and many motorcyclists who have seen it have commended it very highly.

WALTER SCOTT, JR., Philadelphia, Pa.—Feel delighted; can get 56 miles per hour geared 4 to 1. I weigh 175 pounds. This I consider good.

You see how these people are satisfied. You can get the same satisfaction by using a Heitger; gives 5 to 60 miles per hour, 75 to 125 miles per gallon; is easily adjusted, and remains so; is speedy, reliable and efficient. Glass bowl if you wish, showing gasoline level and float action, strainer, etc. Used by six manufacturers of motorcycles as exclusive equipment. Why? Catalog for the asking.

HEITGER CARBURETER CO. 1129 Bleecker St.
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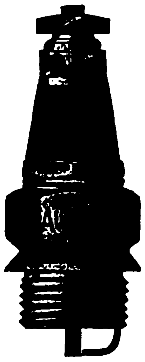


Get An Auburn Plug

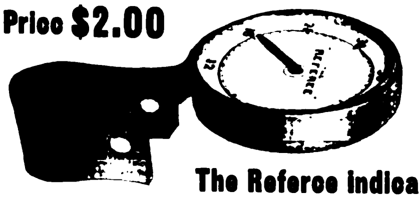
It Insures a Good Spark

We are just conceited enough to claim that in the Auburn you will find the

Most Efficient, Durable and Lasting Motorcycle Plug on the Market

NEW YORK MICA & MFG. CO.
AUBURN, N. Y.

Price $2.00



HOW FAST?

The "Referee" Speed Indicator will tell you. Always accurate. No gears. For motorcycles and bicycles. The most perfect principle. State make of motorcycle.

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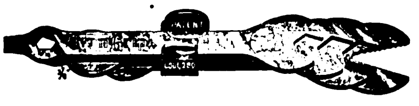
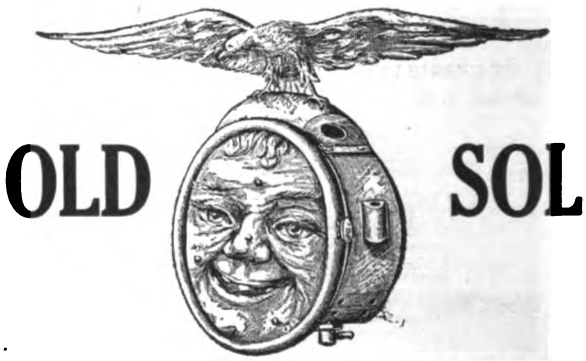
8 Wrenches and a Screw Driver in One



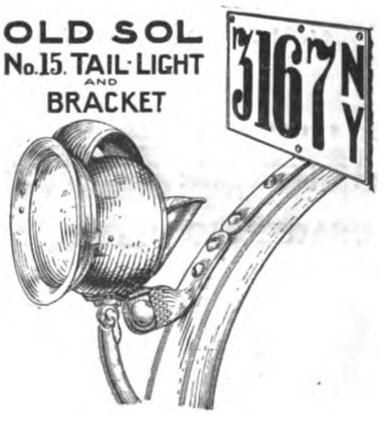
One Dollar

TWIN GRIP SALES CO.
1974 BROADWAY NEW YORK



"OLD SOL"

"Old Sol" is a complete line of Motorcycle and Bicycle Lamps.



We present here our tail lamp. Even if the law does not require it you would find it a valuable protection.

Manufactured by
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and by
Pollock Mfg. Co., Ltd.
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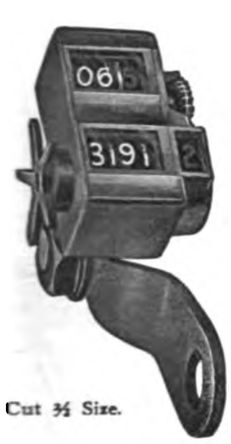

Cut ½ Size.

An accurate, lasting instrument, registering both total and trip mileage; the miles in white, tenths of miles in red. Made for 24, 26, 28 and 30 inch wheels. A bracket permits adjustment to any motorcycle.

Specially constructed to withstand hard motorcycle usage.

Sold everywhere—or write us
Price complete with bracket and striker *$3.00*

THE VEEDER MFG. CO.
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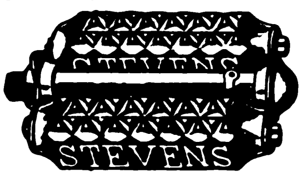
CELEBRATED MOTORCYCLE PEDALS
Strong, High Quality, Beautiful Finish, Full Size.



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The Standard of the World.

THE STERLING.
Embossed handle, trade mark in gold.
15 ins. long, ⅞ in. dia.

THE RELIABLE.
Embossed handle, 15 ins. long x 11/16 in. dia.

Far superior to brass pumps in every respect. Handsome, Indestructible, Perfect. Order through your jobber.

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STEVENS

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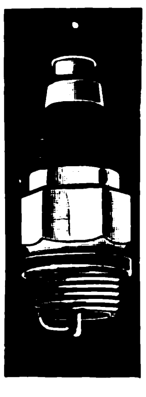

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Multiply Wound Mica
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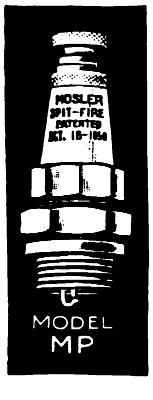
Mica Porcelain Covered
Motorcycle Plugs
are proof against
Oil, Heat and Vibration
They are the equipment
of the
Leading Manufacturers



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Sole Patentee of the World Famous Spit Fire

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SRB New Catalog 24A which fully describes our line of Ball and Roller Bearings. Send for it. SRB

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UNIVERSAL FLUXINE

THE HIGHEST GRADE BRAZING COMPOUND IN THE WORLD.
WILL BRAZE CAST-IRON, HIGH SPEED STEEL OR ANY METAL THAT IS BRAZEABLE.
THE BEST WELDING FLUX IN THE WORLD.
50c. PER LB. BOOKLET FREE.

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THE "STANDARD"

The Speedometer reliably and permanently accurate. An added pleasure and protection to the motorcyclist. Fittings for practically all standard makes of motorcycles. Send postal for Handsome Catalogue. Act at once.

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Electric Warning
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The Ideal Motorcycle Signal.
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MOTORCYCLE TIRE CHAINS

Sold for Two years in all parts of world and
NO KICK Yet

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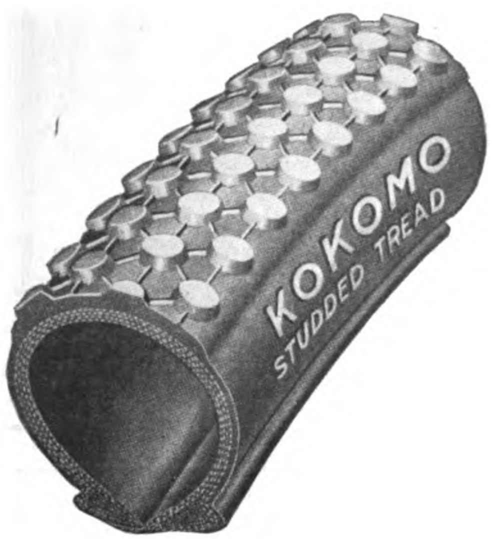

The materials entering into the construction of a tire are important factors, but something more than the best materials is necessary to produce the desired results—that something is the knowledge of rubber and how to handle it from its crude state to the finished article.

KOKOMO TIRES

SIXTEEN YEARS OF EXPERIENCE is back of every Kokomo Tire, and experience counts for more in the manufacture of rubber tires than in any other industry.

It is this experience that eliminates the guesswork and places our product beyond the experimental state.

Kokomo Motorcycle Inner Tubes command the largest sales because of their uniform quality.

Supplied in both Butt-End and Endless.

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RUBBER COMPANY
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1912 - DETROIT LINE
Tandem Attachments

Combination Luggage and Tandem Attachments

Luggage Carriers

Made of best material. Sold at popular prices. Jobbers and dealers write us for inside quotations and electrotypes.

EXCELSIOR AUTO CYCLE CO., Inc.
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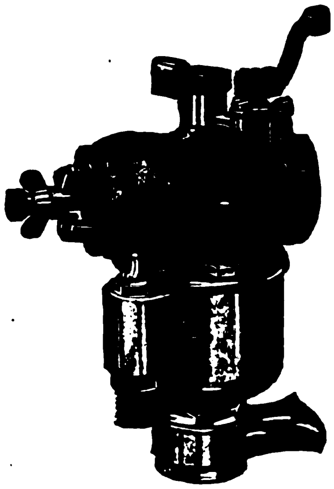
The New "N. A." *BREEZE* CARBURETER

Delivers a larger volume of properly mixed gas than any other motorcycle carbureter in the market.



THE NEW "N.A." BREEZE

Works Perfectly When Throttled Down Even to 230 Revolutions Per Minute.
At over 3,500 revolutions it is just as effective.
Auxiliary Air Valve and Passages have been enlarged.
A perfect mechanical device to increase gasoline supply automatically with the opening of the throttle has been fitted.

Send for free catalog. Our Engine Trouble Text Book, 54 pages, three times as large and thrice as valuable as last years' publication, will be mailed for 10 cents.

BREEZE CARBURETER CO.
251 South Street - - - Newark, N. J.

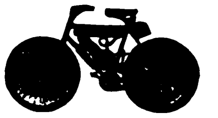
Buy the Best, Forget the Rest

NATHAN LEGGINS and SPECIALTIES

Send for new catalogue, it's free. Clip this ad as a reminder.

NATHAN NOVELTY MFG. CO. 84A Reade St., N. Y. C.

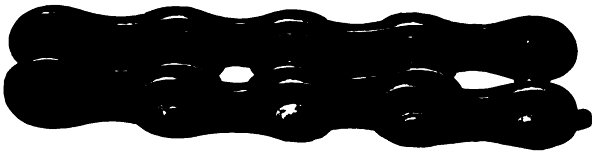
MAKE A MOTORCYCLE OF YOUR BIKE



at small cost by using our attachable outfit. It fits any bicycle. Motorcycles, all makes, new and second-hand, $35.00 and up. Send stamp for catalog and bargain list. Keller's new 104-page booklet, "Construction, Management and Care of Motorcycles," is now ready. Price, postpaid, 25c.

SHAW MANUFACTURING COMPANY, Dept. 28, Galesburg, Kansas

WHITNEY



High-Grade Motorcycle Chains

ARE accurate, strong, durable and dependable, because they are made from material selected for quality regardless of cost, and are made by specialists in a factory especially equipped for the making. When making replacements, try a "Whitney" and get acquainted with its merits.

"WHITNEY" CHAINS

Are Built for Strains

THE WHITNEY MFG. CO.

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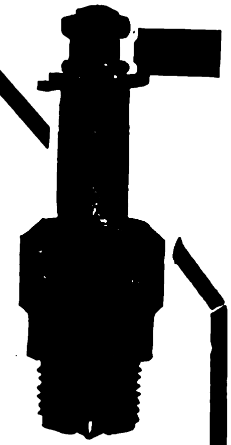
HERZ PLUG
New Motorcycle Model



"It Never Failed Us Once!"

said a motorcyclist at the end of a 1,700-mile run. This is the usual experience with the

HERZ PLUG

"BOUGIE MERCEDES"

Since 1894 the standard of Europe and America

$1.25

At all good dealers or direct

It is the only Plug *sure* to stand up under all conditions; the only Plug with Indestructible Stone Insulation; the only Plug guaranteed not to carbonize—not affected by oil; the only Plug that's

Guaranteed a Year!

HERZ & CO.
295 Lafayette St., New York
Ask for the New, Improved 1912 Model

SUPPLIES

**CYCLE
MOTORCYCLE
AUTO
MACHINISTS'**

We specialize on prompt and full shipments. Our catalog of

CYCLE AND MOTORCYCLE SUPPLIES

is very complete and contains no dead numbers. Our prices are right and we protect the dealer.

Write for Catalog B

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**Shock Absorbing
Spring Tandems
AND
Saddle Attachments
ARE
Smile Producing
Sold by the Live Ones**

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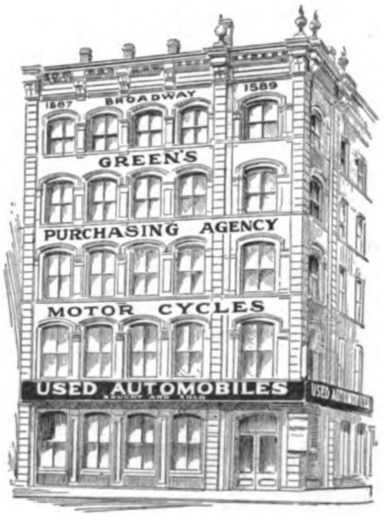
831 So. Olive Street, LOS ANGELES, CAL.

OUR HOME

AUTOMOBILES



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Agents Wanted. Write for Our Prices

HIGH GRADE, SLIGHTLY USED MACHINES

Green's Purchasing Agency

1587 BROADWAY

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Springtime

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Equipment Time

Do You Need a New Belt?

Durable

Then Get A

Efficient

SPARTAN

"The One Best Belt"

Strong

Flexible

Proof positive of their excellence is the fact that 80% of all the motorcycle manufacturers in the United States use Spartan "V" and Flat Belts on their 1912 Belt Driven Machines.
Spartan Belt Food, sold in tubes, increases the efficiency and lengthens the life of old belts and preserves new ones. Insist on SPARTAN.

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THE GRATON & KNIGHT MFG. CO., Worcester, Mass.

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DEALERS, ORDER THROUGH YOUR JOBBER OR ANY OF THESE BRANCHES

The "*call of the road*" is followed with greatest pleasure when your machine is equipped with a

Corbin Coaster Brake

...n ride with a free mind because you know ...led for the safety of others as well

...fidence, Reliability and ...steep grades and

Increase the pleasures of bicycle riding. Get a

CORBIN Two-Speed Coaster Brake

Reduces the labor of riding up steep against strong winds. Elderly Corbin Two-Speed invaluab... Operated entirely wires. Action control

Cycling or Motorcycling—be care free! Insure the safety of others as well as yourself.

Equip your machine with a

CORBIN BRAKE

...the pleasures of the road, be... ...fidence, Reliability and

Cyclists and Motorcyclists:

the best way to *ensure* safety is to have your machine fitted with a

Corbin Coaster Brake

It means Confidence, Reliability and Control—especially in traffic and when coasting.

If you are riding a bicycle, or intend to purchase one, insist on the Corbin Brake.

Any bicycle repair shop can fit it to the hub of your machine.

For sale by bicycle and hardware dealers everywhere.

Send for free catalog describing all models

THE CORBIN SCREW CORPORATION
Division of The American Hardware Corporation
Licensed Coaster Brake Manufacturers
High Street New Britain, Conn.

What the Corbin Screw Corporation is doing to stimulate the interest of cyclists and motorcyclists in

CORBIN

COASTER BRAKES

This series of advertisements will appear during the months of March, April, May and June in national and agricultural publications, the combined circulation of which exceeds ten millions.

The wise dealer will have a complete stock of Corbin Brakes to meet the demand which this nation-wide advertising is creating.

Order from your jobber today. Specify CORBIN.

Free catalog upon request

The Corbin Screw Corporation

Division of the American Hardware Corporation
(Licensed Coaster Brake Manufacturers)

NEW BRITAIN CONNECTICUT

Western Office: 65 West Lake St., Chicago

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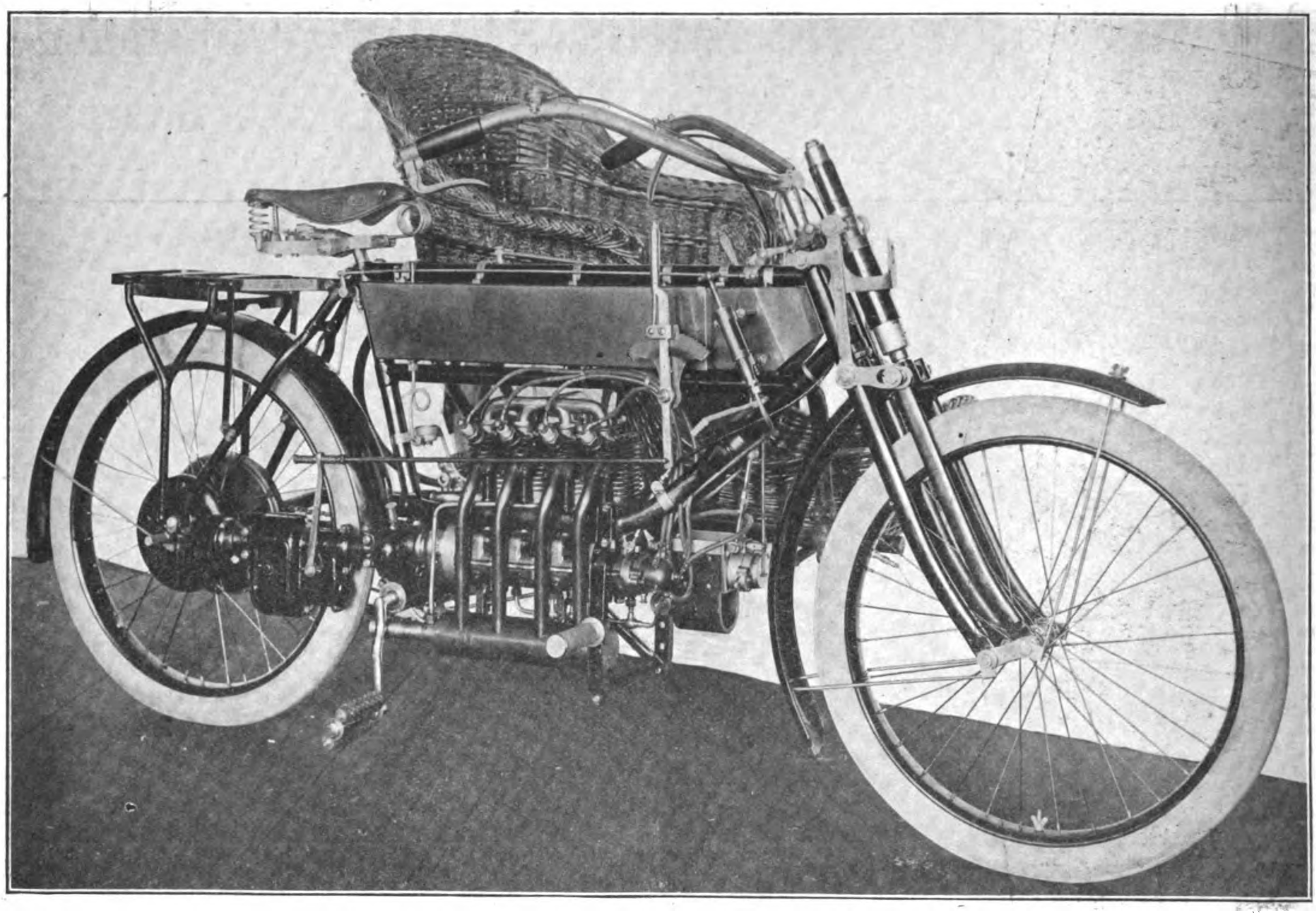

The Noiseless Four Cylinder **F. N.** **Shaft Drive Vibrationless**

WITH SIDE-CAR ATTACHED

Affording the Most Efficient and Most Luxurious Combination of Two-Passenger Motorcycle

PRICE, ACCORDING TO TYPE OF MACHINE ORDERED

OUR VARIOUS MACHINE MODELS

Glider (Trade Mark)	**$250**	**Free Engine**	**$350**
Standard	**$300**	**Two Speed and Free Engine**	**$400**

CLUTCH CONTROLLED FROM THE HANDLEBAR

SPECIFICATIONS

1. Motor, 5 H. P.; cylinder capacity, 498 cubic centimetres; 57 mm., bore; 52½ mm., stroke.
2. Ignition by high-tension, armored magneto with distributor fixed thereon, with which it forms a whole, entirely tight. It is entirely protected against water, dust and mud. The armored magneto first appeared in this country on the F. N.
3. Highly efficient automatic carbureter.
4. Separate gasoline filter.
5. Transmission by bevel pinions (ratio 1:5, 1:4).
6. Improved elastic fork, with counter check spring.
7. One lever for controlling carbureter, fitted on right hand side of handlebar.
8. Height of frame, 20 inches.
9. Wheels, 26 x 2½ inches.
10. Wheel base, 56 inches.
11. Lubrication by pump inside the tank; simple, safe and effective.
12. Free engine by multiple disc clutch, running in oil.
13. Declutching device is controlled by Bowden wire from handlebar—the only machine in the world having this feature.
14. Plugs, short in length, fitted with ebonite, eliminating the possibility of electric discharges when the rider touches the plugs with his knees.
15. Foot rests are regular equipment.

ALSO TWO-SPEED GEARS

AMERICAN F. N. CO., Newtonville Station, Boston, Mass.

3 OUT OF 4

WINS in a Single Day is the Way

THE FLYING MERKEL

Starts the 1912 Racing Season

TAMPA, FLA., MARCH 3d, 1912

> "Night Letter Dated Tampa, Fla., 3/3/12. 'Flying Merkel' with Louis Torres riding made clean sweep here today, beating ..... and ..... racers in everything but one event. Torres leading in last lap when control wire broke; rider and machine left track, no one injured. Torres won three out of four events. It was a 'Merkel' day."

As a well-known advertiser says, "There's a Reason"

Send today for catalog "B"

MAM

The Miami Cycle & Mfg. Co.
MIDDLETOWN, OHIO
MEMBERS OF M.M.A.

MAM

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24

THE NEW

INTERNAL EXPANDING BAND

NEW DEPARTURE

COASTER BRAKE FOR MOTORCYCLES

The same type of device as the emergency brake in automobiles for quickly retarding speed or stopping instantly.

You can depend upon it all the time and every time.

It is absolutely impossible for the brake to lock, wind or bind.

The new transfer spring has stopped all of the "picking up" of the pedals.

It is all steel.

The wearing parts are specially treated to withstand hard service.

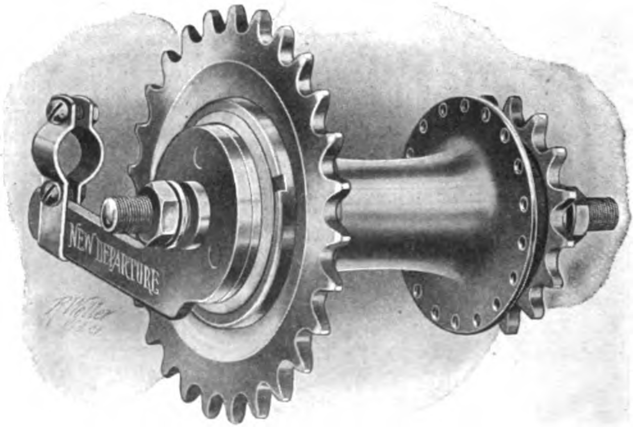
The parts on which the severe strain comes are made as strong as it is possible for any metal to be.

In fact, this brake is ideal and gives the rider everything that he wants for controlling his machine under all circumstances.

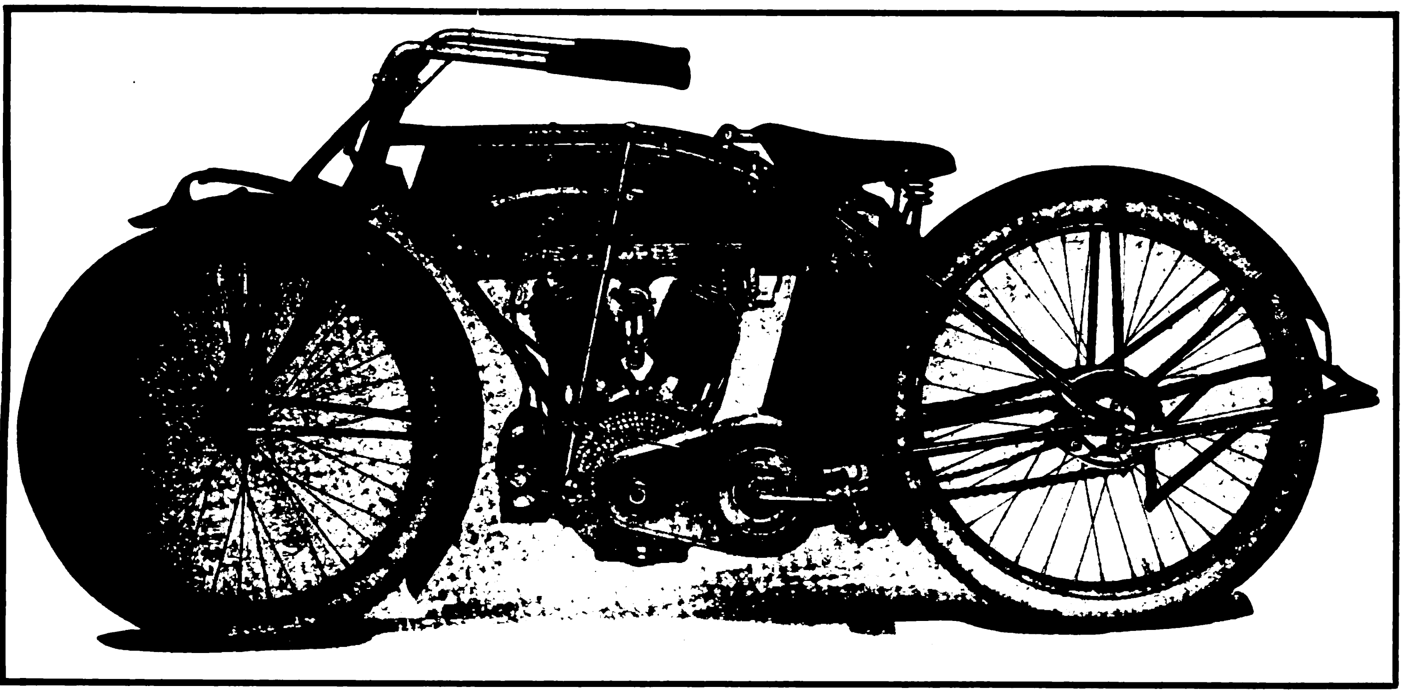
THE NEW DEPARTURE MFG. CO.

BRISTOL, CONN.

Coaster Brake Licensors



MODEL BB FOR CHAIN DRIVE MACHINES.



6 Models **$175-$250**

RE-ORDERS TELL THE STORY OF EXCELSIOR RELIABILITY

The Detroit Police Department has just purchased 10 more Excelsior Auto-Cycles. They have used Excelsior Auto-Cycles before,—have used other machines before,—and now they are re-ordering Excelsiors. Police service demands reliability and dependability—and that's why Detroit chose the Excelsior. One Chicago officer rode 27,000 miles in 14 months without a single repair. Records of that sort have made the Excelsior famous for reliability in every kind of service.

Reliability is only one of many Excelsior features
Write today for our free illustrated catalog

EXCELSIOR MOTOR MFG. & SUPPLY CO.

2201-2259 Union Street - - - - - - Chicago

Distributing Agents

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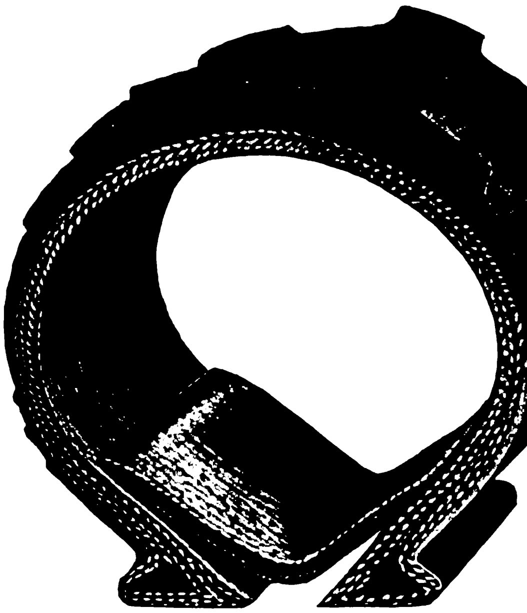

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Ask the Leading Motorcycle Manufacturers

They Know

Ask the Thousands of Enthusiastic Riders

They Know

Continental-Erie Tires

Ask the Jobber—He Knows

Continental Rubber Works

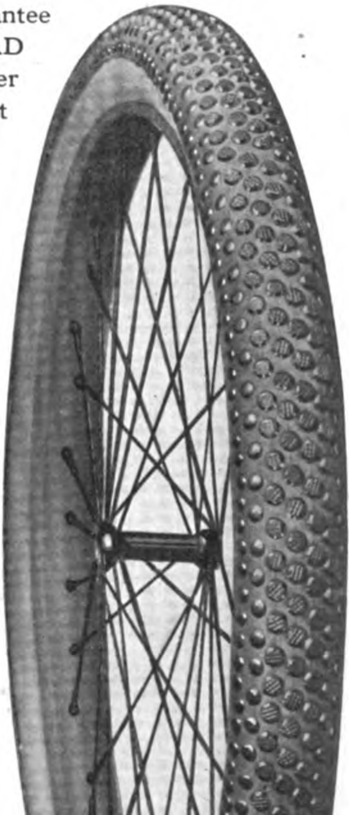
ERIE, PA.

TIRE PROTECTION WITH A GUARANTEE

No longer is it necessary for motorcyclists to worry about PUNCTURES, BLOW-OUTS, GLASS CUTS, SKIDDING and unnecessary tire expense, which heretofore has MARRED the pleasure of all motoring—"BRICTSON" DETACHABLE TREADS will eliminate all this.

10,000 Mile Guarantee

SEND FOR COPY OF SAME



Yes, we will give you a 10,000 mile written guarantee with every "BRICTSON" MOTORCYCLE TREAD on a daily mileage basis of twenty-five miles per day. Can you get this kind of a guarantee on your rubber tires? Figure this guarantee out and you will see that it covers a period of 400 days.

Design and Construction

Made of select, specially prepared chrome tanned leather, soft and pliable, which gives with the "BRICTSON" the full benefit of the pneumatic tire. Studded on the surface with small neat-looking steel studs, designed to give perfect traction as well as a perfect "non-skid." There are layers of the best tire fabric between the layers of leather, which add strength and keep the tread from stretching. In addition to all these important features, the "BRICTSON" is lined perfectly smooth on the inside so there are no rivets or studs in contact with the rubber casing, making it impossible for the tread to injure the casing in any way.

The "BRICTSON" is the only scientifically constructed tread in that it CANNOT slip or slide on the rubber casing in ANY direction, owing to the patented, scientific method of fastening. It is held in position on the rubber casing by equal tension from all points of the circle, and for this reason may be adjusted to PERFECTLY fit the casing over which it is applied, which CANNOT be accomplished with any other method of fastening, and also envelops the entire casing, excluding sand, stones, mud, or even water from coming in contact with the rubber casing.

The "BRICTSON" is the ONLY TREAD THAT HAS PERFECT TENSION ADJUSTMENT FROM ALL POINTS OF THE CIRCLE, which other tread manufacturers have tried to imitate with metal contrivances that only detract from the appearance of the tread, add weight, and destroy the pneumatic feature, but still do not accomplish the desired result.

The "Brictson" Exclusive Patented Way of Fastening

The "BRICTSON" has no HOOPS, HOOKS, BUCKLES, SPRINGS, or any other unnecessary metal contrivances to add weight, break or eat into the rubber casing; neither is it cemented, laced, vulcanized, riveted or fastened to the rubber casing in any way—NATURAL INFLATION OF THE TIRE DOES THE TRICK—Simply clamped between the head of casing and rim—strictly Quick Detachable.

PRICES: One-half the price of a rubber casing and guaranteed three times as long. Compare the following prices:

26 x 2¼	$5.50	28 x 2¼	$6.50	28 x 2¾	$7.50
26 x 2½	6.00	28 x 2½	7.00	29 x 3	8.00

Other sizes on application.

Ask Your Dealer for "Brictson" Detachable Treads

Ask the best dealer in your town to show you the famous "BRICTSON" Guaranteed Detachable Tread. If for any reason he cannot supply you, fill out the attached ORDER BLANK, pin your check to same, mail it, and I will ship you the treads on TEN DAYS' FREE TRIAL, and if you don't find them perfectly satisfactory within 10 days from receipt of treads, return them and I will cheerfully refund your money. Remember, I take all the risk.

DEALER'S COUPON.

O. A. Brictson,
President,
The Brictson Mfg. Co.,
2522 Brictson Bldg.,
Brookings, So. Dak.
Without obligation on my part, send me your Dealer's Prices Catalogue and full particulars.

Name..................................
City........................ **State**.............
County...

O. A. BRICTSON, President

The Brictson Mfg. Co.

2532 Brictson Building
Brookings, South Dakota

MOTORIST'S COUPON ORDER BLANK.

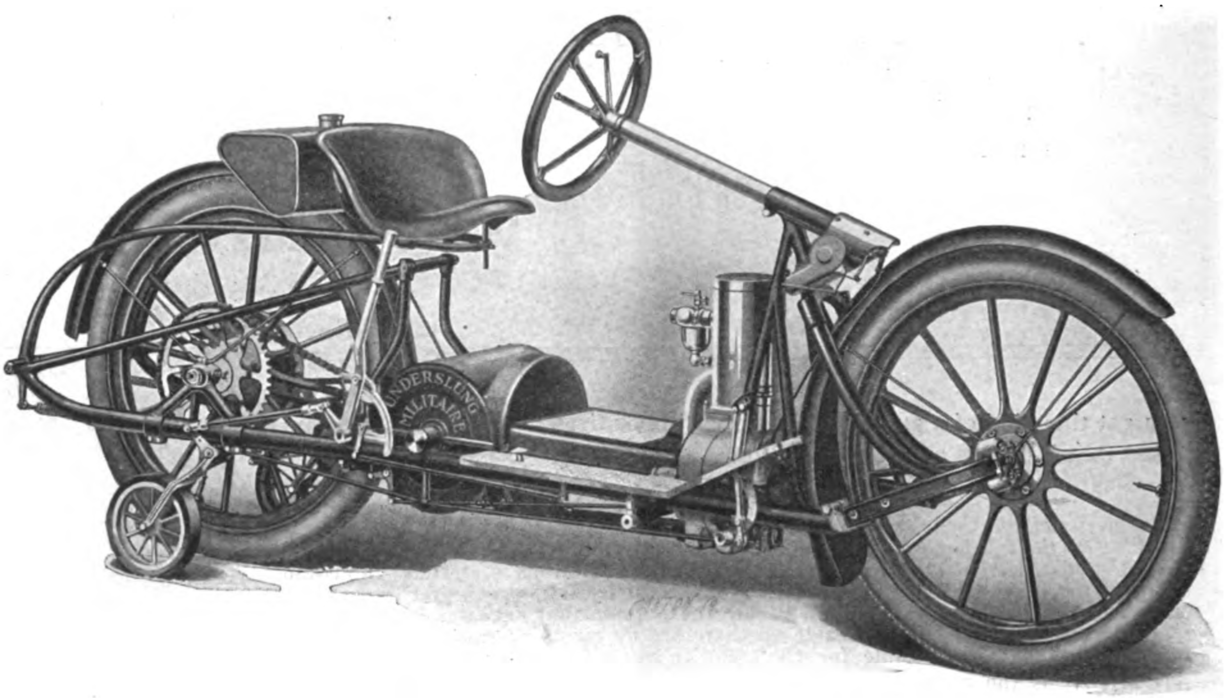
O. O. Brictson,
President,
The Brictson Mfg. Co.,
2522 Brictson Bldg.,
Brookings, So. Dak.

Enclosed please find..................
in the sum of $....................**for which**
ship by ex. or fgt......(quantity)...........Brictson
Motorcycle Treads, size........with the understanding if they are not perfectly satisfactory I may return them within 10 days from receipt of shipment and you will refund my money.

Signed...

Kindly always mention the paper when writing to advertisers.

FIVE YEARS AHEAD OF THE MOTORCYCLE WORLD



(Patents Pending in United States and Foreign Countries.)

THE

UNDERSLUNG MILITAIRE

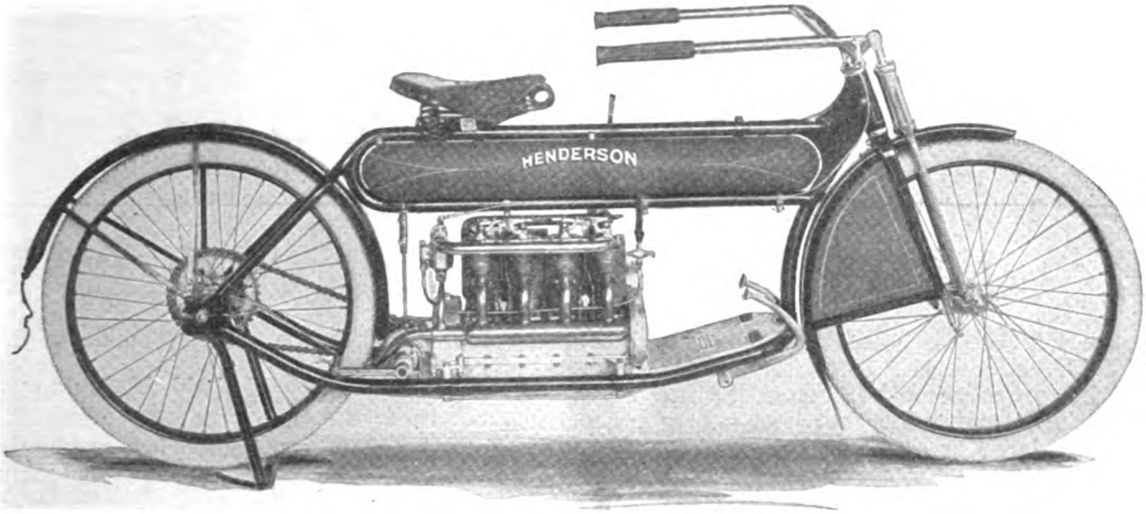
Will as surely revolutionize motorcycle construction as the first "visible" typewriter revolutionized writing machines.

You have observed, no doubt, the uneasiness we have created in certain quarters of the trade already!

UNEASINESS	**REASON:**
is the forerunner of fear	**Everybody likes the Underslung Militaire**

THE MILITAIRE AUTO CO., INC., CLEVELAND OHIO

HENDERSON



Four Cylinder - - - - $325.00

The HENDERSON has high power—flexible power. It will throttle down and then "pick up" and get away on sandy hills with astonishing ease.

IT IS QUIET AND VIBRATIONLESS
THE CENTER OF GRAVITY IS LOW

Sitting between the wheels—with the feet on roomy foot-boards—the road shocks are minimized, and the rider has the acme of motorcycle comfort.

DEALERS—Complete your Line by adding the HENDERSON

HENDERSON MOTORCYCLE COMPANY

270 Jefferson Avenue, DETROIT, MICH.

YALE QUALITY

WHAT AND WHERE IT IS

The term "Quality," like Charity, often covers a multitude of sins.

YALE "QUALITY" IS NOT OF THE CHARITY TYPE

It is the DOMINANT FEATURE of YALE construction and is the natural result of DIRECT PRODUCTION and UNIT MANAGEMENT.

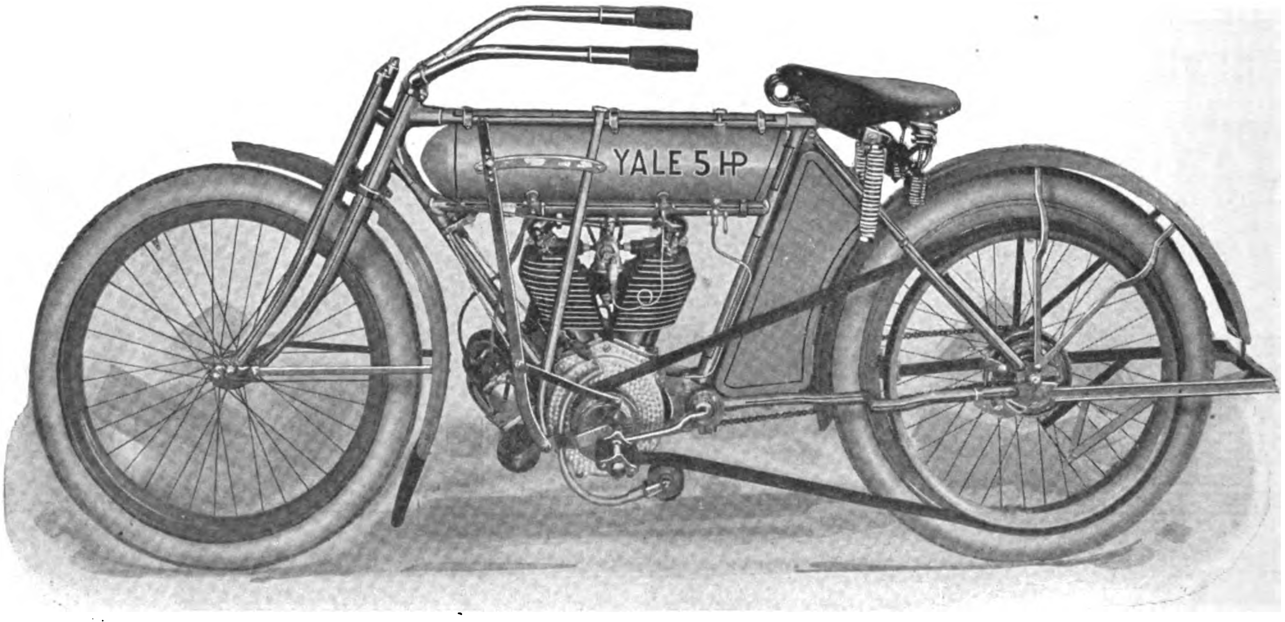
YALE Motorcycles are built from the raw material to the finished product in our own plant and there is no shifting of responsibility between maker and user.

Every part, large or small, is inspected by men who are in no way responsible for productive cost, but are held rigidly to account for any flaw or imperfection that may get into the finished machine.

This is the one system that assures mechanical perfection, such as found in every YALE Motorcycle, and has built up the reputation of YALE Quality.

Our catalogue tells the story in detail. Write for it today, then

ASK YOUR FRIEND WHO RIDES A YALE



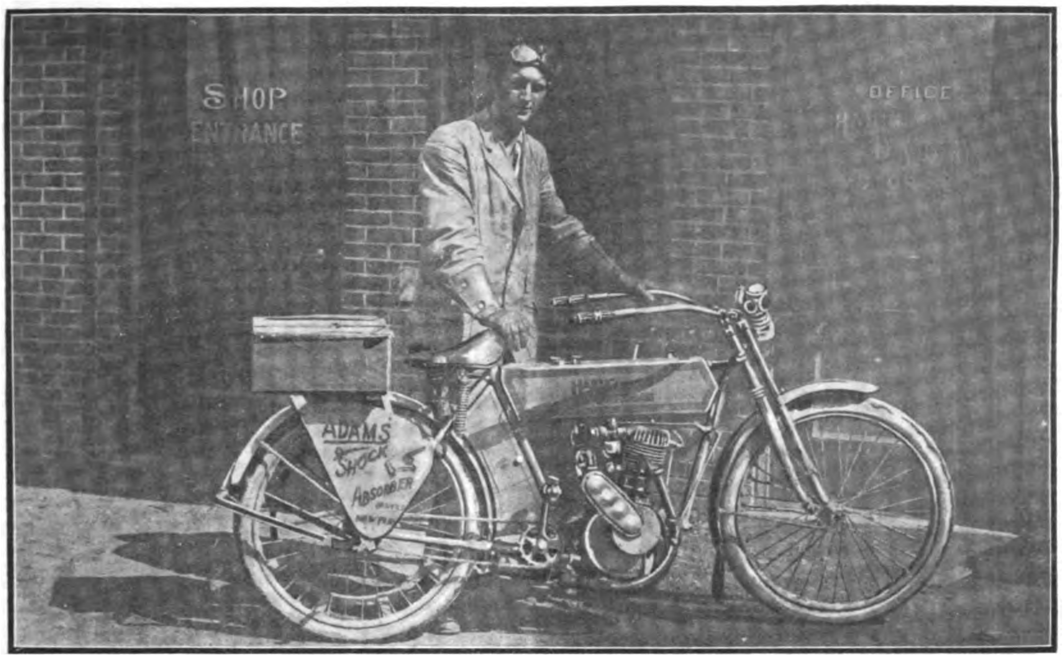
YALE MODEL 25, 5 H. P., $260.

THE CONSOLIDATED MANUFACTURING CO.

1730 FERNWOOD AVENUE Member M. M. A. **TOLEDO, OHIO**

F. C. CORNISH, Eastern Representative, 219 Clinton Ave., Newark, N. J.

DOESN'T THIS CONVINCE YOU?



DENVER MAN RIDES 6000 MILES

EMPIRE TIRE Co., 1305 Michigan Avenue, Chicago, Ill. FEBRUARY 19, 1912.

GENTLEMEN:

Just a few lines to thank you for being directly responsible for the successful trip I made from Denver, Colo., to Boston, Mass., via Buffalo, Springfield, Hartford and Providence, and return to Denver.

When I left Denver on this trip my machine was equipped with ———— tires, and upon reaching Chicago they were entirely worn out, and I congratulate myself that I happened to stumble into your place of business in Chicago, where your Mr. McKay succeeded in convincing me that Empire Tires would carry me through on this trip.

I found them everything he represented. I made the complete trip, getting back to Denver with the same air in the front tire with which I left Chicago. The rear tire sustained several punctures, which, of course, were unavoidable.

Considering I traveled over every known kind of road imaginable, I consider Empire tires are positively the best tires made, and I have used all makes.

Wishing you every success, I am,

Yours very truly, GEORGE LYBY, 3336 Elliott Street, Denver, Colo.

WHY USE ANY OTHER TIRE?

Write us your experience while

RIDING EMPIRES

Empire Tire Company

Factories: TRENTON, N. J.

EMPIRE TIRE CO. FACTORIES: TRENTON, N. J.

Gentlemen:—Kindly mail me catalog and prices of your high-grade Empire motorcycle tires.

Name..................................

Address..................................

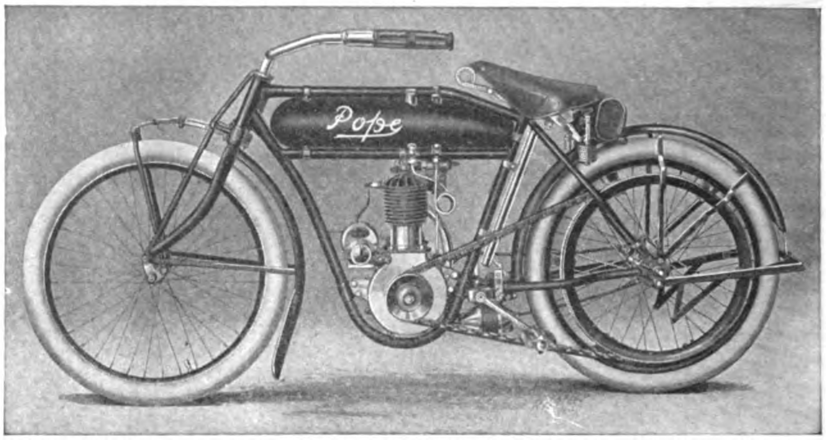
City and State..................................

A Machine That is Made Right

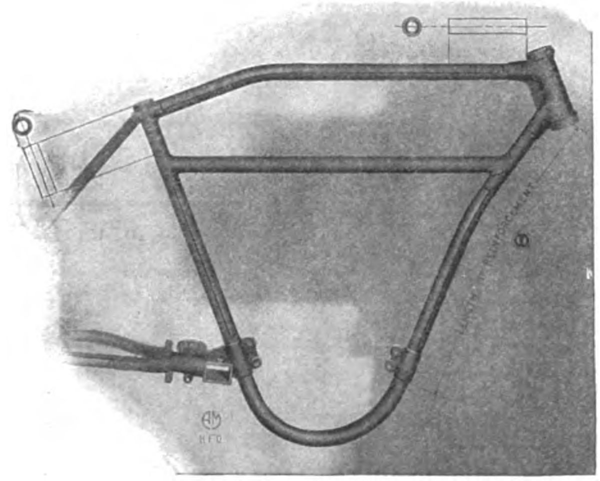
Pope Motorcycle

With Imported Magneto

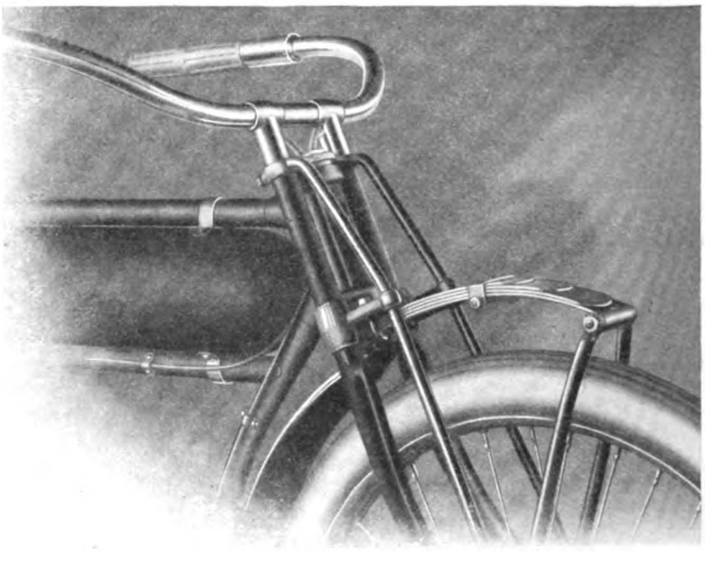
$165



Two Important Features of Pope Construction



The Pope Frame is light, strong and rigid. It is of the double tube-loop type made of the finest heavy gauge seamless steel tubing. All connections are ***drop forgings*** and all joints are strengthened by long fish-tail reinforcements. The loop is reinforced from the frame head to the motor connection by two "D" shaped tubes set back to back and driven into place so as to form a girder plate construction of great strength.



The Pope Spring Fork is of the leaf spring type. Road shocks are transferred through rocker plates and connecting rods to a resilient four-leaf high-grade steel spring, where they are completely absorbed. Efficient spring fork action helps to make the Pope a most comfortable and smooth riding motorcycle.

Send for Handsome New Catalog—Let us give you Details of 1912 Eclipse Free Engine Pulley—Some Good Territory Still to be Assigned.

THE POPE MANUFACTURING COMPANY, Hartford, Conn.

PACIFIC COAST DISTRIBUTORS:

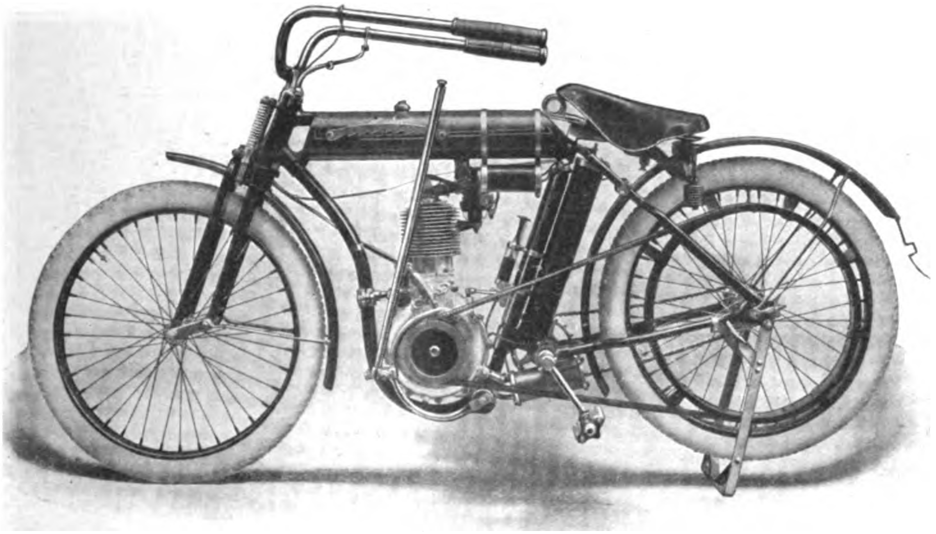
F. P. KEENAN CO., Portland, Ore.
Northwest

C. L. SMITH, Los Angeles
Southern California

KIMBALL-UPSON CO., Sacramento
Northern California and Nevada

THE 1912 IMPROVED ARMAC MOTORCYCLE

A Real Motorcycle That is Really Manufactured, Not Assembled



"Armac" Stands for Speed, Power Endurance Reliability and Mechanical Perfection

Eleven Years of Successful Motorcycle Manufacturing Has Made the "ARMAC" a Perfect Motorcycle—Not an Experiment

No hill too steep or road too rough for the "ARMAC." Ask any Rural Letter Carrier who rides one. Our IRON-CLAD GUARANTEE COVERS MOTORCYCLE AND EQUIPMENT ENTIRELY.

Dealers—A postal will bring you our catalogue and LIBERAL DISCOUNT PROPOSITION. Write now as there may be some territory still open in your locality. All 1912 Models with Latest Standard Equipment, Herz Imported Magneto, Eclipse Free Engine Clutch, 2½-inch Tires, any make, and new style Luggage Carrier.

Model No. 29 4½-5 H. P., Battery and V-Belt	$185.00
Model No. 30 4½-5 H. P., Battery with Flat-belt and Idler	200.00
Model No. 31 4½-5 H. P., Battery with V-Belt and Free-engine Pulley	200.00
ARMAC SPECIAL RACER	
*Model No. 32 4½-5 H. P., Battery with Flat-belt and Idler	225.00
*Model No. 33 4½-5 H. P., Battery with V-Belt and Free-engine Pulley	225.00
Model No. 34 Twin 6-7 H. P., Battery with V-Belt only	225.00
Model No. 35 Twin 6-7 H. P., Battery with V-Belt and Free-engine Pulley	250.00
Model No. 36 Twin 6-7 H. P., Battery with Flat-belt and Idler	250.00

Any of Above Models with Herz Imported Magneto $25 EXTRA.

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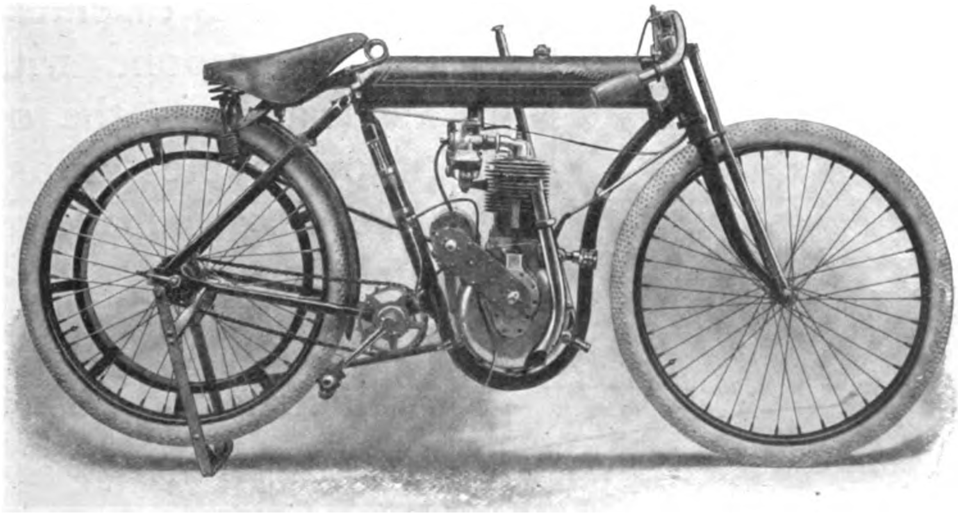
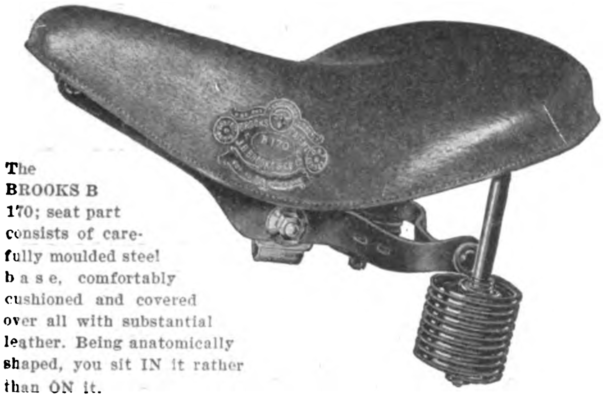
*Models marked with "star" are racing models.



ARMAC MOTOR CO., 1419-1433 CARROLL AV.
CHICAGO, ILLS.



The BROOKS B 170; seat part consists of carefully moulded steel base, comfortably cushioned and covered over all with substantial leather. Being anatomically shaped, you sit IN it rather than ON it.

The test of comparison will always prove the absolute superiority of the

BROOKS—

the original and only genuine compound-spring saddle—

We ask you to apply it, then—

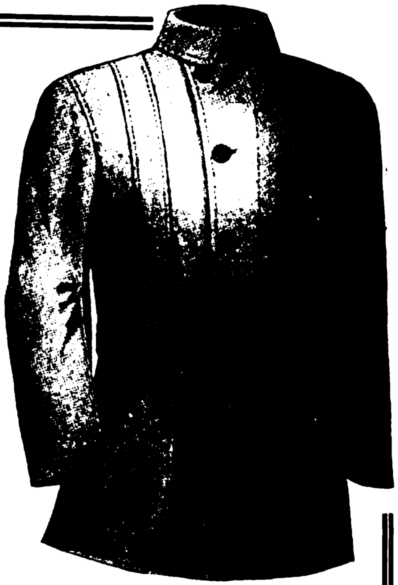
Note the compensating action of the BROOKS COMPOUND SPRINGS—the total absence of vibration, and—

The perfect luxury that follows—naturally.

J. B. BROOKS & CO., LD
75 CRITERION WORKS, BIRMINGHAM, ENG.

Distributing Agents for U. S. A.
THE D. P. HARRIS HARDWARE CO., Ld., 48 Warren Street, New York

The BROOKS B 104—specially constructed to give a low-riding position; leather is of an extra stout superfine quality, and perfectly shaped.



Strength In Every Fibre

Quality in Every Thread
Perfect Fit
Latest Style

These are some of the characteristics of

Aurora Brand

Motorcycle Clothing.

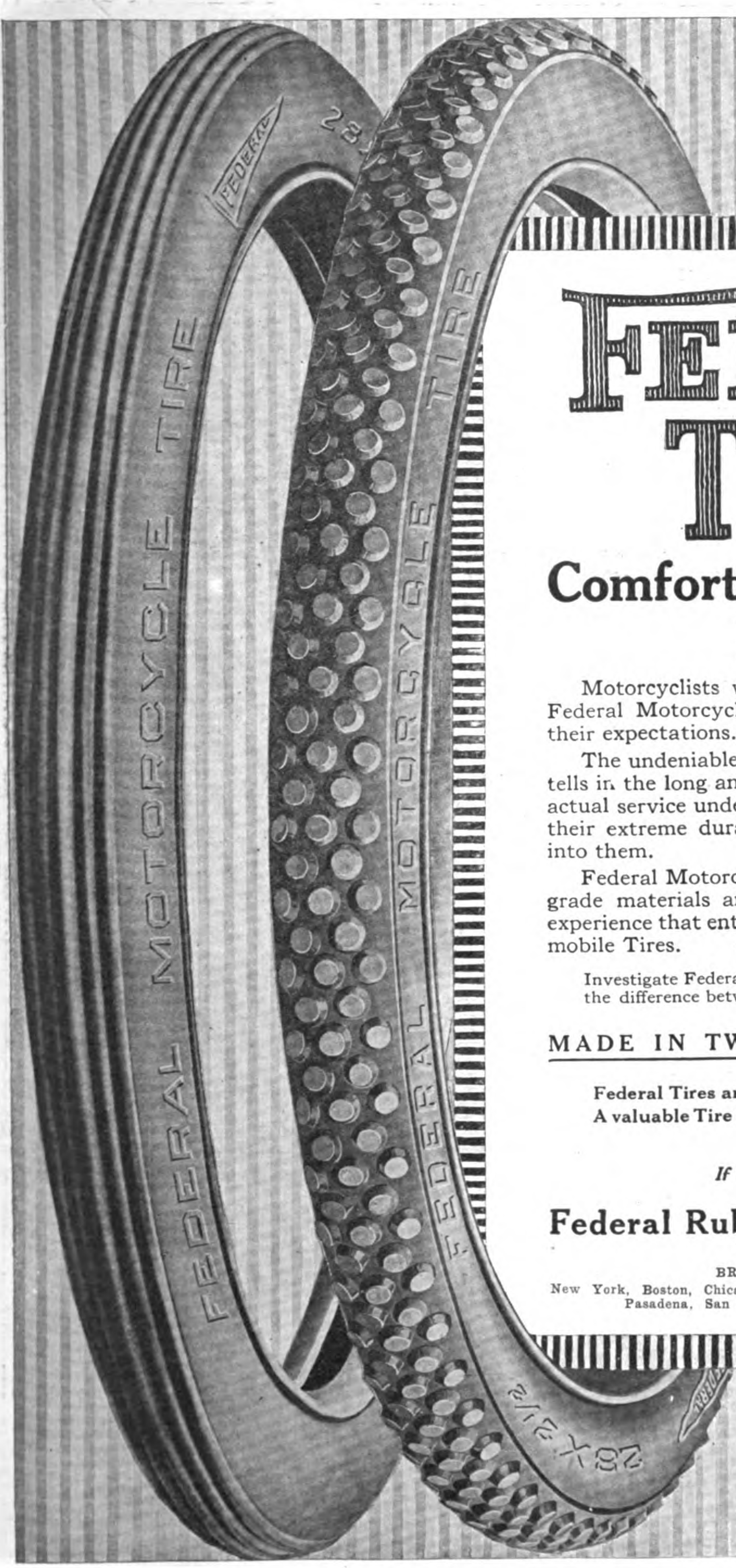
It is because of the painstaking care given to each detail that Aurora Brand Clothing is always the preference of the wise motorcyclist.

Secretaries of clubs are invited to correspond with us. We specialize in the outfitting of motorcycle clubs. All our clothing is made to individual measure.

Ask about our waterproof raincoats and dusters.

A card brings our catalog

Fowler-Carnes Company
Aurora, Ills.



FEDERAL TIRES

Comfort—Safety—Speed Mileage

Motorcyclists who demand these qualities recognize Federal Motorcycle Tires as the tires that best meet their expectations.

The undeniable quality of Federal Motorcycle Tires tells in the long and satisfactory service they render in actual service under every conceivable road condition—their extreme durability emphasizes the quality built into them.

Federal Motorcycle Tires are made from the highest grade materials and with the same skill, brains and experience that enter into the making of Federal Automobile Tires.

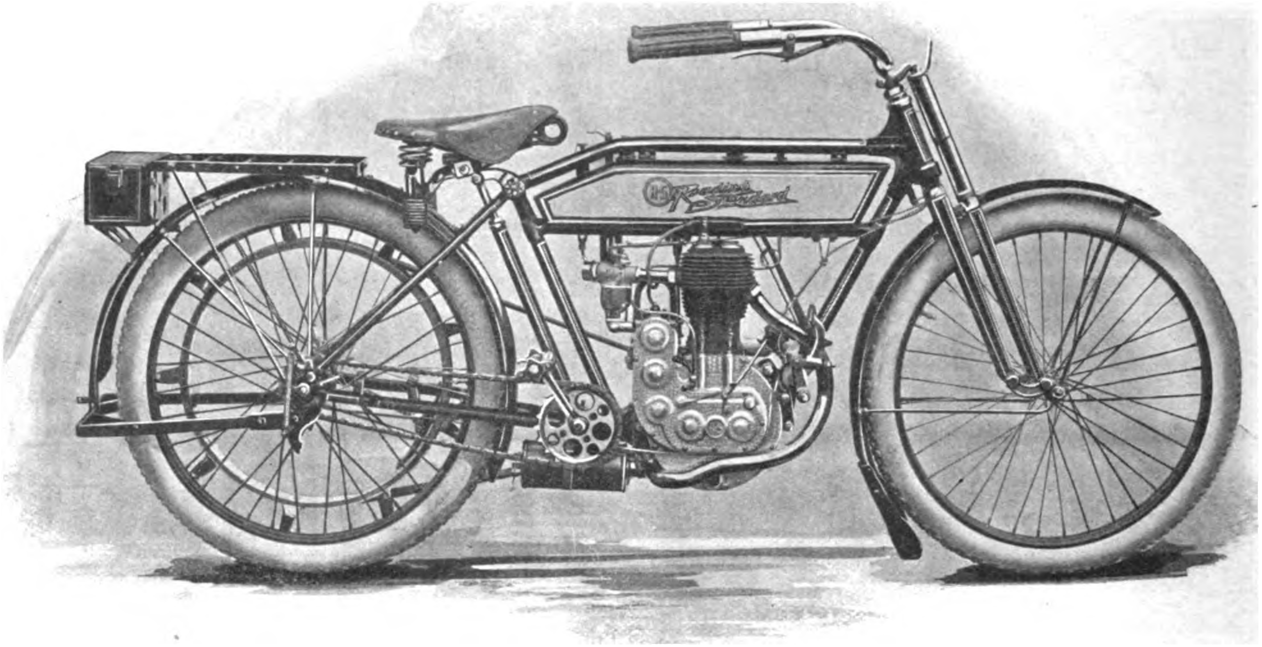
Investigate Federal Tires and you will quickly distinguish the difference between them and ordinary motorcycle tires

MADE IN TWO STYLES
Corrugated Tread
Studded Tread

Federal Tires are supplied through leading dealers.
A valuable Tire Book mailed to any one who writes.

If it's FEDERAL *—it's right*

Federal Rubber Manufacturing Co.
MILWAUKEE
BRANCHES AND AGENCIES:
New York, Boston, Chicago, Kansas City, Denver, Atlanta, Los Angeles, Pasadena, San Diego, Portland, Louisville, Indianapolis.



¶ The R-S is built along the lines which experience has shown to be the best. Yet it is different, in that it combines symmetry with strength; sturdiness with speed; ingenuity with simplicity. To these features can be attributed its many victories on the road and the track.

¶ Note its long, lean lines, every curve of which tends to give that forward impulse so necessary in the ideal motorcycle. Safety, convenience, cleanliness and comfort are insured by double brakes, footrests, an inimitable spring fork, double lubrication, protected Bosch magneto; a powerful, long stroke motor with imported ball bearings, mechanical intake valves and integral cams and gears. The R-S combines all the virtues of other machines in a concrete form, with several radical improvements and a total absence of faults.

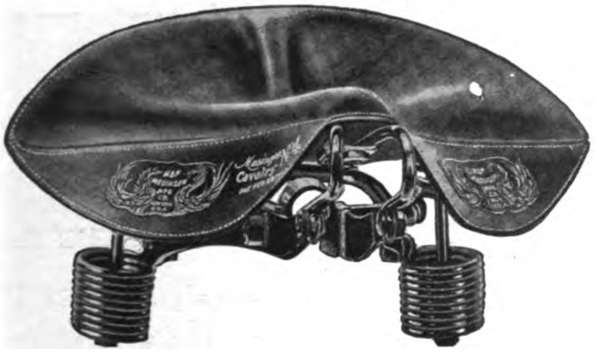
Skeptics are our delight. All we want is a chance to prove it to you. Our catalog is yours for the asking.

Reading-Standard Co., **306-340 Water St.**
Reading, Pa.

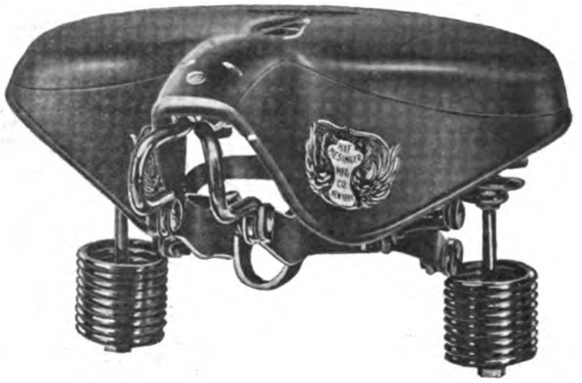
THE LOWEST POSITION without missing the action of the front spring can be obtained on all Mesingers.

OUR STANDARD Leather Tops, owing to our new Stretching Device, cannot stretch after they are formed. The narrow Pommel, giving great comfort, cannot be equalled.

MESINGER CAVALRY Saddles are all Hand-Padded with Curled Hair. Winner of many Tourist Trophies, insures great comfort and stability.



MESINGER CAVALRY No. 4, with open front



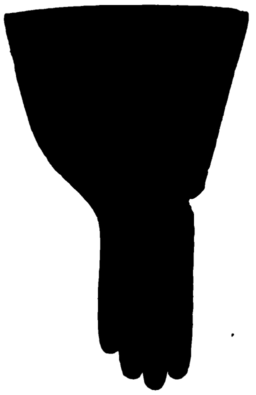
STANDARD No. 4, showing open front for low position

MOTTO: "Ask the Rider and Watch Him Riding." ***Write for new Catalog***

H. & F. MESINGER MANUFACTURING CO.
1801-1807 FIRST AVENUE, NEW YORK CITY

What Handsome Gloves!

—is a compliment often paid those who wear Grinnell Gloves. They are decidedly distinctive with their classy, deep cuffs and correct workmanship.



Style 4920

They fit like dress gloves and are always cool and comfortable because of the *Ventilated Back.* The cuffs are always kept up in place by the patented "Rist-Fit." They wear like iron, because made of real velvet coltskin, are exceedingly soft and flexible and washable in soap and water or gasoline.

GET A PAIR OF

GRINNELL
Motorcycling Gloves
ON APPROVAL

See them at your dealer's. If he does not handle them, write us his name, your size, style wanted and color—black or tan. We'll send a pair on approval, prepaid.

Samples of leather and Style Book on request.

MORRISON-RICKER MFG. CO.
27 BROAD ST., GRINNELL, IA.
Makers of special gloves for all kinds of outdoor sports, hunting, golfing, etc.

The Federation
of
American Motorcyclists

Governs and administers the sport of Motorcycle racing and other competitions in which motorcycles engage; it defends and protects the rights of motorcyclists and facilitates touring; it encourages the use of motorcycles and promotes the general interests of motorcycling.

For F. A. M. Booklet and all information write

E. M. ESTABROOK
Chairman Membership Committee F. A. M.
Bangor, Maine

G&K 1851
TRADE MARK
REG. U. S. PAT. OFF.

SPARTAN

FOR

FLEXIBLE, ECONOMICAL AND SATISF

Motorcycle Transmissio

Endorsed by the leading motorcycle manufacturers

IVER JOHNSON'S ARMS & CYCLE WKS.—The Spartan V belt has given unvarying satisfaction. Your belts were used on our testing machines and were given the hardest kind of service.—**H. L. Cobb.**

MOTORCYCLE EQUIPMENT CO.—We have used over a thousand Spartan belts, and in each instance they have given perfect satisfaction.—**C. L. Waters.**

THE POPE MFG. CO.—We have tried several other makes, but consider the Spartan belt best of all.—**E. E. Hinsman, Manager.**

EAGLE MOTOR CO.—We equipped our Eagle "5" with your Spartan belts, running them over all kinds of roads and under the worst possible conditions with absolutely no trouble whatever.—**G. M. Greene.**

THE MIAMI CYCLE & MFG. CO.—Spartan motorcycle V belts have given us and our customers the very best of satisfaction.—**J. F. Merkel, Engineer.**

EXCELSIOR MOTOR MFG. & SUP. CO.—We recommend the Spartan belt to anyone desiring a belt that, in our opinion, is absolutely the best belt on the market for motorcycle use.—**J. P. Mahoney, P. A.**

SPARTAN BELTS ARE 100% PERFECT.

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Coffma

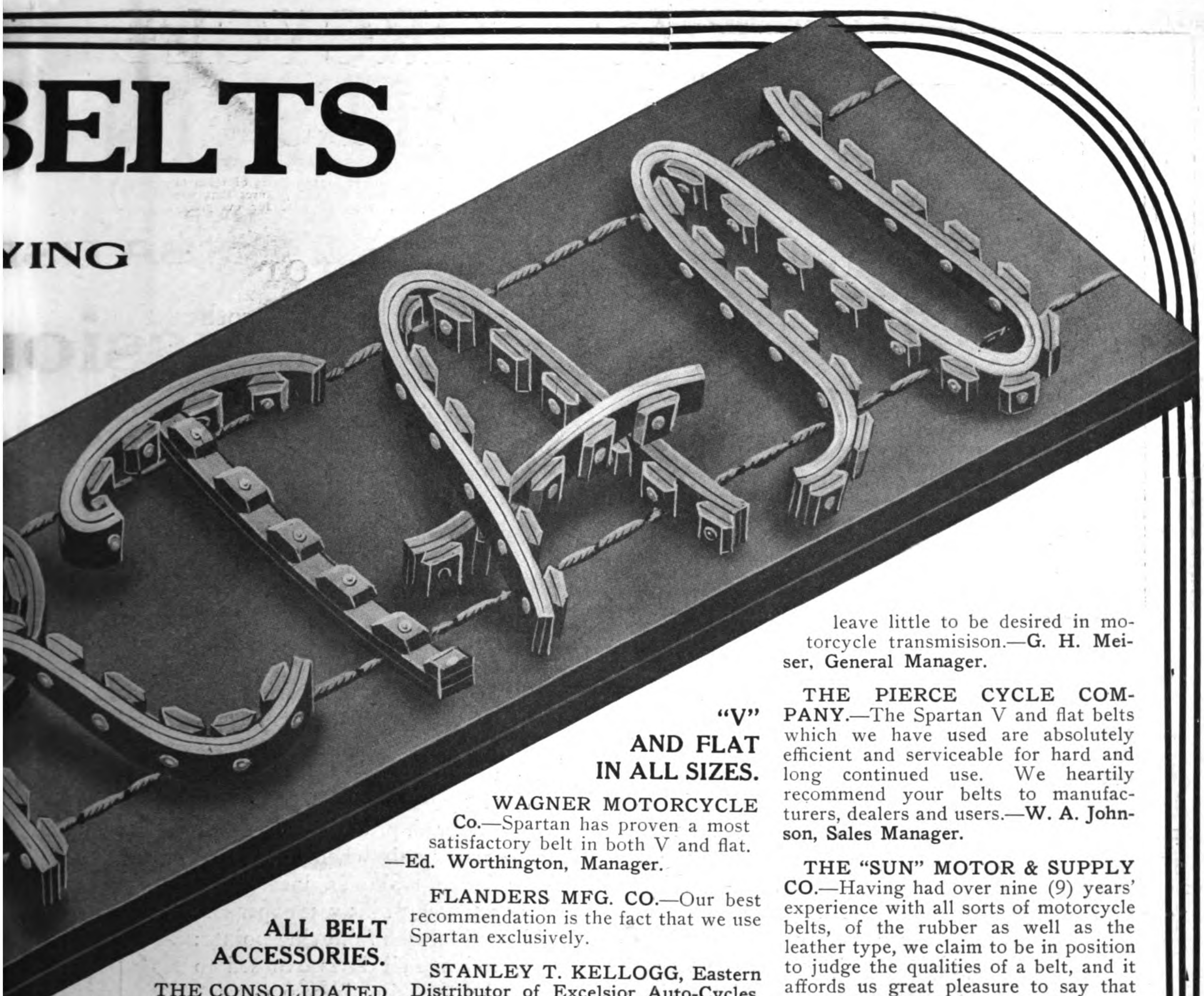
GREYHOU
were accepted as
every belt on the mark
have given greatest satisfa

GRATO

Franklin and Norfolk

BELTS

YING



**"V"
AND FLAT
IN ALL SIZES.**

**ALL BELT
ACCESSORIES.**

**THE CONSOLIDATED
MFG. CO.**—Our experience
with both the flat and V Spartan
belts has been highly satisfactory. You
producing a real motorcycle belt.—**A. B.
Sales Manager.**

D MOTOR COMPANY.—Spartan belts
general equipment after trying out nearly
, and we take pleasure in stating that same
ion.—**W. C. Chadeayne.**

WAGNER MOTORCYCLE Co.—Spartan has proven a most satisfactory belt in both V and flat. —**Ed. Worthington, Manager.**

FLANDERS MFG. CO.—Our best recommendation is the fact that we use Spartan exclusively.

STANLEY T. KELLOGG, Eastern Distributor of Excelsior Auto-Cycles. —Five hundred 1911 models equipped with Spartan belts proved perfectly satisfactory. Three hundred of other makes required 50% replacement.—**Stanley T. Kellog.**

SCHICKEL MOTOR CO.—Will use Spartan belts in 1912.—**H. N. Schickel, President.**

BLACK HAWK MOTOR CO.—The smoothness and quietness accomplished by means of Spartan belts leave little to be desired in motorcycle transmisison.—**G. H. Meiser, General Manager.**

THE PIERCE CYCLE COMPANY.—The Spartan V and flat belts which we have used are absolutely efficient and serviceable for hard and long continued use. We heartily recommend your belts to manufacturers, dealers and users.—**W. A. Johnson, Sales Manager.**

THE "SUN" MOTOR & SUPPLY CO.—Having had over nine (9) years' experience with all sorts of motorcycle belts, of the rubber as well as the leather type, we claim to be in position to judge the qualities of a belt, and it affords us great pleasure to say that the "Spartan" is the best we ever used in our entire experience.—**E. C. Kicherer.**

HAVERFORD CYCLE CO.—We are pleased to see one concern at least who has succeeded in manufacturing a belt which completely overcomes belt difficulties. We have found the design, construction and material of the Spartan belt avoid stretching, breaking, and, to a large extent, slipping and wearing.—**Max M. Sladkin, President**

N AND KNIGHT MFG. CO.

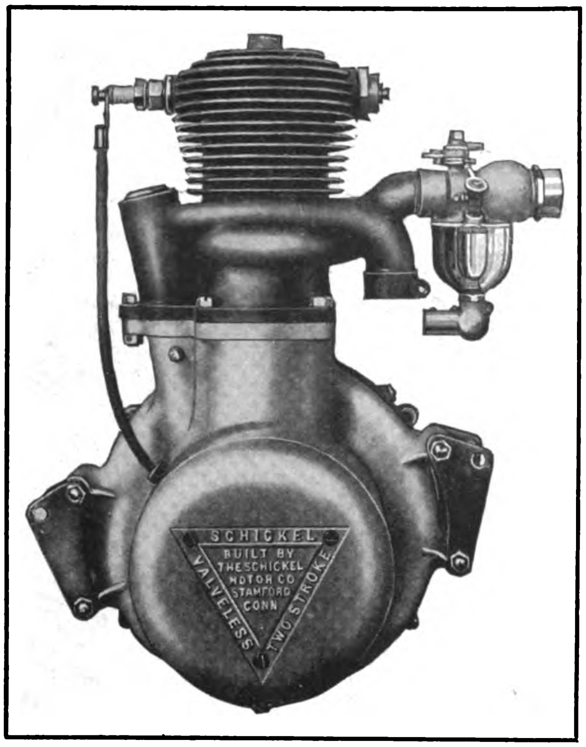
Streets **Worcester, Mass.**

SPARTAN

MOTORCYCLE TALKS

No. 1

(Note: This is the first instalment of the series of talks to appear in this paper dealing with those practical features that you should look for in the machine that you require for everyday service.)



The Motor

The motorcycle, like its big brother, the automobile, has its heart in the motor. It is then highly important that you insist that your new mount has a stout heart and carries a motor that best satisfies all requirements. The engine in the motor car is well protected. It is under the hood and therefore out of sight. In face of this we find the designers of automobiles laboring harder than ever before to build a motor with as few working parts as possible.

It is their aim to completely enclose these few parts to secure silent running. By placing these moving parts within the engine, the chance for wear is minimized, as dust and grime from the road is kept from the small working surfaces. With the exterior of the engine free of all mechanism and the surface left smooth, these eminent designers, who have been laboring for years and years, hope to produce an engine in which there will be but little chance for wear; which will be nearly silent, free from the accumulation of oil and grit and neat and graceful but businesslike in appearance. Remember that this engine is even now completely covered, protected and out of sight. The average passerby never sees this engine and the owner himself sees it only when doing work on it. For one moment guess what one of these hard-working, energy-multiplied, brainy engineers would say if you showed him the average motorcycle engine. Do you suppose that after all his vast experience in designing and building motor units for general utility he would overlook the following points: The motorcycle engine is necessarily exposed to every contingency and is at all times exposed to the gaze of every passerby—the owner rides immediately over it and comes in direct contact with it frequently—one must not expect the average rider to be an engineer or even of a mechanical turn of mind. This will undoubtedly be your opinion and this eminent designer would agree with you heartily—First, the motorcycle engine should be built as ruggedly as possible. The fewer the moving parts the better. These few should have large wearing surfaces, well oiled and completely enclosed. The exterior surface should be free from oil and made easy to keep clean—Second, the motor should be neat in appearance and have graceful lines.

The Schickel Motor Company has made an engine to order for you and we submit the cut shown above for your consideration. In the next issue of this paper we will take the motor apart. We will carefully consider the make-up of the three moving parts constituting the entire mechanism of this engine. In the meantime should you desire to know all about our motorcycle, just write us and you will receive the information in the next mail.

CUT ACROSS THIS LINE

THE SCHICKEL MOTOR CO.,
STAMFORD, CONN.

Gentlemen: I'm a busy man and can't wait until the end of your motorcycle talks for the whole story. Therefore rush complete information on receipt of this clipping to above address.
In haste. Yours truly,

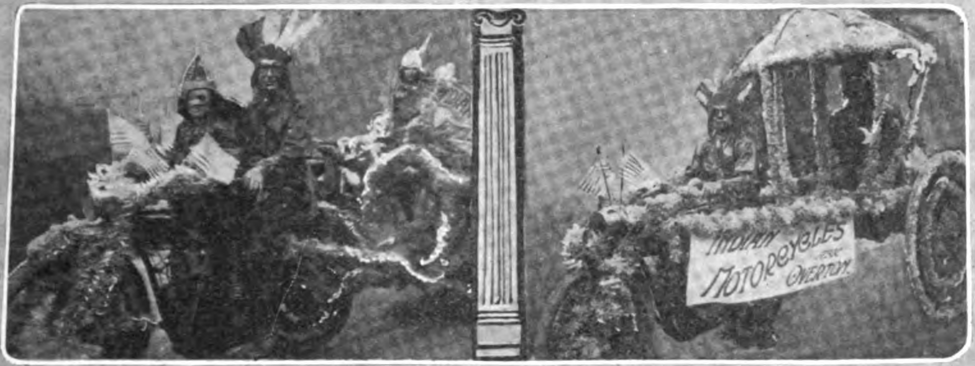
....

Address..............................

City and State..............................

Motorcycle Illustrated.

MOTORCYCLES


INDIAN
MOTORCYCLES
OVERTON

BIG CHIEFS, BRAVES AND SQUAWS

MARDI GRAS IN MOBILE, ALA.

See Page 29 of this Issue.

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The more strong points incorporated in a tire the more it is certain to give you service.

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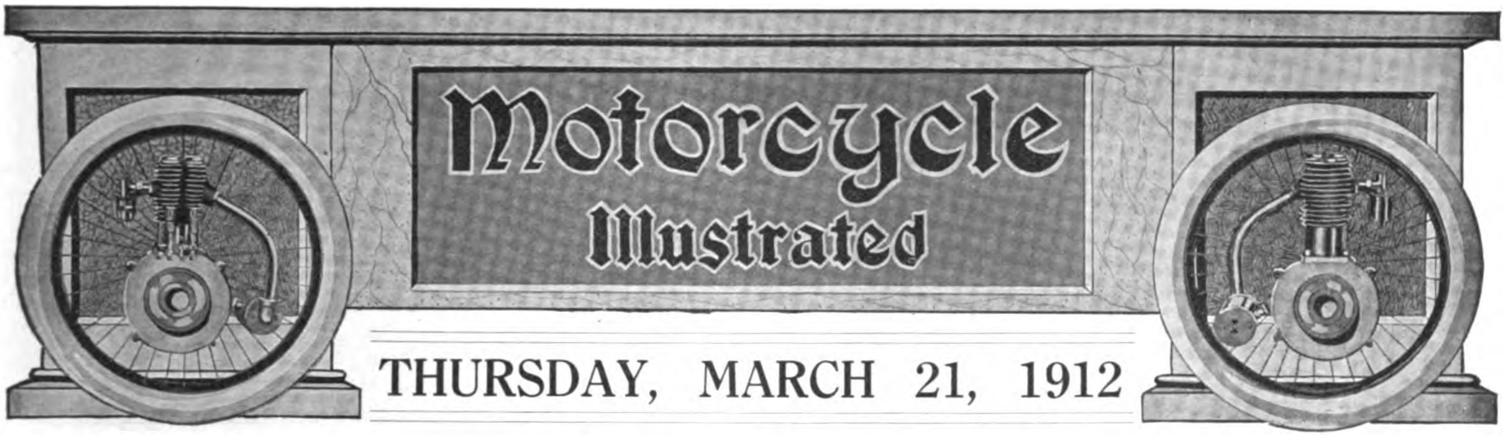


Motorcycle Illustrated
THURSDAY, MARCH 21, 1912

WOULD PROHIBIT RACING

Bill With That End In View Introduced In The New York State Legislature Last Week—Opposed By Representatives of the F. A. M. and Various Automobile Associations—Prompt Action Imperative.

ACTION was taken last week by the chairman of the F. A. M. National Committee on Legal Action, through Lawyer Charles Thaddeus Terry, of New York, to prevent the passage of what is known as the McManus Motor Vehicle Racing Bill. This bill, introduced by Senator McManus, prohibits automobile and motorcycle road tests and racing except on private tracks or courses to which the public is not charged admission. In sum and substance, the bill is designed to practically put an end to automobile and motorcycle racing in New York State. Incidentally, it is only one of several pieces of prospective legislation which, affecting the rights and interests of motorists, have appeared in the Empire State legislature during the last two or three weeks. The McManus anti-racing bill, however, is by far the most radical of the motor measures introduced at this session, and it has come in for some vigorous opposition on the part of automobile owners, dealers, manufacturers and associations. As the bill aims at motorcycle competition to the same extent that it affects automobile road and track racing, the chairman of the Legal Action Committee of the Federation of American Motorcyclists promptly took action to the end of having the interests of the sport in New York State properly represented at the hearing in Albany last week.

The hearing took place before the Senate Committee on Codes, on Tuesday, March 12, Senator Stilwell presiding. Mr. Terry argued at length in opposition to the bill, and presented a brief setting forth a number of arguments showing that there was no call or necessity for such legislation; that it was unreasonable, harsh and drastic, as well as discriminatory in that it prohibited the racing of automobiles and motorcycles, while it permitted the continuance of motor boat contests, horse-racing, etc. Mr. Terry showed that the automobile associations and Federation of American Motorcyclists were regulating competition on road and track, particularly with a view to making motor racing as safe as possible. He also showed that this sort of competition greatly benefited manufacturers in that it enabled them to severely test their products. Finally, he argued that the sport is clean, healthy and attractive and should not be hampered by such unnecessary legislative restrictions.

No action has since been taken on the bill, but it may be reported at any time. As the two houses of the New York legislature went into Committee on Rules on the 19th and reach final adjournment on the 29th, Mr. Terry has advised the Legal Action Committee's chairman that it is of the utmost importance that many communications by letter and telegram go forward to the senators and assemblymen of the State, protesting against the passage of the McManus Motor Vehicle Racing Bill, during the next two or three days. To that end, manufacturers, dealers, clubs and individual members of the F. A. M. and other riders who are interested in motorcycle racing in New York State, are specially requested to send telegrams or letters to the senators and assemblymen in their respective districts, urging them to do all in their power to prevent the passage of this unreasonable and unnecessary bill.

For the guidance of those who live in Greater New York, a list is given below of the names and respective districts of the senators and assemblymen in Manhattan, Brooklyn and the Bronx. It is important, however, that not only the motorcyclists of New York City, but also dealers and riders in other parts of the State, get immediately in touch with their legislative representatives and bring every possible influence to bear to prevent a favorable vote, should the bill be reported, as it may be at almost any moment.

Senators—District 3, Thomas H. Cullen, 256 President street, Brooklyn, N. Y.; district 4, Loring M. Black, Jr., 376 McDonough street, Brooklyn, N. Y.; district 5, Barth. S. Cronin, 573 Clinton street, Brooklyn, N. Y.; district 6, Eugene M. Travis, 436 Grand avenue, Brooklyn, N. Y.; district 7, Thomas C. Harden, 161 Metropolitan avenue, Brooklyn, N. Y.; district 8, Thomas F. Duhamel, 202 Bay 28th street, Brooklyn, N. Y.; district 9, Felix J. Sanner, 58 Breman street, Brooklyn, N. Y.; district 10, James H. O'Brien, 21 Sheperd avenue, Brooklyn, N. Y.; district 11, Christopher D. Sullivan, 277 Broadway, New York City; district 12, Timothy D. Sullivan, 214 East 11th street, New York City; district 13, James D. McClelland, 43 Barrow street, New York City; district 15, Thomas J. McManus, 452 West 49th street, New York City; district 16, Robert F. Wagner, 1297 Lexington avenue, New York City; district 17, John Godfrey Saxe, 44 West 45th street, New York City; district 18, Henry W. Pollock, 309 Broadway, New York City; district 19, Josiah T. Newcomb, 27 William street, New

York City; district 20, James J. Frawley, 51 East 96th street, New York City; district 21, Stephen J. Stilwell, 3311 Olinville avenue, New York City; district 22, Anthony J. Griffin, 891 Cauldwell avenue, Bronx, New York City.

Assemblymen (Kings County)—District 1, Daniel V. Barnes, 24 Schermerhorn street, Brooklyn, N. Y.; district 2, William J. Gillen, 12 Vanderbilt avenue, Brooklyn, N. Y.; district 3, Michael A. O'Neil, 12 Duqueer street, Brooklyn, N. Y.; district 4, George Langhorst, 133 Rutledge street, Brooklyn, N. Y.; district 5, Abraham F. Lent, 960 Jefferson avenue, Brooklyn, N. Y.; district 6, George Heiberger, 451 Willoughby avenue, Brooklyn, N. Y.; district 7, Daniel F. Farrell, 378 17th street, Brooklyn, N. Y.; district 8, John J. McKeon, 413 Smith street, Brooklyn, N. Y.; district 9, Albert H. T. Banzhaf, 75 82d street, Brooklyn, N. Y.; district 10, Fred M. Abern, 425 Sterling place, Brooklyn, N. Y.; district 11, William W. Colne, 11 Irving place, Brooklyn, N. Y.; district 12, Frederick W. Singleton, 506 8th avenue, Brooklyn, N. Y.; district 13, Charles Schmitt, 9 Judge street, Brooklyn, N. Y.; district 14, Thomas J. Garvey, 78 Nassau street, Brooklyn, N. Y.; district 15, Thomas E. Wilmott, 222 North Henry street, Brooklyn, N. Y.; district 16, Forrest S. Chilton, 1657 East 2d street, Brooklyn, N. Y.; district 17, Edward A. Ebbets, 550 Throop avenue, Brooklyn, N. Y.; district 18, Almeth W. Hoff, 460 Stratford road, Brooklyn, N. Y.; district 19, Jacob Schnifferdecker, 225 Hamburg avenue, Brooklvn, N. Y.; district 20, Frank Bennett, 1362 Bushwick avenue, Brooklyn, N. Y.; district 21, Harry Heyman, 319 Lorimer street, Brooklyn, N. Y.; district 22, Edward E. W. Karutz, 26 Court street, Brooklyn, N. Y.; district 23, William F. Mathewson, 41 Granite street, Brooklyn, N. Y.

Assemblymen (New York County)—District 1, Thomas B. Caughlan, 81 Varick street, New York City; district 2, Alfred E. Smith, 25 Oliver street, New York City; district 3, John C. Fitzgerald, 175 2d avenue, New York City; district 4, Aaron J. Levy, 307 East Broadway, New York City; district 5, James J. Walker, 6 St. Luke's place, New York City; district 6, Harry Kopp, 89 Avenue B, New York City; district 7, Peter B. McElligott, 428 West 24th street, New York City; district 8, Moritz Graubard, 276 Grand street, New York City; district 9, John C. Hackett, 500 West 41st street, New York City; district 10, Meyer Greenberg, 104 2d avenue, New York City; district 11, John J. Boylan, 402 West 51st street, New York City; district 12, James A. Foley, 316 East 18th street, New York City; district 13, James C. Campbell, 842 10th avenue, New York City; district 14, John J. Herrick, 149 E. 40th street, New York City; district 15, Henry J. Crawford, 99 Nassau street, New York City; district 16, Martin G. McCue, 699 3d avenue, New York City; district 17, Franklin Brooks, 32 Nassau street, New York City; district 18, Mark Goldberg, 222 East 72d street, New York City; district 19, Andrew F. Murray, 45 Broadway, New York City; district 20, Patrick J. McGrath, 300 East 81st street, New York City; district 21, Dean Nelson, 76 West 131st street, New York City; district 22, Edward Weil, 224 East 87th street, New York City; district 23, Sidney C. Crane, 116 Nassau street, New York City; district 24, Thomas A. Brennan, 150 East 91st street, New York City; district 25, Francis R. Stoddard, Jr., 102 Waverly place, New York City; district 26, Abram Goodman, 1263 5th avenue, New York City; district 27, Charles A. Dana, 55 West 51st street, New York City; district 28, Jacob Levy, 1885 Lexington avenue, New York City; district 29, Thomas S. Coleman, 859 Lexington avenue, New York City; district 30, Louis A. Cuvillier, 172 East 122d street, New York City; district 31, Max Shlivek, 56 West 114th street, New York City; district 32, Morris S. Schector, 445 East 140th street, New York City; district 33, William B. Ruddick, 627 Eagle avenue, New York City; district 34, Charles I. Fleck, 1788 Bathgate avenue, New York City; district 35, John Yule, 943 Grant avenue, New York City.

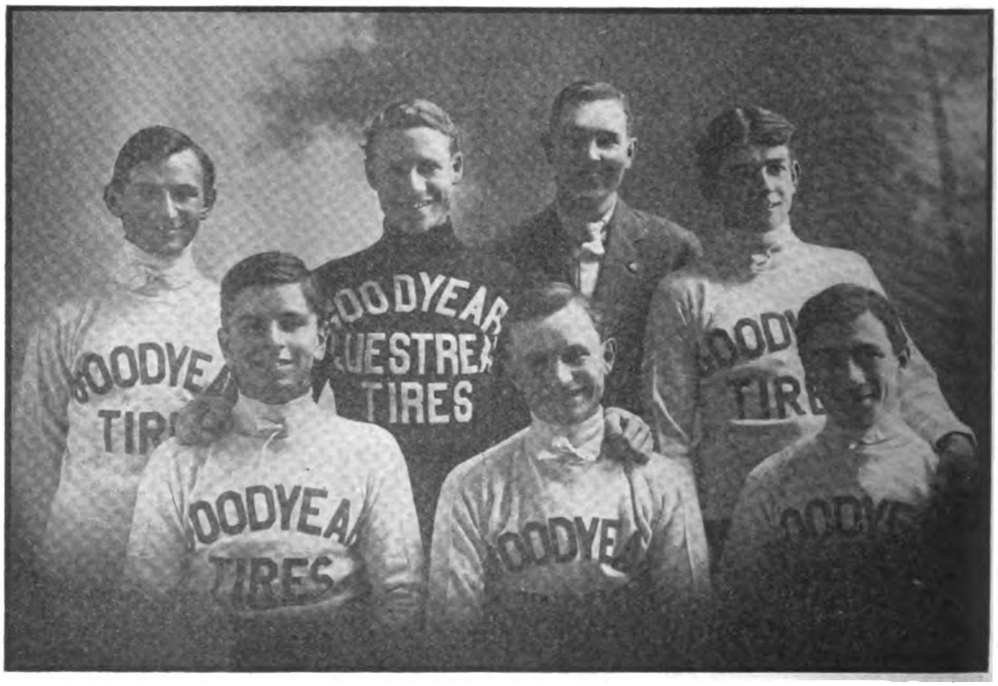
PATENT DECISION

Just Handed Down by Supreme Court Seems to Weaken Coaster Brake Case.

ALTHOUGH the Federal authorities claim to think differently, there seems to be no question that the patent rights decision handed down by the United States Supreme Court last week will seriously affect the Government's plans for prosecuting the so-called coaster brake combine. Insofar as the coaster brake manufacturers are concerned, the decision is most opportune, and adds materially to the strength of the defendants' case.

In the case decided by the Supreme Court a firm owning the rotary mimeograph, a form of stencil duplicating machine, sold with the restriction that it must be operated with supplies, paper, ink, etc., manufactured by the patent owners, brought suit for contributory infringement against a dealer who sold ink used in the stenciling to the purchaser. Four Justices in a majority opinion held that there was "no difference in principle between a sale subject to specific restrictions of the time, place, or purpose of use (which are undoubtedly valid) and restrictions requiring a use only with other things necessary to the use of the patented article, purchased from the patentee."

The gist of the decision is to the effect that a patent implies a monopoly for the inventor, whose control over the patented article is absolute



GOODYEAR BOWLERS DOING WELL ON LOS ANGELES ALLEYS.

SAN FRANCISCO, CAL.—While in Los Angeles, J. S. Tormey formed a Goodyear Tire bowling team to compete in the International Bowlers' Congress. Bowling has become very popular with the motorcycle men in Los Angeles and the Goodyear and Indian teams have been doing some very capable work. The accompanying picture shows the Goodyear team. The young men that compose it are all enthusiastic bowlers, and they had the highest standing among the teams at latest reports.

CLEVELAND CLUB'S HAT IS IN THE RING

Motorcyclists of "The Sixth City" Make Formal Bid for 1912 Convention of the F. A. M. and Submit Circular Outlining Their Proposition to the Federation Directors.

WITHIN the last week the motorcyclists of Cleveland, Ohio, have brought to a head a well-defined movement to obtain the next national assembly of the F. A. M. for their city, and the project is being boomed in a manner calculated to impress the Federation officials. Copies of a circular embodying the claims of the Cleveland club have been sent to the directors of the F. A. M. stating, among other pledges, that not less than $5,000 will be raised for the entertainment of delegates and visiting riders if the next convention is staged in the Sixth City.

The circular calls attention to Cleveland's well-paved streets and to the fact that every main road leading out of the city is in excellent condition. It points out that the city may be reached by twelve trunk railroads, that it is the center of a fine system of interurban lines and that its hotel accommodations are of the best. The club agrees to have guide posts placed on all roads within a radius of twenty-five miles of the city for the benefit of motorcyclists who participate in the big tours to the convention, and also to provide space for free checking of the machines of F. A. M. members during the week of the assembly. It is announced that an up-to-date board saucer will be erected for the racing features and that an elaborate social program will be arranged; in fact, the Clevelandites are prepared "to go the limit" if they are encouraged in their plans by the Federation executives.

The announcement of the Cleveland boomers that "their hats are in the ring" comes as something of a surprise, for it has been taken for granted up to this time that the motorcyclists of Columbus just about clinched their claims to the big assembly during the week of the Chicago show. They waged such a spirited campaign that when they finally headed homeward again it was with the conviction that Columbus would entertain the F. A. M. and its friends for the 1912 session. How far they were justified in this belief will not be determined until the directors of the national body cast their votes for the next convention city, but that Columbus is bound to set a merry pace for Cleveland and any other competitor in the assembly race goes without saying. The Columbus club has the advantage of a lively campaigning organization which has been in full swing for months past, but this does not appear to have dampened the enthusiasm of the Cleveland optimists who assert that they will do big things in record time if the outlook seems to warrant it.

The circular which is being forwarded by the Clevelandites suggests that the convention be held between July 4 and July 20, as between these dates there are no other big assemblies scheduled for their city. Besides, the parks and amusement places in the vicinity will then be at their best and most satisfactory arrangements can be made for side trips. It is stated that Cleveland has 1,800 acres of parks and 50 acres of inland lakes. Three of the city's twelve parks are on the shore of Lake Erie. The board track referred to is to be erected at Luna Park, passed by five trolley lines, and within fifteen minutes' ride of the heart of the city. The seating capacity of the proposed track is to be 10,000 and its cost has been estimated at $20,000.

Cleveland now has 1,050 motorcyclists and the ranks are being increased rapidly, so that the present movement does not lack supporters. In addition, merchants and civic bodies of the city have pledged their co-operation in the effort to land the convention, and it begins to look as if the Columbus club will be called upon to "scratch gravel" most industriously if it is to maintain the lead it secured by its early appearance as a bidder for the convention. It is impossible to state definitely at this time when the F. A. M. directors will vote upon the selection of the assembly city, but it is taken for granted that their choice will rest between Columbus and Cleveland. Chicago was a pretender some time ago, but the Windy City riders appear to have withdrawn from the present contest, possibly with a view of entertaining the F. A. M. in 1913.

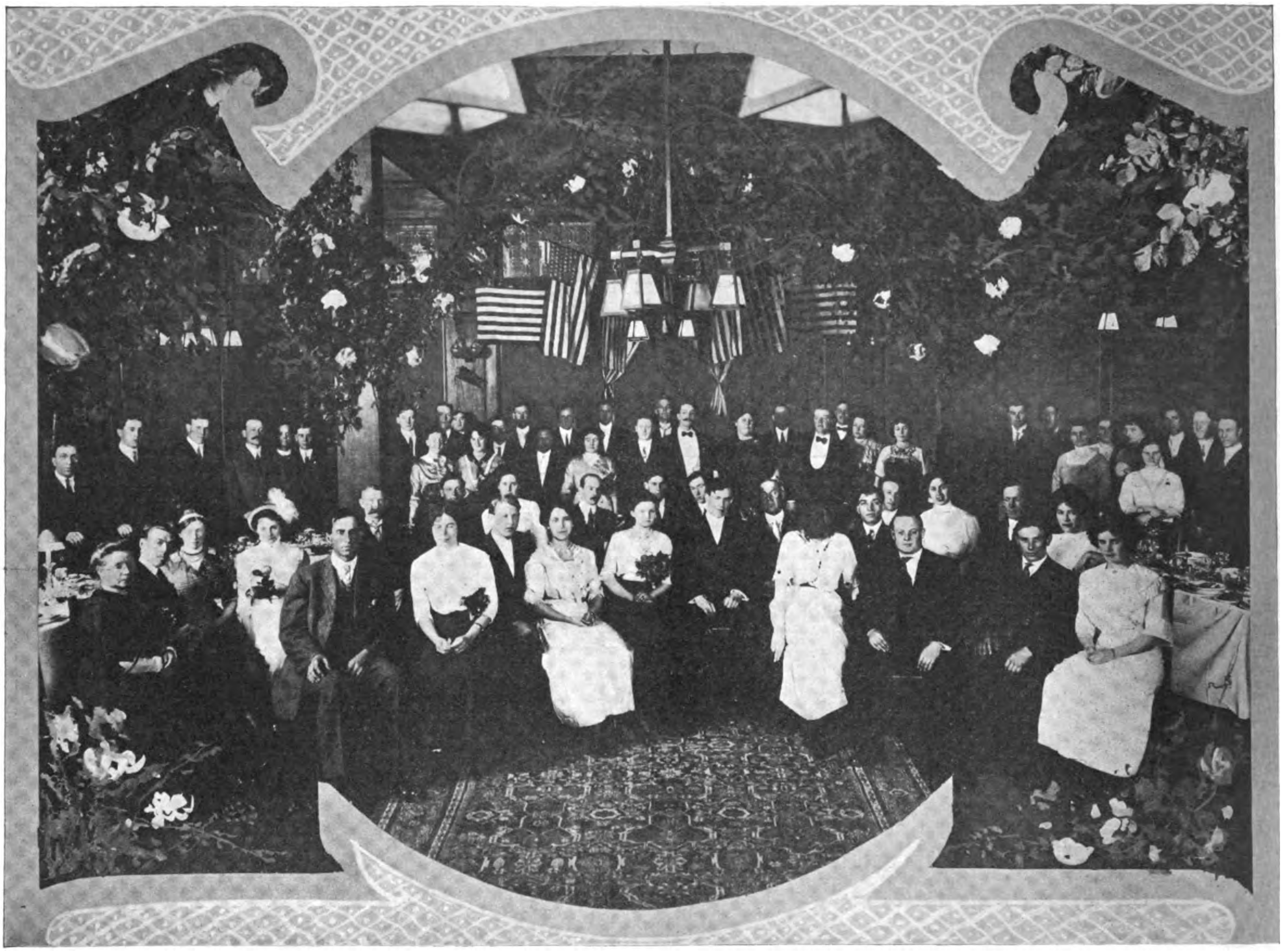
Arthur Davidson, Sales Manager of the Harley-Davidson Motor Company, at His Desk in the Milwaukee Factory.

DE ROSIER HURT

Limb Fractured in Two Places and Body and Head Bruised by Fall on Stadium Track.

LOS ANGELES.—Jake DeRosier is lying in a local hospital with his left leg fractured at the thigh and kneecap, his body bruised and his head badly lacerated, as a result of a smash-up on the Stadium track, Sunday, March 10. The accident was caused by Balke's losing control of his machine, which fell directly in front of DeRosier. Although his injuries are not likely to incapacitate him permanently, the French-American will not be seen on the track again for several months.

Peter Young is now sole owner of the Stadium, Jack Prince having sold out his interest in the track to take up other contracts.



Members and Friends of Oakland (Cal.) Club at Recent Annual Banquet.

RACES AT BENNINGS

National Capital M. C. Will Treat Washington Fans to Fine Opening Program of Speed Events.

TENTATIVE plans have been mapped out for a race meet to be held on the Bennings track at Washington, D. C., on Memorial Day, and the National Capital M. C., under whose management the events will be staged looks forward to a highly satisfactory program. It is the intention to have seven races, the last two for automobiles. It is stated that the club will provide prizes of such value that there will be marked inducements for local riders to compete, and to this end a generous sum has been set aside. The National Capital club has gained ground rapidly since its reorganization several months ago, and there are now about 100 riders on its roll. Papers of incorporation will be filed by the club at an early date.

The following "live wire" committee is directing plans for the Memorial Day meet: President F. D. Yowell, T. O. Wansleben, Charles H. Cross, J. S. Berryman, Samuel McPherson, W. F. Throop, W. E. Anderson, John Guntow, E. M. Dodson, S. B. Eaton, H. B. Cohen, George W. Beall, Harry Foulds, Paul A. Draper and T. N. Mudd, Jr.

ELMIRANS PLAN MEETS

Will Co-operate with Baseball Club and Give Speed Programs on Memorial Day, July 4, and Labor Day.

ELMIRA, N. Y.—At least two race meets will be held by the Elmira Motorcycle Club this summer. The success of last year's race meet, at which quite a sum was added to the treasury, has spurred the members on to greater things this year. The club has increased its membership, and everything is booming. A conference between a committee of the club and officials of the local State League Baseball Association will be held in the near future, at which time a proposition to hold a race meet will be submitted to the motorcyclists by the baseball officials.

The officials of the baseball club have no desire to conflict with the race meets, and the motorcyclists feel the same way in regard to the baseball schedule. At the proposed conference a plan whereby both parties will be satisfied will be taken up, and a definite understanding reached. The local club hopes to promote races on Decoration Day, the Fourth of July, and Labor Day.

On Friday last the members of the local club held an informal supper and social evening at their rooms on West Water street.

TO BUILD BIG BOWLS

Motordrome Company of America Has Been Formed to Take Up Saucer Construction on a Large Scale.

SUBSTANTIAL proof that the present board track boom which is sweeping the country is not a mere flash in the pan, so to speak, is embodied in the announcement that the Motordrome Company of America, with offices at 540 West 31st street, New York City, has been organized to take up speed bowl construction on a broad and systematic scale. The company has started work on a saucer at Philadelphia, which is to be turned over to the management in 21 working days, and it is stated that plans are complete for the erection of a new track in Cleveland, Ohio. Some idea of the company's scope will be gained from the declaration that it is prepared to handle the construction of ten saucers simultaneously, should the necessity for such extensive operations develop.

Included among the incorporators of the new company are Arthur Jarvis and J. B. Ritchey, of the Coaster Company, of Chicago, and George I. Kreamer, of Los Angeles, the latter having long been identified with track affairs in the West. Of late Mr. Kreamer has submitted propositions to several clubs and companies that contemplate erecting tracks, and he became convinced finally that the organization of a motordrome company of national scope was warranted.

Referring to the Philadelphia and Cleveland tracks Mr. Kreamer states that the banking problem is being worked out on a mathematical basis so that the precise degree of incline necessary to permit of a specified speed may be determined before a nail is driven in the structures. In this way it is possible to guarantee the speed expected by the track managers. An improvement is also being effected in the construction of the approach to the saucer proper from the running board. Instead of having the track banking rise abruptly from the running board the new bowls will have a gradually curved approach extending entirely around the circuit. This feature will allow the riders to work up on the track automatically as their speed increases, instead of having to make a risky "jump" from the flat running board to the banking.

It is announced that the Cleveland contract calls for the completion of the saucer in that city on May 10 in order that the opening events may be staged on May 15.

PREPARING FOR BIG TOUR.

WICHITA, Kansas.—The Short Grass M. C., an organization of western Kansas motorcyclists, is making plans for its annual Rocky Mountain tour. Two hundred riders are expected to make the trip this year. They will start from Dodge City late in August, will be in Cheyenne, Wyoming on Frontier day, will attend races in Denver, Colorado, and in Pueblo, and will furnish races for Melon day at Rocky Ford, Colorado.

CLEVELAND AGENCIES.

The Casino Cycle & Supply Company is expecting at any time its first consignment of Excelsiors. Manager Zucker has many orders for these machines. The firm also handles Thor and New Era machines, which have proven quite popular with the Clevelanders.

W. R. Spear, of the Reading Standard Motorcycle Co., was in Cleveland recently and closed a deal with the Kumler Brothers for a number of Readings, for which there is a rapidly growing demand.

Practising for Those Board Tracks.

WITCHITA DOINGS.

WICHITA, Kansas.—Prizes have been anounced for winners of the first spring endurance run to be held this year by the Wichita Motorcycle Club Managers of the run have as yet been unable to announce the date on account of impassable roads, but they now believe they can put on their first 1912 endurance test about April 1.

The route includes two trips to Newton, Kans., and return, and three trips to Augusta, Kans., and return, a total distance of approximately 200 miles. A twenty mile schedule has been arranged, and secret controls will be established to govern the riders. It will not be a race in any sense of the word.

Riders will be divided into three classes: professionals, trade riders and private owners. A silver loving cup will be given to the winner of each class. Every man riding the course with a perfect score will be presented with a medal.

The Wichita club is conducting a membership campaign. Two teams of eighteen members each have been appointed and are carrying on a membership contest. The team losing the contest, which will close April 3, will serve the new members and other old members of the club with a banquet.

AGAINST OPEN MUFFLER

New York Board of Aldermen to Pass Ordinance Prohibiting Use of the Cut-Out.

THE ordinance recently introduced by Alderman John J. Boschen, to prohibit the use of the muffler cut-out in New York City, was reported from the Committee on Laws and Legislation at Tuesday's meeting of the Board of Aldermen. It is expected that the Board at a subsequent meeting, probably next week, will pass the ordinance. The measure provides that a violation of the ordinance is to be punishable by a fine of $10.

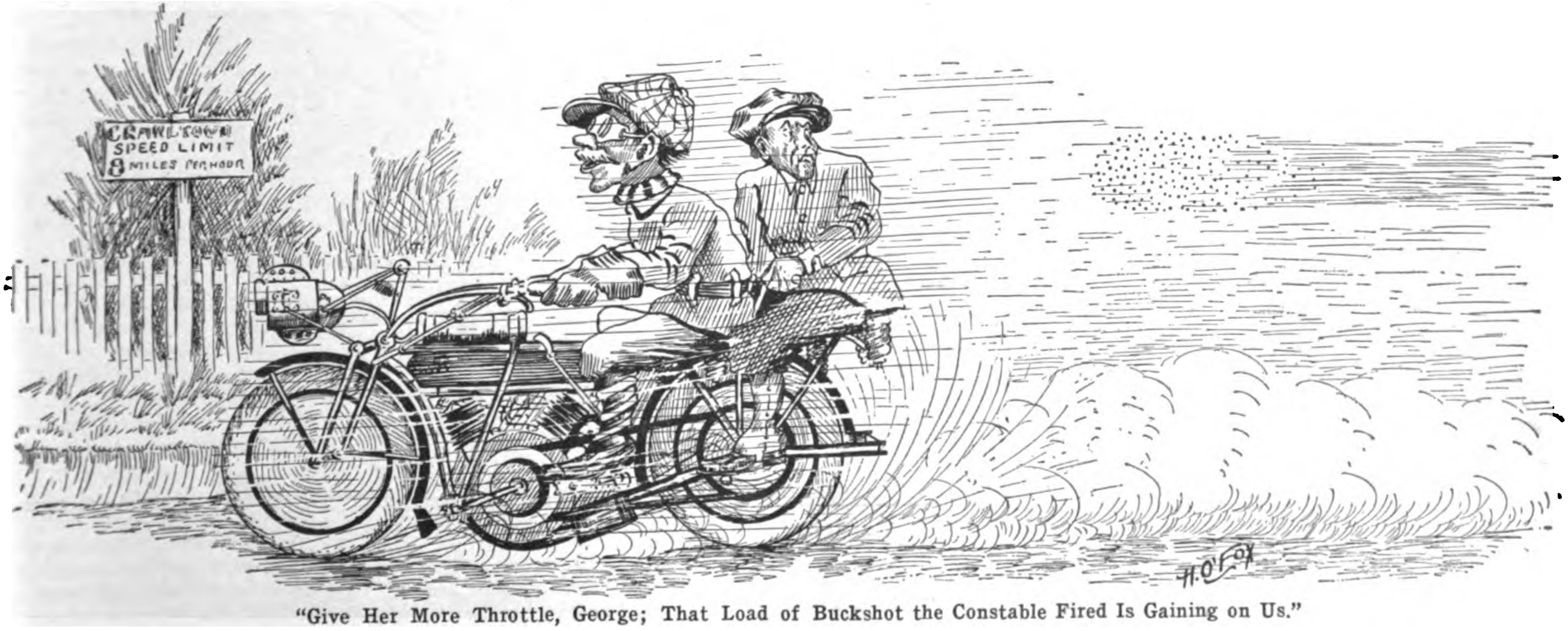
Public interest in an ordinance of this type is marked, because the noise made by motorists in employing the cut-out is generally believed to be unnecessary. Not long ago Prof. F. R. Hutton, chairman of the technical committee of the Automobile Club of America, said so. Furthermore, with a view to demonstrating that a motor equipped with a properly designed muffler will develop its maximum power without the use of a cut-out, tests were run on a dynamometer by Joseph Tracy Tuesday, at his laboratory in Rutherford, N. J.

Horse-power readings were taken at engine speeds varying from 200 to 2,000 revolutions a minute, with the muffler connected, and later with the cut-out open. The results seem to show definitely that the cut-out is not a necessity. Among the readings taken were the following:

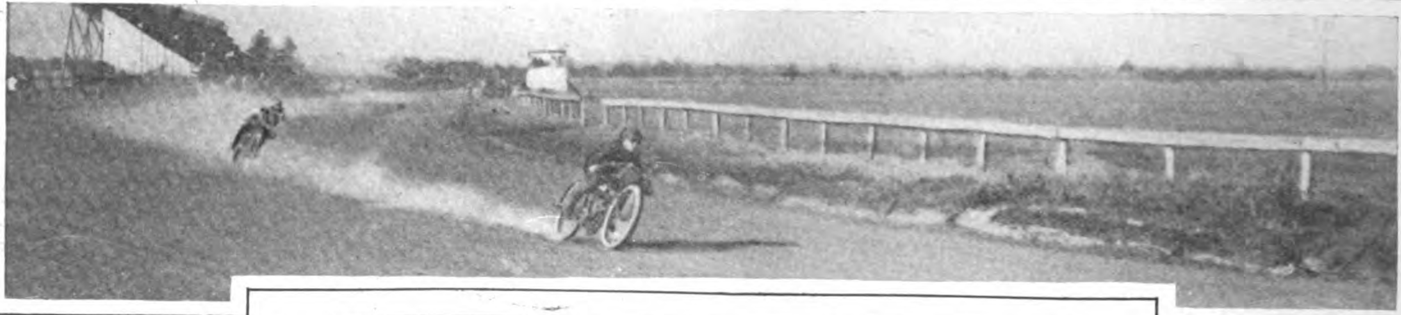
R. P. M.	H. P. (Cut-out closed).	H. P. (Cut-out open).	Car speed. Miles an hour.
300	13.5	13.625	10
900	38.5	38.5	30
1000	43.	41.75	33
1800	47.5	48.	60

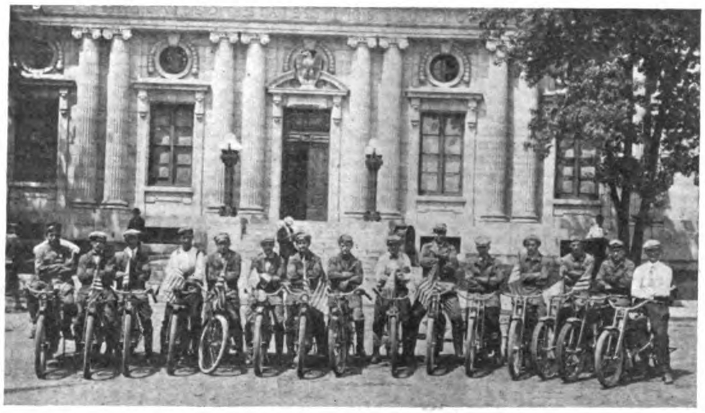
It is worthy of notice that the difference where there was any advantage in favor of the use of the cut-out, was small and that at a car speed of thirty miles an hour, the readings were identical. At 1,000 revolutions a minute, the findings favor the closed muffler.

TWELVE motorcycles have just been added to the equipment of the Department of Public Safety at Pittsburgh, Pa.



"Give Her More Throttle, George; That Load of Buckshot the Constable Fired Is Gaining on Us."





KENOSHA'S LIVE ONES

Wisconsin Squad Set a Hot Pace Last Season and Will Maintain It During 1912.

THAT motorcyclists of Kenosha, Wis., know how to make the most of their opportunities is evident from the accompanying photographs, which show club riders in two track events and a squad of the members prepared for a road trip. On a ratio of membership the Kenosha squad is one of the most active in the country, and the plans already laid for 1912 lead to the conclusion that its officials will live up to their past record. The club was affiliated with the F. A. M. on July 4, 1911, on a 100 per cent. basis.

The photograph at the top shows Otto Kuball, on a 7 Indian, winning the ten-mile race for the championship of Racine, Kenosha and Waukegan counties, which was one of the club's speed features of last season. Kuball went over the route in 10 minutes and 21 seconds—very creditable time for a dirt track performance. The other racing photo depicts the start of a race for machines of the 30.50 class, which was won by William Hamilton, of Kenosha, on his Indian 4.

WHISTLES IN CHICAGO.

THE City Council of Chicago has adopted an ordinance amending Chapter 79 of the Code of 1911, regulating the operation and equipment of automobiles and motorcycles. By reason of the amendment, it is now lawful to use whistles and horns as warning signals on the streets of Chicago; in fact, Section 2728-D of the Code as amended, makes it compulsory to use a warning device that will "produce an abrupt sound sufficiently loud to serve as an adequate warning of danger." It is also provided that it shall be unlawful for any person operating an automobile or a motorcycle "to make or cause to be made any unnecessary noise with any such bell, horn or other signal device, or to use the same except as a warning of danger."

WASHINGTON TRACK TEAM

Speedsters of the Capital City Will Figure in Races in Their Vicinity Throughout Coming Season.

HAVING been listed with the F. A. M. as a one hundred per cent. organization the Washington (D. C.) Motorcycle Club is now taking up plans for the riding season, and arrangements are being made to place a racing team of three riders in the field. It is the intention to invite challenges from other affiliated clubs in order that the Washington club speedsters may be given a chance to represent their squad in track and road contests.

Considerable interest has been aroused in Washington over the announcement that Jack Prince is to build a board saucer in Baltimore, and as the Capital City is without a creditable speedway it has been suggested that the old bicycle course near Glen Echo should be transformed into a motorcycle bowl. The fact that 30,000 race fans turned out at the last Labor Day meet at the Bennings track leads the Washingtonians to believe that a modern motorcycle track would bring big returns.

At the last meeting of the club five new members were admitted.

LIMA'S NEW OFFICERS

Reorganized Club Has Bright Outlook and Races Figure in Plans for Busy Summer.

HAVING perfected reorganization plans for the season of 1912, the members of the Lima (Ohio) M. C. are anxiously awaiting the arrival of riding weather, and there are indications that the club will be more active throughout the coming summer than it has ever been in the past. The new organization is headed by Edward Edmonson, as president, and his associates are as follows: William Hawkins, vice-president; T. E. Johnson, treasurer, and M. W. Thomas, secretary. The board of directors is made up of F. W. Mullenhour, A. J. G. Gladwell. T. E. Johnson, Z. L. Bedford, Dr. Carl Villmer, Everett Edmonson, D. F. Phillips and Harry Ward. William Rumsey has been chosen road captain, and Clarence Eberle is his lieutenant.

The clan meets every two weeks in clubrooms at 122 West High street, and the sessions usually bring out a full attendance of the members. During the summer of 1911 the Lima boys managed several speed programs, and it is their intention to arrange events for holidays, and possibly for Saturday afternoons and Sundays during the coming season.

BATAVIA HAS A CLUB.

WITH thirty-two charter members the Batavia (N. Y.) M. C. was organized on March 7, and the following officers were elected: Edward E. Perry, president; Herbert Snyder, vice-president; Lee F. Kingden, secretary; Walter K. Francis, treasurer. The president, treasurer and secretary will act as a board of directors. Victor Perry has been chosen as road captain and Henry E. Ford as lieutenant. Lee Salway, Harold Pratt and Edward Nye were named on a committee to obtain permanent quarters for the club.

NEW STAFF CHOSEN

Louisville Club Considers Changes in Its By-Laws and Elects a Set of Hustling Officers.

OFFICERS for the coming year have been elected by the Louisville (Ky.) Motorcycle Club as follows: C. R. Gilmore, president, to succeed E. M. Hughes; P. J. Kuhn, vice-president, succeeding J. B. Coblens; P. H. Kline, secretary and treasurer, succeeding C. E. Rodgers. Kline also was elected captain of tours, to succeed Mr. Coblens. Frank Marshall was elected a director for a term of three years, and R. J. Buxe for one year.

President Gilmore is connected with the Louisville Lighting Co., and although not an old rider, having entered the game last year, he is very enthusiastic. He entered upon his term of office with great activity, suggesting many desirable changes in the by-laws to meet new conditions. Vice-president Kuhn rides a Harley and an R.-S. alternately, and is one of the best known cyclists in the city. Kline, the new secretary and treasurer, is a partner in the local Harley agency and a popular rider.

Everybody in Louisville knows Frank Marshall, and Buxe, the other director, is also one of Louisville's prominent motorcyclists.

It was decided to continue holding the charter open until June, thus giving a sixty-day extension over what was voted about two months ago.

CANADIANS ORGANIZE

Form a National Association of Their Own — Separate and Distinct from the F. A. M.

CANADIAN motorcyclists have come out in their true colors, the announcement that a "Canadian Motorcycle Association" has been formed having recently been made. The new association is receiving the support of practically all of the clubs of the country and is quite independent of the Federation of American Motorcyclists, with which organization the Canadians were said at one time to be anxious to affiliate. The charter members of the new association are located in Toronto, Winnipeg, London and Hamilton. All of these clubs were, at one time or other, asking for F. A. M. protection, but the tide turned.

It is not expected that the Canadian Wheelmens' Association, the bicycle-governing body in the Dominion, will now make any bid for F. A. M. affiliation. At a recent meeting of the C. W. A. the decision was arrived at that it was advisable for other organizations to assume control of the motor sport in the country.

The Canadian Motorcycle Association will probably ask for a reciprocal arrangement with the F. A. M. to provide for international competition and a friendly relationship will no doubt be established.

Late reports are to the effect that club conditions are more harmonious than ever before.

IN NEW HOME

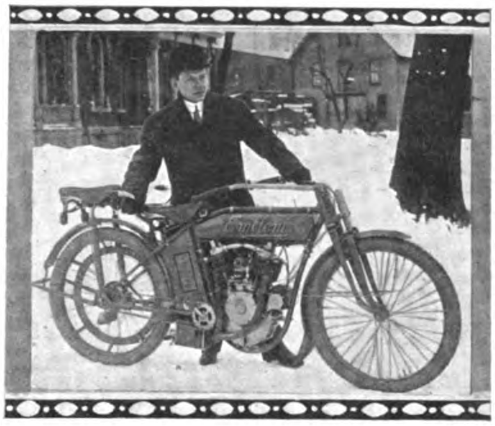
Syracuse Club Furnishes Comfortable Quarters and Prepares to Aid Summer Tourists.

RECENTLY the Syracuse (N. Y.) M. C. opened permanent quarters, centrally located, and its members have raised sufficient funds to furnish the rooms in very creditable style. The club occupies two large, airy rooms, which are shown effectively in the accompanying photograph, and it goes without sayinng that the boys spend much of their time in the new home. As there is no available track in Syracuse, the club was unable to raise money through holding a race meet, and all the credit for obtaining and furnishing the rooms goes directly to the riders. Plans are now being laid for a dance to be held soon after Easter.

The club officials announce that a series of government maps of the country surrounding Syracuse has been obtained and that special efforts will be made to assist touring motorcyclists who visit the city during the coming summer.

MOORE IS A BUSY OFFICIAL.

A. C. MOORE, one of the most energetic of its members, has just been elected captain of the Cortland (N. Y.) Motorcycle Club. Moore is an enthusiastic rider as well as a capable executive. The accompanying photograph shows him about to start for a demonstration ride with plenty of snow on the ground and the thermometer near zero. Moore is Cortland County agent for the Emblem and has proved a hustler. He is now busily engaged in stimulating interest in the race meet the club plans to hold on Decoration Day.



INDIANS IN MARDI GRAS.

DURING the recent Mardi Gras in Mobile, Ala., the Indian riders of the city turned out in full war paint and particularly in a street parade which was one of the most interesting features of the big program. The riders were in Indian costumes and their machines were covered with bunting and floral decorations. The big chief of the Mobile squad set in a road cart which was drawn by a twin Indian mounted by another brave. Another twin machine drew a small float on which a boy posed in Indian togs, and O. Overton, Indian agent in Mobile, mounted a machine which propelled a canopied sidecar, occupied by Minnehaha. On all sides were warriors in buckskins and feathers and to say that they entered into the spirit of the carnival is putting it mildly. After the parade the braves adjourned to their wigwam where they executed a war dance around a series of well-filled tables, the refreshments being provided by Agent Overton. See frontispiece, page 21.

GRAND RAPIDS MEET.

AT the last meeting of the Grand Rapids (Mich.) M. C. steps were taken to enter into an agreement with the West Michigan Cycle Club for the purpose of holding a race meet on Decoration Day. The events are to be staged on the Comstock track at Grand Rapids. It is the present intention to have at least five motorcycle races on the program. Prizes will be donated by the motorcycle dealers of the city, and competition for them promises to be keen.

BRYANT IS NO. 13,000.

L. W. BRYANT, of 64 Forest street, Middleboro, Mass., has the distinction of holding No. 13,000 in the F. A. M. ranks. Bryant, who is secretary of the Middleboro M. C., received his card on March 8.

CHECK
$
SOLD
SPEED
?

The RIGHT SORT of AGENT

By GEORGE M. JOHNSON

THESE few thoughts are not the result of many years' experience selling motorcycles, for that is not my business. Nevertheless, I have my own ideas as to what a motorcycle dealer should be, and how he should treat his patrons, though it is of course possible that my opinions would change greatly were I to take on an agency. This article is not written with the design of telling agents how to run their business, but it may emphasize the point that a dealer never loses in the long run by remembering the rider. The Golden Rule ought to be a practical possibility even in the motorcycle business.

A Matter of Policy.

In the first place I think too many agents make the mistake of neglecting a customer once they have his check for the price of the new machine. He may be more or less unfamiliar with his recent acquisition, but they are willing to let him work out his own salvation, unless he actually comes back to the shop for help, when the advice may even be grudgingly given. My own case is an illustration to the contrary. When I started out from the shop, after paying down my good money, I had never straddled a motorcycle before. I was stalled in less than a hundred yards, but was gratified to find that the dealer had sent an assistant after me to help out should any such need arise. This chap started me again, and again did my inexperience cause me to stall the engine, but the lad from the shop was still there to lend a hand. That was a small matter, and didn't cost the agent anything, but you may be sure that it made a big hit with me.

One Way to Boost Sales.

A new rider likes to feel that the man who sold him the machine is genuinely interested in his welfare, and the least a salesman can do is to look up his customer once a month or so and see that he is getting satisfaction. Perhaps an occasional inquiry by postal card would be enough. An agent should never lose sight of the fact that satisfied riders will do him more good, and bring him in more business, than any amount of any other kind of advertising. The rider may not need any assistance, but the mere knowledge that the agent is willing and ready to help cannot fail to make a good impression upon him, and he will recommend both seller and machine to his friends. That means more sales.

The Repair Bill Problem.

Then there are the repair bills, for even the best of machines will require some repairing, through damage caused by accident, abuse, neglect, etc. The agent should not forget that any particular rider will probably be a candidate for a new machine some day, and that he can easily afford to scale his repair bills down a bit now and then. Several years ago, when I had first become a victim of the motorcycle germ and was looking around for a machine, I chanced to be talking with a certain agent. The latter made a very startling statement, against all the ethics of good salesmanship, since it was made to a possible customer.

MOTORCYCLE AGENT
$
REPAIRING MAGNETO $10.
REPAIR BILL

"Oh, I don't get much out of selling a machine," he remarked. "I get my money out of the repair bills."

"Very well, old scout," was my unspoken comment. "If that's your system, you won't get any money of mine, either for a machine or repairs."

Generosity That Pays.

However, the agent who does a bit of repairing for nothing or at a reduced rate should make the recipient clearly understand that this is done as a special favor, a scheme that is not to be followed out on all occasions. I once heard of a motor car dealer in the West who sold an expensive automobile to a wealthy cattleman. The latter, after a few lessons, attempted to drive the car back to his ranch. In an emergency, he threw in the reverse gear in a rash effort to stop the machine when it was traveling at good speed, and of course utterly wrecked his transmission. The auto was towed back to town, and after showing the owner that the trouble was entirely his own fault, the man who had sold the car put in a new transmission, giving his customer a receipted bill for the same—and motor car transmissions come high. The wisdom of his course was evident later, for he sold the same man three other automobiles, and the buyer told him that the above-mentioned receipted bill had done the business.

Naturally a motorcycle dealer could not afford to be as generous as this, nor would anyone expect him to, but he might, upon occasions, be generous in the same proportion. At any rate, the moral of the story ought to be clear. We riders expect decent treatment from the men who have sold us our machines, and have a right to expect it. If the dealer is willing to be more than decent occasionally, so much the better.

Art of Making Friends.

How many times, I wonder, has an agent seen a competitor with an inferior machine doing more business than he does, and been unable to tell why? The failure may be due to poor salesmanship, but it is more likely the result of personal characteristics of the unsuccessful agent which drive prospective customers away.

"I like the machine ——— sells," is a remark not infrequently heard, "but I don't like ——— himself. He couldn't sell me the best motorcycle in the world."

Personally I have known of many instances where an owner of a certain make of machine has taken all his repair work, not to the man who sold him his motorcycle, but to a rival. And why? Simply because he did not like the attitude and business methods of the dealer who originally sold him his mount. And what is more natural, in cases of that kind, than for the rider, when he comes to buy his new machine, to do business with the dealer who has had his repair work, in preference to the disliked agent?

Then there is the way repair work is done. When a job can be rushed through in a few minutes, why not do it promptly, thus saving the rider a tiresome delay. If a repair man is willing to stop what is busying him at the time in order to do a small piece of work for a rider who is in a hurry, the latter is sure to appreciate it, but if he is forced to wait two or three hours for a fifteen minute job, he will most certainly not appreciate it. Next time he will probably go elsewhere for his repairs, and perhaps for his new machine.

REPAIR DEPT
GONE TO DINNER

A Magneto Experience.

One of my own experiences along this line which happened two seasons ago will not soon be forgotten. I had some magneto trouble while on rather a long tour, and coming to a somewhat pretentious motorcycle shop, I concluded to have the difficulty attended to there. I reasoned that an expert could probably do the work better and more quickly than I could. My adventure at this shop was almost laughable, though I did not feel inclined to do much laughing at the time. First I was held up while the expert (?) went to dinner, after which he assailed my poor machine as if he really hated it.

"If it isn't all right," he said as I paid the bill—a good big one, too—"come back and I'll tackle it again."

Though she ran beautifully when he had finished—ran on the stand, that is,—I verily believe that never was repair work more poorly done. Rather than risk a second visit to the lair of that doubtful expert, however, I got busy on the roadside and did the job myself, a thing which I should have had courage enough to attempt in the first place.

On Using Diplomacy.

Many dealers who have well-equipped agencies, and this is especially apt to be the case in the larger cities, have strict rules against admitting outsiders to their workshops. I don't know that anyone could blame them for this, since it must be a nuisance to have two or three persons loafing around in the way, but such a dealer could never sell me a machine. If there is a little tinkering to be done to my motorcycle, I like to do it myself if possible, and sometimes I take occasion to use the tools in the workshop of my friend, the dealer. He has never kicked yet, nor does he keep an eye on me to see that I do not absent-mindedly depart, carrying away a Stillson wrench and a couple of cold chisels in my coat pockets. That agent, judging by the way he has treated me, deserves to do a rushing business.

We riders prefer to have dealings with agents who are not apt to be careless with the truth. Three of us once got together and compared notes as regarded what a certain man had said to each, and the result—well, I hardly believe that the dealer in question ever thought his remarks might be thus compared. Otherwise he might have been more careful. When we find a man who is willing to take these glaring liberties with the truth in general, we will not likely be over credulous concerning what he tells us.

The Helping Hand.

How many agents would lend a rider a machine while his own was being repaired, and charge nothing for it? I know a dealer who did that, though of course he would be careful that the borrower was a person who knew enough to treat a machine as it should be treated. He is the agent already referred to.

The same dealer, in answer to telephone calls, twice dispatched an assistant, via motorcycle, to help me out when trouble struck me on the road, and neither time was there any charge, when I tried to settle. The disgust I had felt at the trouble was largely dissipated by the handsome way the agent made it good. He didn't lose by it, either.

By all means, Mr. Motorcycle Dealer, don't forget the rider after you have landed him. Don't consider him as merely so much possible revenue, or you may find that revenue failing when you least expect it. Try to put yourself in the rider's place, and then try to treat him as you would like a dealer or repair man to treat you. It's good business and good advertising.

A PATHFINDING RECORD.

FRANK CRAYTON, of Plain City, Ohio, who made 8.698 miles on a Harley-Davidson last year in pathfinding work for automobile road guide books, will ride a Harley-Davidson in similar work this year. Crafton announces he is going back on the roads in the spring, and probably will work in Ontario, Canada, and in Minnesota.

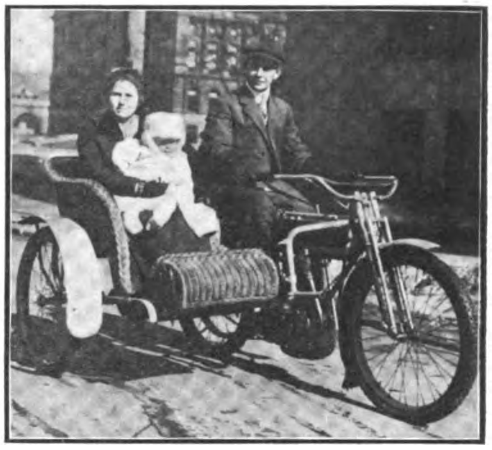
"I rode a 1910 model last year and could not have asked for better service, especially over the country which I traveled," said Mr. Crayton.

TANDEM RIDER SUES.

MRS. CLARA COON, of Elyria, has brought suit against Sol. Mendelson, a contractor, for damages to the amount of $2,000 as the result of injuries alleged to have been sustained when the motorcycle on which she was occupying the tandem seat came into contact with a pile of dirt on Furance street.

A SIDE-CAR ENTHUSIAST.

O. J. OBERWEGNER, one of the most active motorcycle dealers in Toledo, Ohio, is a great side-car enthusiast. He says that a 4 h. Excelsior machine is capable of taking his "basket" anywhere he wants to go in and about Toledo, and that he knocks a lot of real enjoyment out of the passenger attachment. Mrs. Oberwegner explains that the slight frown noticeable on her face in the photograph is due to the glare of the sun, and that it is not to be credited to any dissatisfaction with the outing she is enjoying. She adds, by the way, that a side-car is a bully cure for frowns. The Oberwegner brothers are distributors for the Excelsior machines in northwestern Ohio and southern Michigan.



Lester Bach, of Bucyrus, Ohio, has taken the agency for the Flanders in Crawford County, and J. E. Swank, 338 South Sandusky avenue, Bucyrus, has taken the agency for the Harley-Davidson.

HOME OF INVINCIBLES.

ONE of the most attractive motorcycle club houses in the country is the home of the Invincible M. C. at 78 Herkimer street, Brooklyn, N. Y., which is shown in the photograph herewith. The original cost of the structure was about $30,000, and when it was leased by the Invincible club a considerable sum was expended for improvements. It has a first class restaurant, three pool tables, two billiard tables, three excellent bowling alleys, card rooms, reading rooms, shower bath and a fine garage in the basement with a runway which affords easy access. Interest in the club is on the boom and the members are ready for a lively season.

STILL THEY COME

New Touring Squad Is Added to the List of Lively Motorcycle Clubs in Baltimore, Md.

BALTIMORE, Md.—Still another motorcycle club has sprung into existence in this city. The new baby has been christened The Motorcycle Touring Club of Maryland, and its principal object will be the promoting of tours. The members will become affiliated with the F. A. M., but they will not go in for racing. The officers are: William C. Horn, president; David W. Bridges, vice-president; James M. Hepbron, secretary-treasurer; William D. Randall, captain; Philip Sprecker, mechanician. Runs will be made every Saturday and Sunday, weather permitting, and during the summer months the boys will go off on long tours when they take their vacations. The official mechanician is a novelty here, but he will go on all the runs and tours, and no member will be compelled to stay behind on account of an ordinary mishap.

Vice-President Bridges is planning a tour across the continent to San Francisco during the early spring. He is anxious to have a companion, and President Horn, who is also contemplating a long journey, may change his plans and go with Bridges. Secretary Hepbron is working on a tentative route, but will not definitely decide until the official list of F. A. M. repair shops is out. Some members are figuring on tours to New York and through New England, while others may go south and still others toward Chicago.

CANADIANS OPEN SEASON.

THE Canadian season for 1912 was officially opened at Toronto on March 8, when three local riders accomplished a thrilling trip to Hamilton, Ontario, and return, a total distance of ninety miles, the trio of tourists being Herb Kipp, who represents the interests of the Indian in Canada, Jack Scott, who rode in a side-car attached to Kipp's mount and Jack Booth who straddled a solo Indian of 7 h. p. The latter had numerous spills in the snow, but the tumbles wreaked little damage to either man or steed At the end of the journey each machine bore about twenty-five pounds extra weight of ice, but this did not affect the running of the machines. The return trip of 45 miles was made in exactly two hours. It was found that the motorcycle with side-car exactly fitted the sleigh ruts of the road, so that progress was easy.

RUSH ON IN SANTA ROSA.

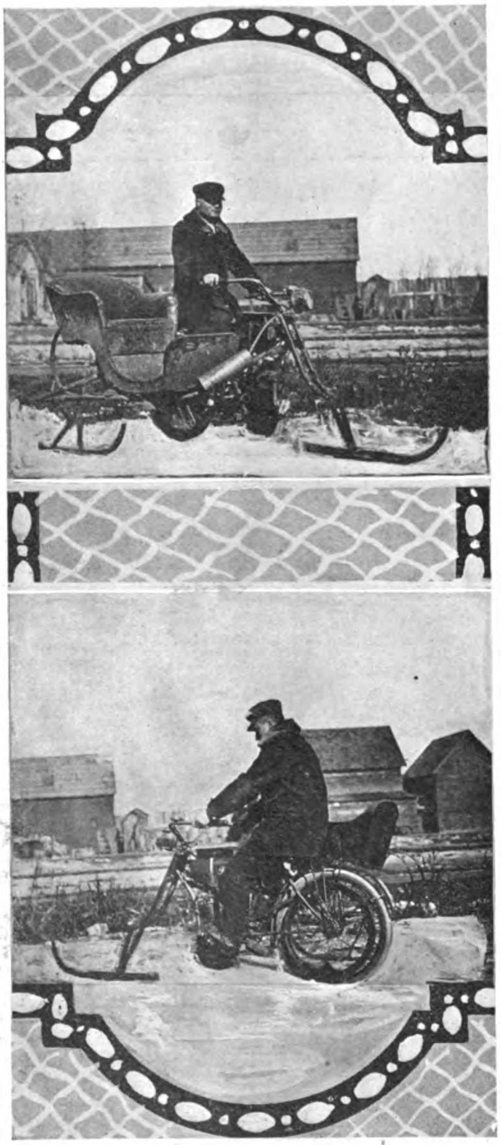
HENRY JENKINS, proprietor of the Jenkins Cyclery in Santa Rosa, Cal., reports that he has already sold twelve Indian twins and two singles, nine Thor singles and one twin since the first of the year and that the outlook for a motorcycle boom in his district has never been brighter. He states that there has been comparatively little rain in the vicinity of Santa Rosa of late, and that continued open weather has caused a rush of orders for the single-trackers.

NEW SHOP IN IRONTON.

R. D. WASHINGTON is the proprietor of a new shop just opened in Ironton, Ohio, which will be a headquarters for the Indian. Washington is an enthusiastic rider himself, and he states that visiting motorcyclists will have all their wants properly attended to at his establishment.

SIDE-CAR WITH RUNNER.

WHILE many motorcyclists throughout the country have devised ingenious runner attachments to permit of the use of their machines over snowy roads, John Miller, a Wadena (Minn.) enthusiast, has gone a step farther and arranged a special runner for his side-car, thus making it possible to carry a passenger comfortably on his winter trips. He has attached a runner of medium weight to the side-car axle and another to the fork of his machine, the propelling power coming from the rear wheel, as usual. Miller reports that he is able to carry a passenger over snow and ice-covered roads with all the ease and enjoyment experienced when he is using the full equipment of wheels for summer riding. The side-car is of the rigid type, full road width, and was built by Miller after his own design. The pictures are forwarded by R. A. Beitz, of Perham, Minn.



IMPROVING STORE.

TORONTO.—Percy A. McBride, the local Excelsior agent, is having his entire store remodeled in order to take care of an ever increasing business. The repair shop is being removed to the basement and a thirty-foot cement runway is being laid to allow easy access to the basement. A handsome double front window is also being installed.

GILL IS INTERESTED

Baltimore Aviator on Return from Los Angeles Proposes to Take Stock in New York Bowl.

BALTIMORE, Md.—Howard W. Gill, the Baltimore aviator, who holds the American endurance record for sustained flight, and who has been in Los Angeles for some time, arrived home a few days ago and will go into the proposition for a track in this city with Howard French. He is greatly interested and believes it will be a paying proposition. It is possible that he may utilize the inside of the track as an aviation school such as he conducted on the coast.

When Jack Prince arrives here he, French and Gill will go over the plans as outlined so far and then the selection of a site will be made. Electric Park now seems to be out of the running, as local interests, it is said, have acquired the track for horse racing. Several other sites are available.

Gus Heinz, the local racer, who went out to Los Angeles in January, is back home. He is more than enthusiastic for a saucer since witnessing the racing at Los Angeles, and is hoping that there will be a good track here this summer so that he can try his luck.

REAL ECONOMY

Representative of Pierce Branch in Oakland Made 449-Mile Trip with a Total Outlay of $10.

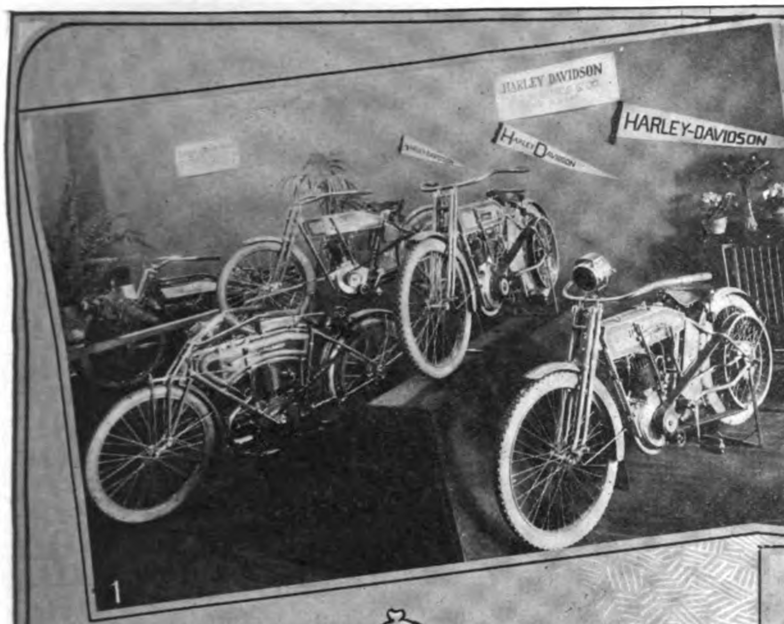
FRED L. BROWN, Pierce agent in Oakland, Cal., has forwarded to the Pierce Cycle Company a highly interesting statement concerning the outlay incident to a recent trip from Oakland to Fresno by one of his assistants. He reports that the rider made the run both ways, a distance of 449 miles, on a total expediture of $10. This was distributed as follows: Hotel bill, $7.90; gasoline, $1.70 and oil, 40 cents. On this basis the machine expense figured up to .0046 per mile, and the cost per mile for both machine operating and hotel was .0222. To make the round trip between Oakland and Fresno by rail would have cost $11.50, and the hotel bill, of course, would have been extra.

The machine used was a 1910 Pierce single. It is stated that no special effort was made during the trip to save oil or gasoline, but that the rider hit up a fast clip between towns. He made the run from Oakland to Fresno in seven and a half hours.

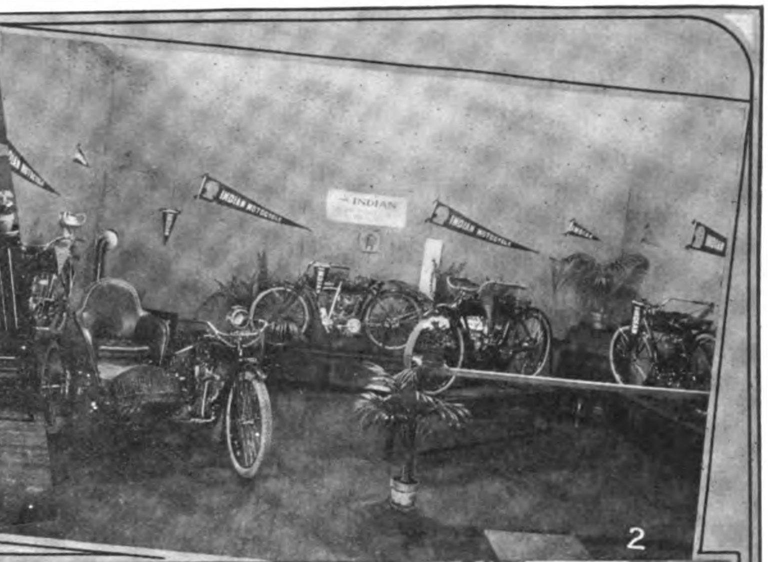
RACING TEAM IN TRIM.

BALTIMORE, Md.—The Reading Standard M. C. held its annual meeting recently and elected the following officers: Andrew Winfield Rupp, captain; James Moore, first lieutenant; Porter Bond, second lieutenant; Charles W. Heisterman, color bearer; Wulford Taylor, tour master. The club is planning a program of races and hill climbs to be carded as soon as the weather breaks. The racing team of the club has been augmented by Heisterman and J. F. De Pignataro, called "Fearless Frank," a title conferred on him for his reckless riding on the Point Breeze track in Philadelphia.

PLANS for organizing a $100,000 company to make Ludlow Lagoon, near Cincinnati, Ohio, into a large amusement park and also to stage motorcycle races are being considered.


HARLEY DAVIDSON
HARLEY-DAVIDSON
HARLEY DAVIDSON

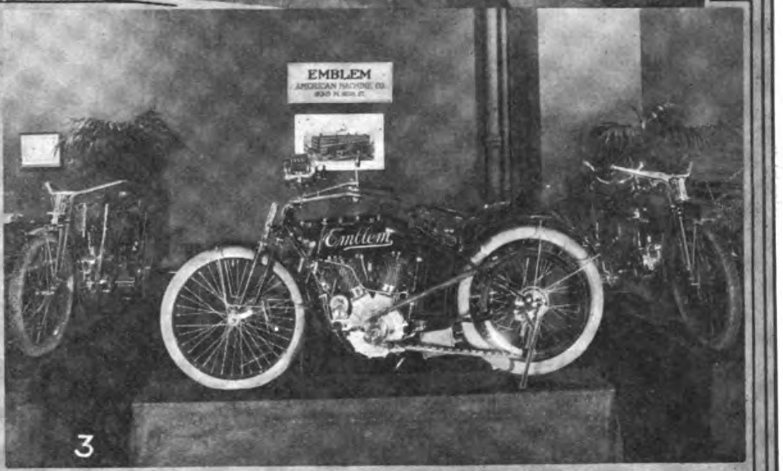
1


INDIAN
INDIAN MOTOCYCLE

2

Columbus Show

IT is stated that no less than 4,000 persons visited the first exclusive motorcycle show in the East, which closed in Columbus, Ohio, on March 9, and that the business transacted during the week of the exhibition exceeded the expectations of the dealers. All the leading agents of the city had attractive displays of the machines they handle, the large store in which the show was held was tastefully decorated, and music was furnished every afternoon and evening. Plans are already being outlined for another exclusive motorcycle exhibition on a much larger scale for 1913. The exhibits shown on this page are as follows: 1. Harley-Davidson, Iver Johnson and Reading-Standard; 2. Indian; 3. Emblem; 4. Thor and Yale; 5. Merkel; 6. Excelsior.


EMBLEM
AMERICAN MACHINE CO.
Emblem

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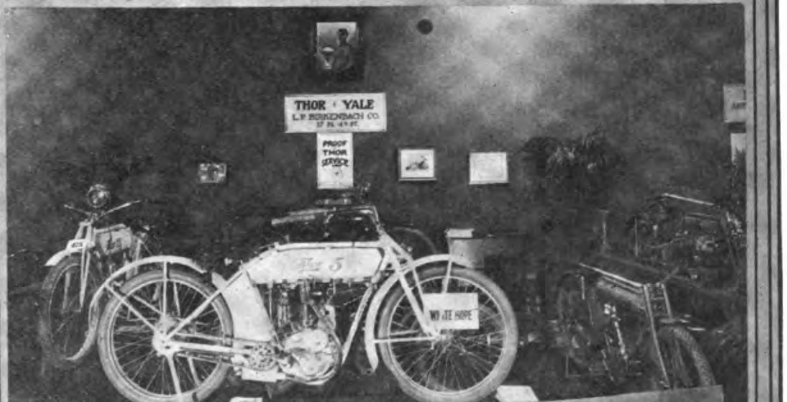
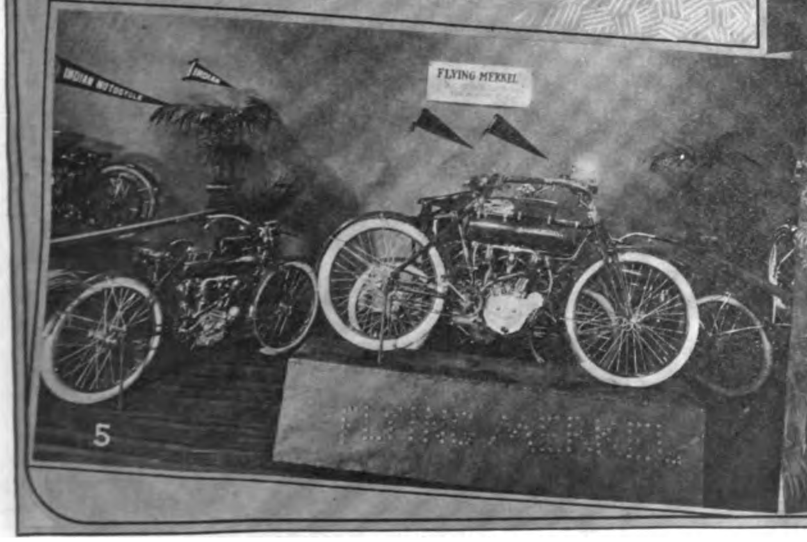

THOR · YALE
L. P. BURKENBACH CO.
PROOF
THOR
SERVICE
WHITE HOPE

4


INDIAN MOTOCYCLE
FLYING MERKEL

5

Excelsior — Reading Standard
HARLEY-DAVIDSON

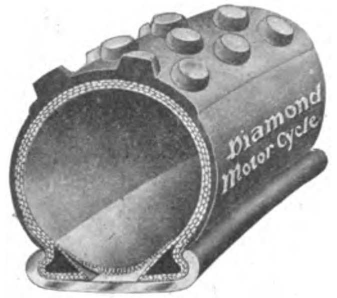
6

Have Your New Machine Come Equipped With

Diamond TIRES

Their higher quality and the extra mileage that is built into them make them cost the motorcycle manufacturer a little more, but there is no extra cost to you.

Thirteen leading manufacturers are willing to give you Diamond Tires when you specify them. Tell your dealer that you want Diamond Tires for your new machine and you will get them.



Studded Tread Diamond Motorcycle Tire. Same price as Diamond Corrugated Tread.

Tire expense is the largest single item in the cost of running your machine; just as important when you get your machine as after you have had it a year.

There is only one way to put tire expense on a minimum basis at the start—specify Diamond Tires. And if you're not getting a new machine this year, cut down your tire bills by buying Diamond Tires from your dealer.

Our illustrated catalogue tells you why Diamond Motorcycle Tires are the longest wearing, easiest riding motorcycle tires ever built. Send for it today.

THE DIAMOND RUBBER COMPANY

Akron, Ohio

54 Diamond Service Stations do more than sell tires — they take care ot Diamond Tire users

Editorial

CIRCULATION, THIS ISSUE:
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Motorcycle Illustrated

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J. LEO. SAUER, *President* THURSDAY, MARCH 21, 1912 H. N. CONDICT, *Secretary*

THE FEDERATION.

FOR want of a better term, *looseness* seems to us to be most characteristic of the present organization of the Federation of American Motorcyclists. The association is well-officered and its membership is large, but it lacks compactness. For example, take the State organizations, weak in most cases, it must be admitted, not, as a rule, through any fault of the District Vice Presidents or the State Commissioners, but rather because their duties, and particularly those of the commissioners, are not clearly enough defined in the F. A. M. Constitution.

Within a few weeks, the Board of Directors will decide upon the time and place of the 1912 Meet and National Assembly. Now the Constitution provides that amendments must be given publicity in one or more of the trade papers at least thirty days before the date of the National convention. Accordingly, members of the Federation who are readers of this paper are invited and urged to propose, through MOTORCYCLE ILLUSTRATED, any Constitutional amendments which in their opinion would benefit and further the healthy development of the F. A. M. Its growth has been rapid enough, but mere numbers are not everything. The proper aim is to make the Federation still more effective as a working whole, with the endeavors of the District Vice Presidents and the State Commissioners dove-tailing as accurately as possible with development along national lines. The national committees, as the writer knows from practical experience, are hampered to a great extent because, on the one hand, they have no means for keeping closely in touch with the work in each case. To be more to the point, there is not anything approaching a system of information interchange between the national committee chairmen and District and State officials. Without accurate and up-to-date knowledge of District and State conditions and needs the national committees are all but helpless. Surely, there is no sense in the president's annually appointing to committee memberships a number of well-intentioned men who, in the very nature of things, cannot be much more than figureheads.

This state of affairs should be remedied at the next Assembly and no doubt will be. Suggestions to that end will gladly be given publicity by MOTORCYCLE ILLUSTRATED.

CANADIANS ORGANIZE.

NOT at all unexpectedly comes the announcement from Toronto that four Canadian clubs have taken steps to organize a national association of motorcyclists. For a time last summer and fall the impression was abroad that the Canadian clubs would affiliate with the Federation on the same basis as local organizations in the United States. At that time the Federation, through its President and National Legal Action Committee Chairman, expressed itself to the effect that while it would welcome the affiliation of Canadian clubs, the Federation would offer no objection to a Canadian Association.

As far as can be learned, those who are principally responsible for the present move in Canada seem disposed to organize along the lines of the F. A. M. constitution and by-laws and to conduct their race meets in conformity with the F. A. M.'s rules for competition. If these indications are borne out by subsequent developments, there will be nothing to prevent a close working alliance between the F. A. M. and the Canadian organization.

In any event, no harm can come of the effort on the part of Canadian riders to organize and successfully conduct a national association. There is no reason why success should not crown the endeavors of those who are now trying to bring the riders in Canada together. If failure should result, it will be because of local jealousies, although these are not likely to arise provided the Toronto Club, whose members are to the front of the movement, takes into careful consideration the interests of other Canadian clubs.

Some may be disposed to criticise the Canadians for their change of view, apparently at the expense of the Federation; but the fact remains that as the American Association has its hands full in this country, its officers are not at all anxious to assume the larger responsibilities which they would be called upon to shoulder in the event of their extending the Federation's jurisdiction over the wide expanse of the Dominion.

RULES REVISION.

OUR New York contemporary is unduly exercised over the postponement of final action in the matter of the revision of the F. A. M. rules for competition. True, the revision was ordered at the last National Assembly, and a year is rather a long period of time in which to complete the work. Also, the sub-committee having long ago finished its task of drafting a revision, there would not at first sight appear to be any good reason why the rules committee at large and then the Board of Directors should not pass judgment upon the said sub-committee's recommendations. However, the fact remains that it has been impossible to get together the members of the revision committee, in default of which a mail vote was contemplated. The result could hardly have been satisfactory, in view of the many important changes incorporated in the revision, and any endeavor to reach an agreement, by mail, on all controverted points would undoubtedly have precipitated a muddle which would have postponed the committee's final decision two or three months in any event. A mail vote of the Board of Directors would have then been necessary, and it is highly improbable that the rules could have been made effective much before midsummer.

In the interval, the present rules will do very well. There is no reason to anticipate any very serious trouble in that connection, even though many of these rules are sorely in need of decisive amendments, additions, elucidations, etc. Then, too, the proposed changes in the classification of competitors are rather radical, to say the least, and the responsibility for making them ought very properly to be shared by the entire Federation. Finally, the idea is to establish the rules for competition upon a sound and permanent basis, and a few months delay will have proven to have been well worth while if it results in the adoption of rules that will stand the test of time. Under the conditions it seems advisable to "make haste slowly."

IOWA MOTORISTS ARE BOOSTING GOOD ROADS

Enthusiastic Meetings in Des Moines Result in Plans for Improving Famous "River-to-River" Highway and Maintaining Fine County Road System.

DES MOINES, IOWA.—At a meeting held in this city on March 5, the Polk County Board of Supervisors, in which county Des Moines is located, passed a resolution providing for the condemnation or purchase of a gravel pit in every township in the county. From these beds gravel will be given free to the farmers and road men for use in improving the roads. The resolution met with the approval of all the members of the board, and was received with enthusiasm by the road makers of the county. This step is the first taken toward permanent roads in the vicinity of Des Moines. Money to be used for the purchase of gravel pits will come from the country road fund, which will amount to $25,000 this year. The supervisors also heard a discussion of the road drag law, and the light road drag was voted for.

The executive committee of the Iowa State Automobile Association met at the Savery Hotel in Des Moines, March 5. The meeting was called by W. E. Moyer, president of the association, and also president of the Des Moines Auto Show. H. Leslie Smith, of Des Moines, was elected as the new secretary of the body. Good roads was the principal topic for discussion. The roads around Dubuque, which are on the direct route from Des Moines to the East, were condemned in vigorous terms, and State Attorney-General Cosson will be asked to take action to have obstructions in those roads removed. Mr. Smith, the new secretary, was instructed to go into every county of Iowa and organize a local automobile association. These will be affiliated with the State association, and through it with the National Automobile Association.

A group of boosters from towns along the line of the "River to River" road met in this city March 6, and voted to organize a good roads club in every county. The efforts of the new organization are to be directed to the improvement and maintenance of the "River to River" road. E. H. Spaulding, of Grinnell, was elected president and H. E. Stewart of Iowa City, secretary.

T. Fred Henry, the march king of Iowa, and director of "Henry and His Band," has written a special band march, which he has dedicated to the third annual auto show of Des Moines. He calls it "The Auto Triumphal." The march has made a decided hit and auto dealers from all over the State and factory representatives at the show congratulated the show management.

Jenkins & Co., of this city, are making preparations to move into their new quarters at Twelfth and Locust streets. The building will be ready for occupancy about May 1. Mr. Jenkins is agent for Indian and Excelsior machines, and has found his old quarters too small to meet the requirements of his increased business. The new building will be up to date in every particular. It will have offices and a waiting room, a large garage on the first floor and shops on the second floor. The front room, facing on Locust street, will be the show-room. The front rooms of the second floor will be the new quarters of the Des Moines Motorcycle Club. These will be well lighted and cozy club rooms, and will do much to boost interest in club affairs. The club now has thirty-five members, and with the improved machines for 1912 interest in motorcycling in Des Moines is growing rapidly.

AN ECHO FROM ALASKA

Former Motorcyclist of Philadelphia Writes an Interesting Letter from Hospital on the Arctic Coast.

GEORGE KRAUSS, proprietor of the Pioneer Motorcycle House in Philadelphia, Pa., recently received a letter from a former motorcyclist of the Quaker City who is now identified with a hospital in Candle, Alaska. It is interesting as proof of the fact that a full-fledged devotee of the single-tracker retains his enthusiasm under almost any conditions. The letter came from Dr. Harold L. Foss, who is now superintendent of the Fairhaven Hospital in Candle, and read in part as follows:

"I am situated on the Arctic coast in northern Alaska, where at this season (December 30) it is pitch dark most of the time. The thermometer is often down to 45 degrees below zero. I went off on a dog trip not long ago and at no time during the outing did the mercury get above 40 below. No weather for a motorcycle, believe me. Still I have suffered from the cold in Philadelphia just as much as I ever do in this region. The whole secret lies in dressing properly for the weather.

"I have planned to leave here next summer and make a trip to Europe. My idea is to take a motorcycle over and then tour England, France and Germany on it. My old Excelsior gave me satisfaction, and I will probably want another of that make. I am anxious to get back into the saddle, although it may seem funny to talk of motorcycles in such an out-of-the-world place as this. I would give a dollar a minute just now to spin up Broad street on my old machine. The nearest town is Nome, 200 miles to the south of me, and the only other doctor in this vicinity is 100 miles away."

Dr. Foss was one of Philadelphia's best known motorcyclists.

RACES FOR EVANSVILLE

Lively New Squad Will Have Track and Road Programs Beginning on Memorial Day.

THE Evansville (Ind.) Motorcycle Club was organized March 23 with a fair charter membership, and a campaign was begun which will not end until every motorcycle rider of the city is on the roster. The riders met in the parlors of the New Vendome Hotel and there formed the organization with the following temporary officers: John Sink, president; Mike Schaeffer, secretary, and August Schnell, treasurer. A board of directors was elected consisting of the various dealers of the town, with one or two of the riders.

The chief object of the club will be to promote track and road races, hill climbs, etc. The track races will begin on or before May 30. The races will be open, but the professionals will be classed by themselves. The club enrolled sixteen members on the first night, and at last reports had over seventy riders.

Arrangements have been made to secure a permanent home for the club, and a committee was appointed for that purpose. They selected and leased the old Cooper homestead in Lincoln avenue, on the outskirts of the city. This place is ideal for a club home, being situated on high ground and having about an acre of lawn in which swings and hammocks will be placed as soon as the weather permits. The house will be repainted, repapered, wired for electricity and made thoroughly modern. It is the intention of the club to have everything in readiness for an open house session about the middle of April.

The club decided to hold the charter open until April 5, and all riders desiring to become members are invited to get in line before that time.

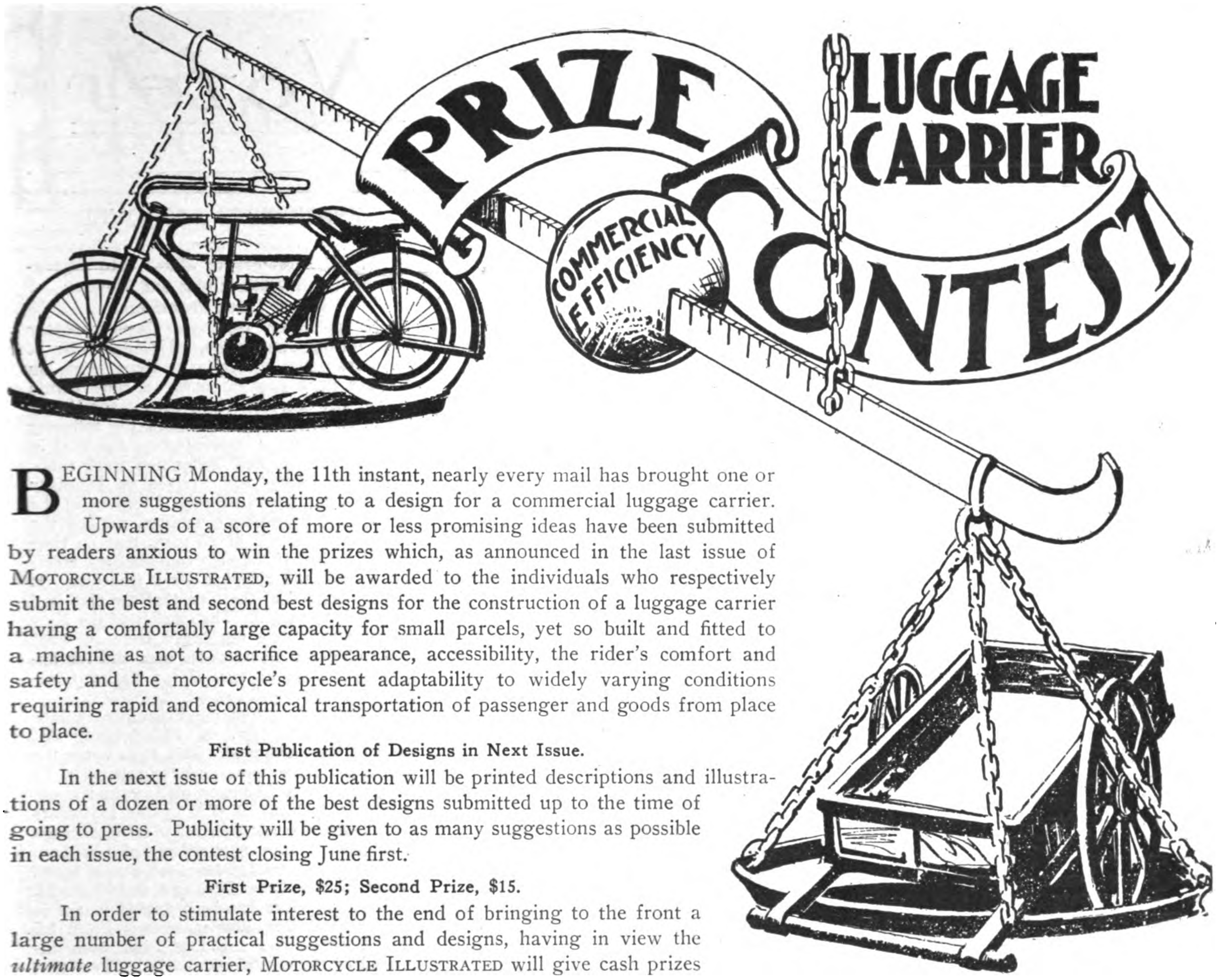
SAVANNAH RACES

Active Southern Club Will Open Season on May 30, With Endurance Run Over Famous Course.

SAVANNAH, GA.—The Savannah M. C., no doubt the most energetic squad of motorcyclists in this part of the South, is planning several feature runs for the early summer, and nearly all the club members have their machines in readiness for road work. On Washington's Birthday an endurance run was held, and the riders gathered later at Bailey's Hotel, where an oyster roast was prepared. The next big event on the club schedule is a lantern parade, which will probably be held early in April. It is expected that 200 motorcyclists will be in line, each carrying two colored lanterns on his machine. After the parade a dinner and social program will be given.

Two pathfinders, John Balmer and Octavus Meyer, left on Saturday evening, March 16, for Augusta, 137 miles distant, with a view to learning whether it will be advisable to hold a moonlight run over that route. If the roads are in good condition steps will be taken at once to prepare for the outing. Balmer mounted a Harley-Davidson and Meyer piloted a Merkel single. A night trip has not been held by the club so far and the members are strongly attracted by the novelty of the idea.

Plans are under consideration for a 150-mile endurance run, to be held on May 30, over the famous Grand Prize course. On the Fourth of July there will be either a road race or beach races at Tybee. The beach events have proved exceedingly popular, and as throngs of amusement seekers visit the island on holidays, the club is anxious to arrange such a program. All things point to an unusually prosperous season for the Savannah boomers.



BEGINNING Monday, the 11th instant, nearly every mail has brought one or more suggestions relating to a design for a commercial luggage carrier. Upwards of a score of more or less promising ideas have been submitted by readers anxious to win the prizes which, as announced in the last issue of Motorcycle Illustrated, will be awarded to the individuals who respectively submit the best and second best designs for the construction of a luggage carrier having a comfortably large capacity for small parcels, yet so built and fitted to a machine as not to sacrifice appearance, accessibility, the rider's comfort and safety and the motorcycle's present adaptability to widely varying conditions requiring rapid and economical transportation of passenger and goods from place to place.

First Publication of Designs in Next Issue.

In the next issue of this publication will be printed descriptions and illustrations of a dozen or more of the best designs submitted up to the time of going to press. Publicity will be given to as many suggestions as possible in each issue, the contest closing June first.

First Prize, $25; Second Prize, $15.

In order to stimulate interest to the end of bringing to the front a large number of practical suggestions and designs, having in view the *ultimate* luggage carrier, Motorcycle Illustrated will give cash prizes of $25 and $15, respectively, for the best and second best suggestions offered before June 1 of this year. The conditions under which this contest is to be conducted are as follows:

Conditions of Contest.

1. All are eligible and each contestant may submit as many designs as he chooses.

The Most Important Point.

2. The idea submitted must embody a luggage carrier suitable for attachment to a motorcycle and adapted for conveniently carrying a number of small parcels of moderate weight.

Sketches and Descriptions.

3. Sketches must accompany descriptions, but these drawings need not be either artistic nor absolutely accurate. A rough sketch will do, but the description should be complete, with all the details carefully noted. Prizes will be awarded according to the *practical value* of the *ideas* presented, and not the symmetry of the drawings.

Committee Will Award Prizes.

4. The prize winners will be determined by a committee of three disinterested persons, and they will base their awards upon the respective *practical values* of the designs submitted, in connection with their adaptability to the purposes mentioned above.

Payment for Every Good Idea.

5. *Three* Dollars will be paid during the month of *April* and *Two* Dollars during *May* for *every* suggestion considered deserving of publicity through the columns of this paper. However, every design submitted, whether published or not, will be turned over to the judges on the closing date of this contest.

In Case of a Tie.

6. In the event of a tie for first, second or both prizes—a very improbable result—the prizes will be equally divided.

How to Address Letters.

7. Competitors are requested to address all their communications as follows: "Luggage Carrier Contest, Motorcycle Illustrated, 51 Chambers street, New York City." Prompt replies are promised those who may have any questions to ask.

F·A·M Notes

BANGOR BULLETIN

Chairman Estabrook Calls Attention to Eight Fields of F. A. M. Activity.

EIGHT very promising club prospects have entered the arena during the past week and made public announcement that they are "in" on the club contest for Old Sol lamps, donated by the Hawthorne Manufacturing Company and now being offered as prizes by the F. A. M. Membership Committee.

Local riders interested in the sport or the organization of a local motorcycle club should communicate with the following workers:

Geo. C. Ladd, Box 7, Vineland, N. J., circulation manager for the *Evening Jorunal*, has thirty local riders marking time while the membership is being built up through their united efforts. Drop Mr. Ladd a card; he gets around quickly; he uses a motorcycle.

James A. Trent, advertising-printing expert, Knoxville, Tenn., is now doing the preliminary advertising and "setting up" the forms which, a little later—soon as spring opens up—will outline the policy of one of the liveliest F. A. M. clubs in the South.

W. E. Simons, Box 171, Salem, Ore., reports that motorcycle interest is running high. There are between forty and fifty riders in Salem, with an excellent prospect of doubling that number in the immediate future.

Further proof of good times in Oregon comes from President P. S. Steenstrup, of the Pacific Motor Supply Company in Medford, Ore. The company desires to register its new repair shop. Young men connected with the company, together with their friends, are now organizing an F. A. M. club.

Greenwood, S. C., has thirty riders, with T. S. Chipley on the job as club organizer.

F. A. M. interests in Fort Recovery, Ohio, will be well looked after by Henry Z. Fox, who is registering his repair shop and organizing a local club.

E. Ellsworth Alexander is promoting a club in Red Bank, N. J., and Carl A. Vogel is doing the same in New Albany, Ind.

PROSPECTIVE RECRUITS.

CHAIRMAN ESTABROOK, of the F. A. M. membership committee, reports that he has had encouraging bulletins from the following workers who are seeking to organize clubs:

H. L. Jennison, Farnsworth, Kan.; Chas. W. Von Parmelee, Helena, Mont.; W. P. Smallwood, Culebra, Panama (Canal Zone); L. A. Wetmore, Kent, Ohio. The following clubs are considering affiliation with the F. A. M.: The Motorcycle Touring Club of Maryland, with rooms at 3 East German street, Baltimore, Md.; the Washington Motorcycle Club, G. C. Billard, secretary, 2445 18th street N. W., Washington, D. C.; the Black Hills Motorcycle Club, Philadelphia, Shoenberger, secretary, Deadwood, S. D.; the Ithaca Motorcycle Club, of Ithaca, N. Y., Levi C. Morris, secretary.

REGISTERED SHOPS.

THE latest batch of F. A. M. registered repair shops is listed by Chairman Estabrook as follows:

Girard Cycle Company, 140 N. 14th street, Lincoln, Neb.; The Motorcycle Shop, 124 Pearl street, Trenton, N. J.; Pinaire Bicycle Company, 917 East Douglass street, Wichita, Kan.; The Motoraid, 11 Jay street, Sacramento, Cal.; The Motor Shop, Seventh and Main streets, Grand Junction, Col.; Hyatt W. Norton, East Bloomfield, N. J.; Hall Garage, Fort Collins, Col.; Charles Z. Clements, 6004 Houston street, E. E., Pittsburgh, Pa.

REED A HARD WORKER.

WILLIAM T. REED, of Camden, State F. A. M. commissioner for New Jersey, is one of the most active workers in the Federation ranks and an official who has the happy knack of making the boys feel that he is ready to meet them half way at every stage of the game. Commissioner Reed has been a rider for the last two years, and while in middle life he is not inclined to take dust on the road or balk at a long grind. He is an Elk and a Mason, and, needless to say, a good mixer.

NEW F. A. M. BOOSTER.

E. O. CLARK, presiding over the Twin City Motorcycle Shop, West Main street and Colfax avenue, Benton Harbor, Mich., announces that he will handle Thor and Reading Standard machines for the coming season. Clark has just entered the field, and has already placed his repair shop in the F. A. M. registered list.

FRANCHISES APPROVED

F. A. M. Directors to Enter into Agreement with Philadelphia and Newark Board Track Promoters.

AN application from the Eastern Motor Racing Association, of Newark, N. J. for a restrictive agreement to cover meets on a board track now in course of construction in that city has been voted upon favorably by the F. A. M. board of directors, the company having presented a certified check for $250 in keeping with the new Federation track rules.

This application was received on February 14, and a day later Chairman Thornley, of the F. A. M. competition committee, notified the New Jersey M. C., of Newark, that no time should be lost if the club contemplated erecting a track and applying for a franchise. It was understood at the time that the club had such action in mind. The officials of the New Jersey squad were not heard from in what was considered a reasonable time and the application of the Eastern Motor Racing Company was approved.

An application from the Point Breeze Motordrome Association, of Philadelphia, Pa., has also been approved. This is to cover the new board saucer now under construction by the Motordrome Company of America; it entailed the payment of $750 by the promoters for a restrictive franchise. No certified check accompanied the application of William Fowler, for a sanction to cover a new board saucer in Salt Lake City, and the F. A. M. board of directors has been unable to act in the premises. Mr. Fowler, who is F. A. M. state commissioner for Utah, has been informed of the conditions and it is likely that the regulations will be complied with at an early date.

SWELLING THE RANKS.

THIRTEEN dealers registered their shops with the F. A. M. during the last ten days, as follows: Kroesen & Plock, 506 E. Main St., Streator, Ill.; Trieber Bros., 105 Grove St., Elgin, Ill.; Pierce Motorcycle & Supply Co., 703 Pike St., Seattle, Wash.; Miles & Schofield, 300 Fourth St., Olympia, Wash.; Fred Levee, 314 E. 4th St., Olympia, Wash.; W. G. Ashley, 313 Columbia St., Olympia, Wash.; Watt Shipp, 223 Commercial St., Salem, Ore.; S. P. Hunsaker, 220 W. Third St., Pomona, Cal.; Frank Walling, East End, State Road, Oneonta, N. Y.; A. B. Crosby, Aurora, Ill.; Twin City Motorcycle Shop, Colfax Ave. and N. Main, Benton Harbor, Mich.; Greyhound Motor Co., 1443 Niagara St., Buffalo, N. Y.; Randall Mfg. Co., 28 So. Charles St., Baltimore, Md.

TO MAIL LISTS SOON.

NATIONAL SECRETARY GIBSON states that he will probably have all F. A. M. repair shops properly listed about March 30, and that the printed lists will be ready for mailing on April 15.

News from the Clubs

RAPID CLUB GROWTH

Lively Washington Squad Nears the Limit of Its Membership, Although a Newcomer in the Field.

TEN new applications for membership were received at the last meeting of the Washington (D. C.) M. C., which bring its list of riders very close to the limit of fifty, decided upon when the club was organized. Voting upon the three offices left open at a previous meeting resulted in the election of J. McL. Seabrook as first lieutenant; Charles P. Knowles as second lieutenant, and F. W. Hippler, as sergeant-at-arms.

On a recent run the club riders viewed the beautiful scenery in the vicinity of the Great Falls of the Potomac, and the outing proved a complete success. Others will be held regularly during the summer. At the last session a resolution was adopted condemning the current idea that the club was formed in the interest of any one make of machine. President George Cochrane has just purchased an Indian 7, and there is a suspicion prevalent that he is suffering from an attack of "speeditis."

TO PROTECT TOURISTS.

PRACTICAL, straight-from-the-shoulder work in the interest of its riders is now being done by the touring committee of the Oakland (Cal.) M. C., and as a result Oakland motorcyclists who make trips throughout the State from now on will find improved conditions. The committee is obtaining detailed information as to hotels, restaurants and garages from clubs in all the cities on touring routes throughout California, and these data will be at the disposal of the Oakland riders. When the system is perfected it will be impossible for hotel proprietors or garage owners to impose upon visiting motorcyclists, as parties in the habit of resorting to such methods will all be down in the black list.

CENTRAL M. C. FORMED.

TWENTY-FIVE riders of Brooklyn, N. Y., have formed the Central M. C. and opened comfortable quarters at 1195 Bedford avenue. Although the organization has been in the field only a short time, it has laid plans for summer activity, and there are indications that the squad will be heard from at regular intervals. The boys are anxious to have it made clear that the club has not been organized in the interest of any one make of machine and that all motorcyclists will be welcomed.

JOHN MERZ, an Indianapolis motorcyclist, is marking twenty-one roads leading into Indianapolis with mile road markers. He is traveling ten miles out on each road, and the motorcycle is his chief assistant.

BOSTON CLUB ACTIVITY.

FIVE new members were elected at the last regular meeting of the Boston (Mass.) M. C., and steps were taken to perfect plans for the club's first official run, which is scheduled for April 19. Captain H. F. Smith, assisted by his lieutenants, M. F. Doyle and N. F. Cummings, will map out a tour through the White Mountains to Portland, Me., and back to Boston on a three or four-day schedule. The pool and bowling tournaments which the club is promoting, have created much friendly rivalry among the members, and impromptu social program held from time to time of late have done much to maintain interest in the club affairs. Silver cups will be awarded to the winners of the bowling and pool contests. The accompanying photograph, forwarded by President R. L. Cohen, was taken during the summer of 1911 on the club's run to Springfield.

TORONTO CLUB RUN.

ONE of the last runs of the Toronto (Ont.) M. C. in 1911 was to Guelph, a distance of 75 miles, and there was almost a full turnout of the members. All the riders reached Guelph without mishap, and after having dinner they returned to Toronto in good time. The photograph, showing the riders lined up preparatory to the run, is forwarded by W. F. Kerr.

RECENTLY the Hagerstown (Md.) Motorcycle Club made a run to Martinsburg, W. Va.

A COMBINATION MEET

Canadian Club Will Hold Motorcycle Events in Connection with Aviation Features.

AT the last regular meeting of the London (Can.) M. C. plans were taken up for a combination motorcycle and aviation meet to be held on May 24. The Curtiss staff of aviators will have charge of the air features, and the motorcycle races will be arranged by the club. If the forthcoming program proves as successful as is now indicated, another along similar lines will be arranged later in the season.

Although the roads in the vicinity of London are still covered with ice and snow, the boys cannot resist the temptation to try out their old busses as well as some of the new models, and local dealers report lively business. Among the agents who are showing 1912 machines are the following: Kenneth McColl, Harley-Davidsons; Bicycle and Motor Sales Company, Pope; F. Benson & Co., Indians, and Fred Kerr, Emblem and Flanders machines.

FORM CLUB IN PLAINFIELD.

AT a recent meeting of the motorcyclists of Plainfield, N. J., a permanent organization was effected and the following officers were elected: Ralph Auerbach, president; J. J. Moore, vice-president; R. Van Doren, secretary; W. DeW. Miller, assistant secretary; Jack Horner, financial secretary; P. F. Haberle, treasurer; G. Johnson and L. Hampson, directors; Edward R. Honeyman, captain; N. Thul, first road surgeon; B. Howell, second road surgeon. The club will be represented in the 24-hour endurance run to be held by the New Jersey M. C., of Newark, on Memorial Day, and will open its own season with a run in April.

LIVE SQUAD IN DEADWOOD.

THERE was a large attendance at the first annual dance and reception of the Black Hills M. C. of Deadwood, S. D., which was held recently, and the affair proved as great a success financially as from a social standpoint. The club is mapping out a series of summer runs and meets, and it is announced that hardly a week will pass without some sign of activity from the Black Hills squad. There is a creditable track at Spearfish which will be used by the club for its speed events. A. H. Wooley is president of the organization, and his associates are as follows: Roy Faulkner, vice-president; Philip Schoenberger, secretary; A. E. Baillie, treasurer, and J. D. Picazá, road captain.

J. F. BLAIR, O. O. Spell and Will Plandel, of Canon City, Col., recently made a motorcycle trip to Pueblo and return.

MY CAREER AS A RACER

By FRANK HART

Although I was perfectly sincere in the announcement that I would never race again after my defeat in the Philadelphia meet it soon became evident that I could not shake off the racing fever, and that I would not be able to resist another opportunity to enter the ranks of the speedsters. Several weeks passed and in due time I received a letter from the Reading Standard factory asking whether I desired to do any more riding for the company.

After thinking the matter over and realizing the chances I had taken in the Philadelphia races I decided that I had just about as good an excuse for sticking to track work as anyone, and I informed the Reading folks that I would continue racing if they would give me a regular salary of $25 a week. In a few days they notified me that I had been placed on the salary list at the figure mentioned. So much for that.

Drawing Two Salaries.

My next problem was to arrange with my New York employer so that I could get off to attend all the meets, and this did not prove difficult. I was allowed to absent myself from the office at any time except during the last few days in each month when it was very necessary for me to be on hand. So well did this system work that I missed only one meet during the season, and that was held on September 30.

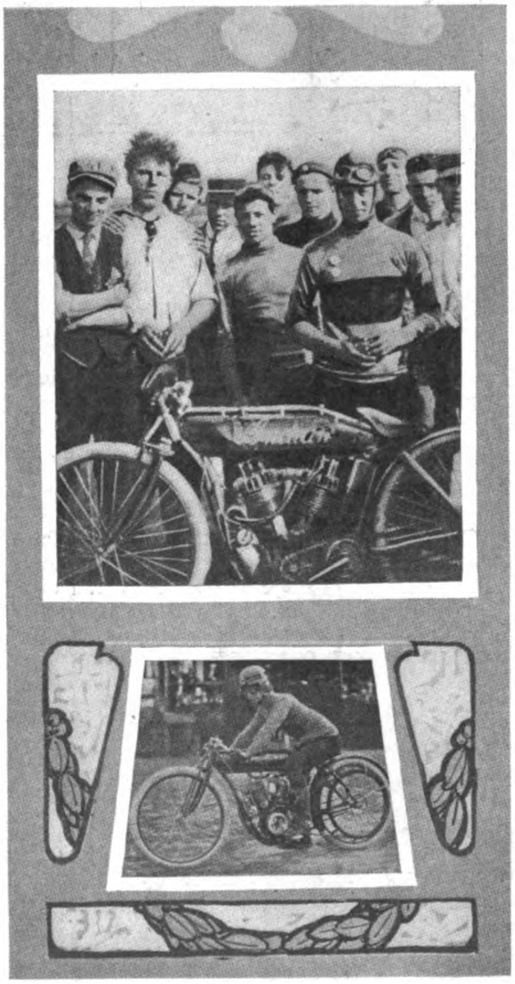
I now drew two salaries which amounted to $45 a week, and life was quite rosy. I was having a good time, knocking about the country and finding plenty of things to interest me, and I finally arrived at the conclusion that I had not made a mistake in sticking to my racing machines. My friends said I was a "comer," but I was satisfied simply to do my best at all times and draw my twenty-five a week. I hardly felt like a champion at that time.

Clouds on the Horizon.

My first engagement for the Reading Standard folks under the salary arrangement was at a meet in a Pennsylvannia town where I won two out of three events. I did not have to ride my head off to land these victories, for I had a considerable advantage over the other boys who were entered. This was late in September and I did not attend another meet until the end of October. In the meantime I had been drawing my twenty-five a week regularly, and I felt a bit uneasy because I was not given more work to do. About the first of November I received a letter that I had been expecting. It was from the company and explained that my salary would be discontinued in view of the fact that steps were being taken to specialize on touring machines instead of racers.

The Trophy Bugaboo.

During the season of 1910 I had won about $480 in prizes and had saved $300 in cash. On the whole I regarded this as a satisfactory showing. I had several funny experiences at the meets and a number of narrow escapes from injury. On one occasion I competed in a town where the promoters of the races were riders themselves; they were listed in the amateur trade class. At this meet each rider was asked whether he wanted to ride for the prizes, which were gold watches and stick-pins, or whether he would accept $25 as his share, win or lose. It goes without saying that the boys passed up the prizes, for the watches were worth only about $15 each, and the stick-pins could be bought for five dollars apiece.



The Old Class Problem.

This meet called my attention to a mighty interesting phase of the racing game, which is not less interesting today. It convinced me that the class of so-called amateur trade riders was a joke and that it would be more satisfactory to bring all competing riders out in their true colors. For instance, I knew one rider who drew twenty-five dollars a week from a factory and the same salary from a tire company, and when I called at his home one day he was able to show only a few cups and medals which were won in his first meets. There was no mystery about it. In all his later races the money looked good to him and he had passed up the prizes. This chap is one of the leading amateur riders today.

It would be quite a joke if Chairman Thornley, of the F. A. M. competition committee, should take a notion some fine day to ask certain trade riders if they could show such and such prizes which were won at meets. It would be an eye-opener. In my humble opinion the sooner the F. A. M. turns all the trade riders into the professional class the better it will be for the sport.

Big Risks and Small Gains.

Here is another argument in favor of having only two classes in motorcycle racing: The risks that an amateur is obliged to take are far out of proportion to the small premiums he receives for riding. Let us hark back to Walter Goerke's case, for instance. Walter broke his leg in a contest on the Long Island Motor Parkway early in 1911, and is still going about with the aid of a cane. His injury has proved quite serious, and still if he had been the winner of the race in which he was hurt he would not have received anything but a $25 watch.

It must be admitted that no such prize could repay him for the risk he took. This is not intended as a reflection upon the management of the contest in question, for the same system is in operation all over the country. It simply goes to prove that there is room for improvement in this direction. Since his accident Goerke has spent about $700, and he is not yet through paying doctor's bills.

A Percentage of Receipts.

My suggestion would be for the F. A. M. to recognize only two classes, professionals and private owners. It would also be well to perfect such regulations as would prevent race promoters from dictating unreasonable terms to the riders, so that the men who risk their lives for the amusement of the spectators may profit by having a fair percentage of the gate receipts. Here's another point: Our present system tends to discourage races between private owners, and this is lamentable in view of the fact that many meets are started through friendly rivalry between club members.

The private owner is discouraged by being forced to ride against amateur trade riders who are mounted on fast machines, and who enter every event to ride for their lives, as the saying goes. If the trade rider fails to win he hears about it from the factory, and if he loses too often his job is gone. As a result he puts up a desperate fight and the defeated private owner and his friends leave the track disgusted.

Fostering Racing Interest.

If the trade riders were removed from the amateur ranks the genuine private owner would have a chance, and it is safe to say that many meets would give greater satisfaction to the folks who patronize them. The trade riders are mounted on the fastest machines their factories can produce, and there is no good reason why they should not class as professionals. This would certainly be fairer than the present system, which allows a trade speedster to drop into a town and carry off the bulk of the winnings at a meet in which private owners are competing.

Some people go to a race meet solely to witness dare-devil riding, others go to see friendly arguments settled, but it is safe to say that every lover of racing wants to have fair play. Let the professionals fight out their own battles and give the private owners a chance to compete without the annoyance and danger of riding against experts on high-powered machines. If this is done the sport will be cleaner, racing interest will be fostered and the amusement-loving public will be much better satisfied.

On the Indian Staff.

Shortly after Goerke's accident had put him in a hospital I asked to be placed on the Hendee Manufacturing Company's racing staff in his place, and was informed that I would be supplied with a machine. A few days later Jake DeRosier notified me by telephone that the company desired me to ride with him at a meet in Washington, D. C. We competed on the old Bennings track and I captured two out of three races I entered, breaking a chain and being forced out of the third. This was on Saturday and races were also scheduled for Sunday, but as the management refused to turn over the prizes for the first day's events until the close of the program the boys decided not to ride on the second day. I was obliged to leave for home without my cups, but I had the consolation of knowing that I had made good in my first meet as an Indian rider.

In Fast Company.

My next appearance as a representative of the Wigwam was at Guttenberg, N. J., on May 14, 1911. I entered two events and captured one. In the other I blew out a tire. On May 21 I again rode at Guttenberg, competing in three races, a 10-mile event, another at 20 miles and a half hour race. I won the first and third and blew out two tires in the 20-mile event. Some folks figure that tires do not influence racing to any great extent, but they do, as will be noted from my references to different meets.

On May 26 the Hendee company offered me an opportunity to ride in the 5-mile championship event at Chicago and I jumped at it. Having never ridden the track before I tried to get a little practise, but was not permitted even to give my machine a try-out until two minutes before the races were called.

A Spill at Top Speed.

When the pistol was fired I got away with thirteen other starters in a 10-mile event. On the first stretch I took the lead and held it until I struck the turn when Bill Teubner gained about ten feet on me. Coming down the home stretch I was just pulling alongside Teubner again and we went into the turn at about 70 miles an hour. Then I heard an explosion and a second later I was sliding forty feet across the track. Knowing that there were other riders close behind me I lay flat and figured that my finish was at hand. I heard several machines z-z-z-zip as they flew past only a foot away from me and I was prepared for the worst.

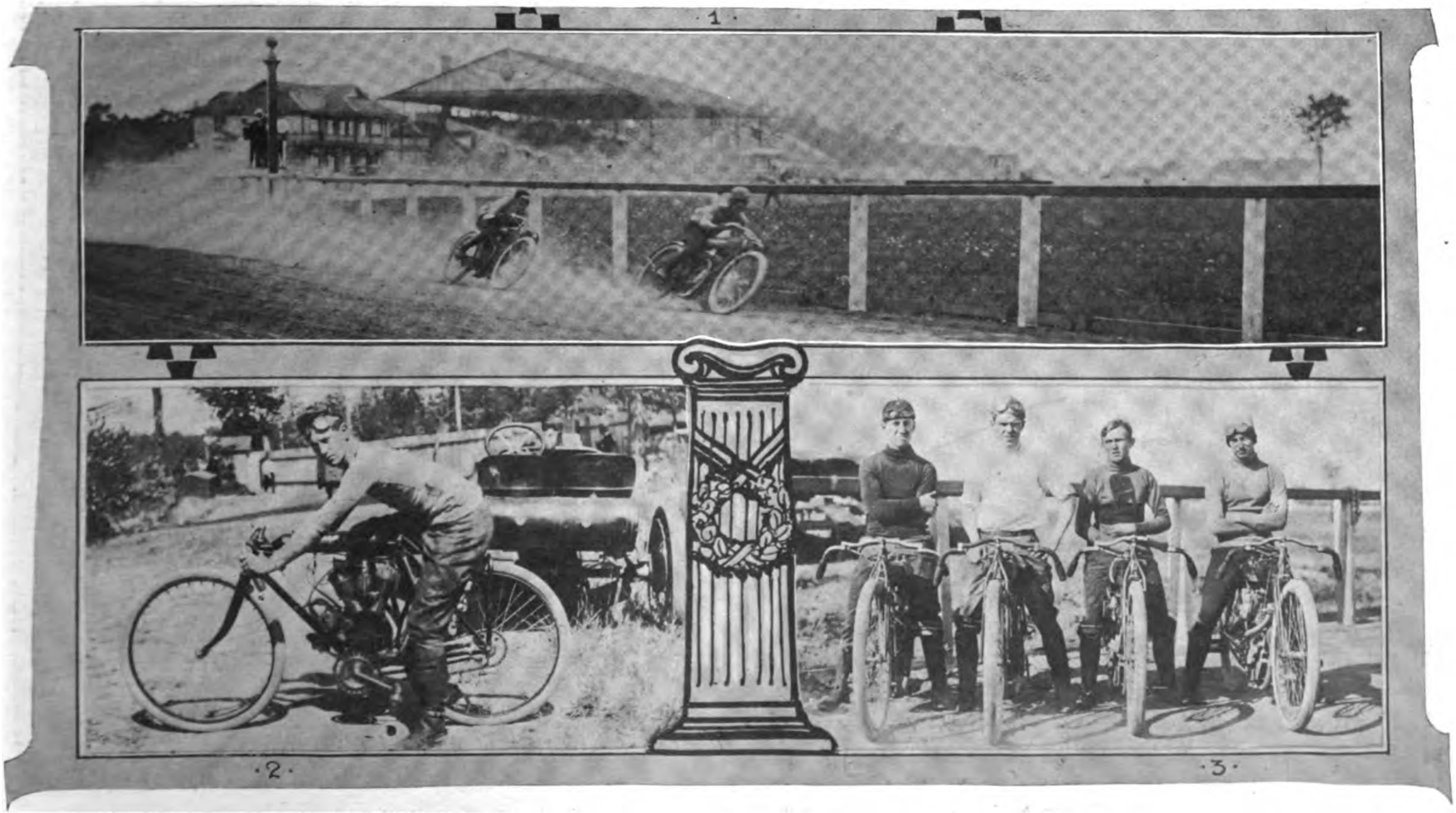
I did not know where my machine was and didn't dare look up for a time. When it seemed to be quiet about me again I rolled over near the inner rail and stood up. The dust was so thick that I could not see anything, but I could hear several motors still buzzing around the saucer.

What It Means to Fall.

Never have I realized more clearly than at that instant what it means to fall in a big race. I knew that some of the other riders must have struck my machine and my heart was like lead as I looked about and tried to see what had happened. It developed that seven of the thirteen contestants had gone down and that Poor Harry Nixon had crashed into the fence and sustained fatal injuries. A few of the riders were so far behind that it was possible to flag them before they came into the turn. Someone had picked up my machine.

When I examined the machine later I found dents two inches deep in the tank where the other machines had battered it. The pedals were gone and the handlebars were twisted in forty different directions. In short, my mount was a wreck. I used another machine in five other races and won three firsts.

(To be continued.)



1. Hart Setting the Pace. 2. Hart on Indian Racer. 3. Constant, Balke, Hasha and Hart.

OHIO RIDERS MOURN

Death of Dr. A. M. Webster, of Lorain, Comes as Heavy Blow to Legions of Friends Throughout the State.

HAVING contracted pneumonia after a long, cold run on his motorcycle recently Dr. Albert M. Webster, of Lorain, F. A. M. commissioner for northern Ohio and one of the most popular riders who ever piloted a machine in middle western territory, succumbed on March 14. His passing came as a crushing blow to hundreds of motorcyclists and to legions of friends outside the ranks who had long regarded him as a comrade in the truest sense of the word. No greater tribute can be paid the doctor than to say that everyone who knew him feels a personal bereavement. His comparatively brief span of life—thirty-seven years—was marked by an unselfish devotion to projects which brought him little or no gain, and it is safe to say that the breach left in the ranks of motorcycle workers in Ohio will not readily be filled.

One year ago Dr. Webster made a motorcycle tour of Europe, accompanied by William Chadeayne, of the Greyhound company, and for the last four years he has been active in motorcycle affairs in Lorain and vicinity. He was born in Oberlin and spent some of his earlier years in Elyria, taking up his practice of medicine in Lorain in 1910. Besides his mother, Mrs. I. A. Webster, and a sister, Dr. Webster leaves one daughter, who has been living with her grandmother since the death of her mother several years ago.

The members of the Cleveland and Lorain motorcycle clubs turned out in a body at the funeral which was held on Saturday afternoon, March 16. Dr. Webster was a member of the Cleveland club and the founder of the Lorain organization.

The Late Dr. A. M. Webster.

ON SOUTHERN TRIP.

CHAS. S. BROOKS, who has been in the employ of the Twentieth Century Manufacturing Company, of Newark, is now on a business trip South. He reports excellent business, and good prospects for a fine season.

A MOTORCYCLE, aeroplane and automobile meet is being planned for Peoria, Ill., May 5. The leading riders, aviators and drivers will appear.

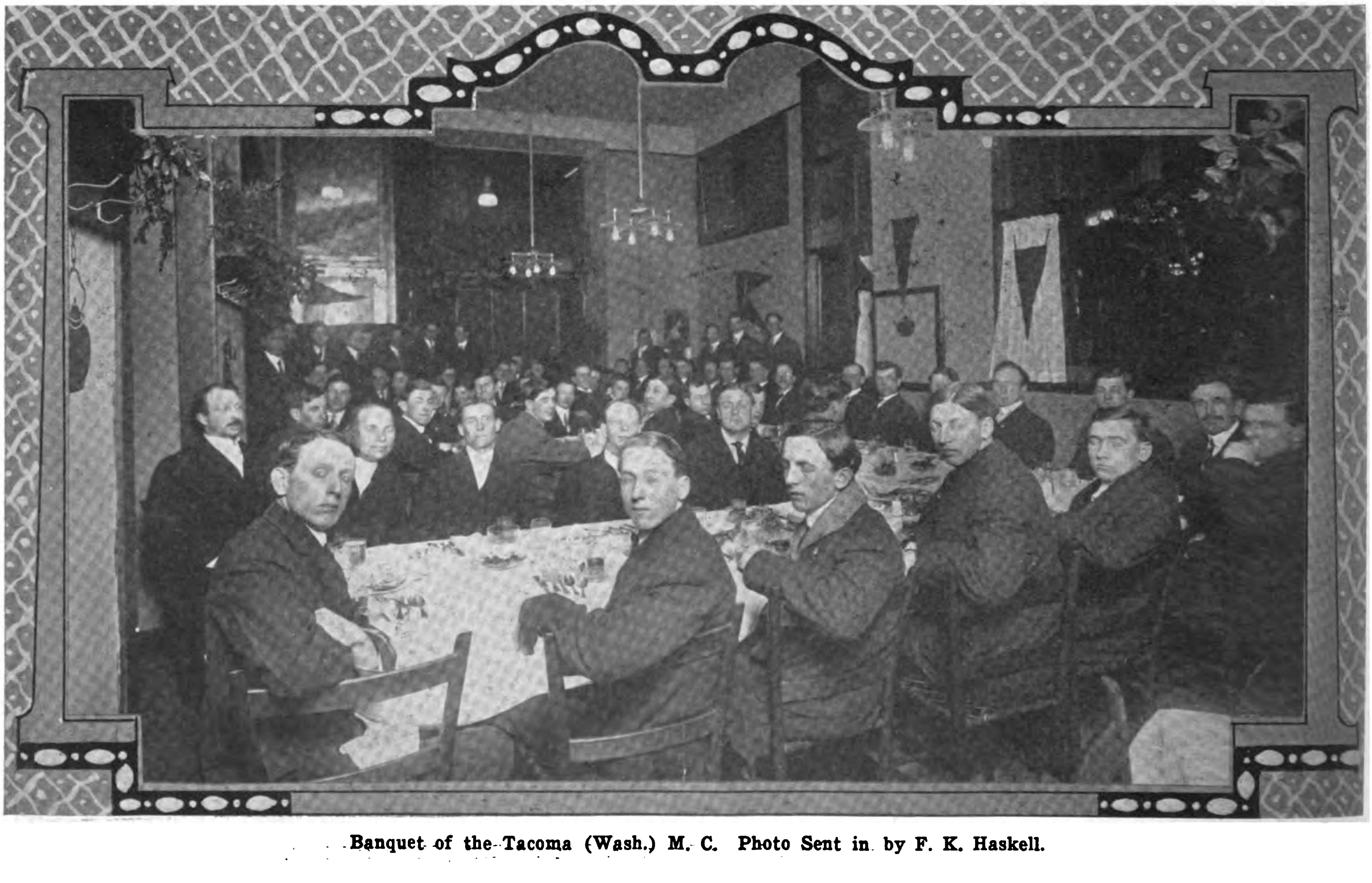
FIGHTING NEW TIRE BILL

Manufacturers Oppose Passage of Unreasonable Measure Providing That All Rubber Casings Must Be Dated.

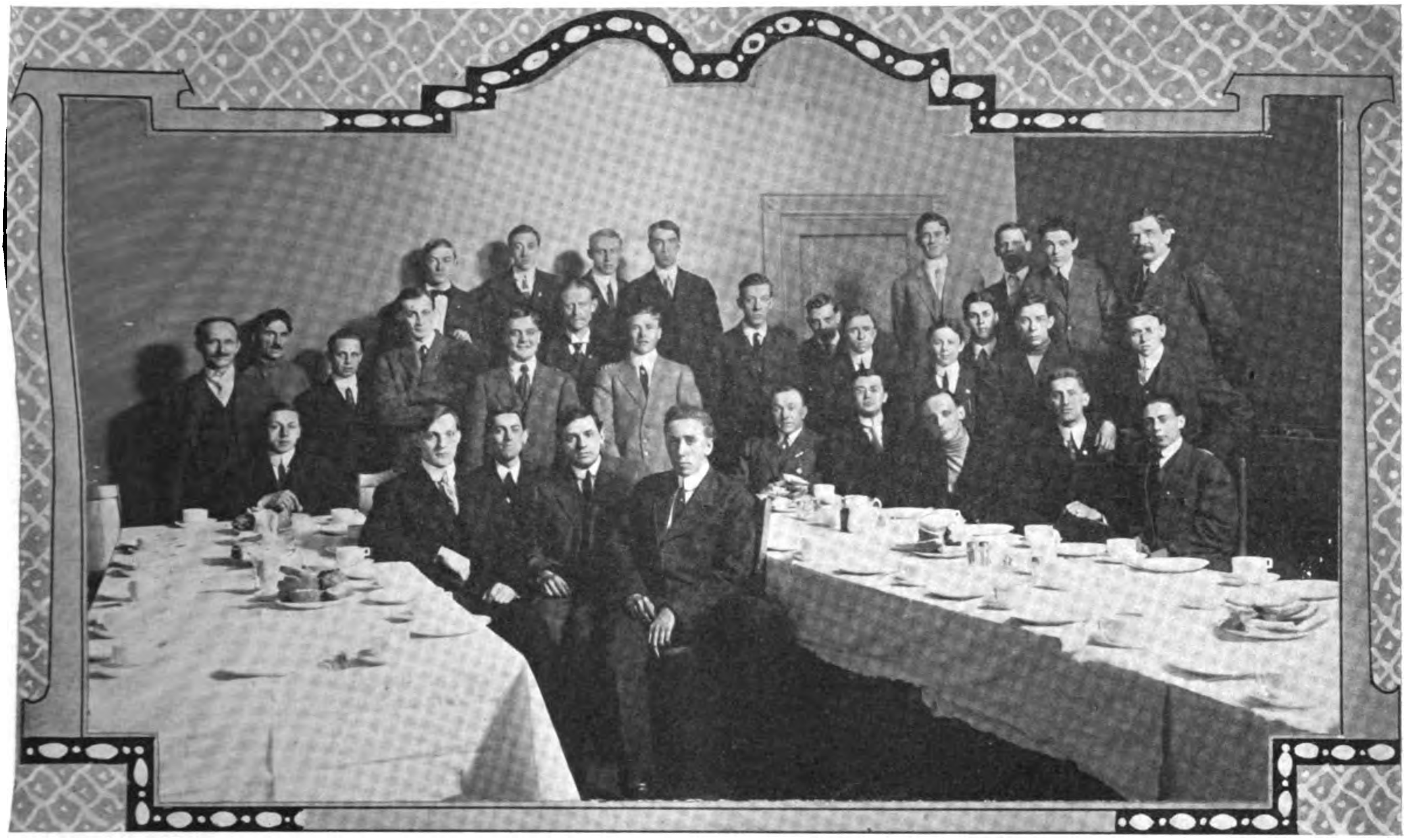
REPRESENTATIVES of many of the prominent tire companies attended a hearing in Albany on Tuesday, March 19, for the purpose of protesting against the final passage of a bill which provides that all tires must be branded with the date of manufacture, under penalty of a fine of $50. Just what is to be gained by the adoption of such a measure has not been made clear, but strenuous efforts were made to rush the bill through before the tire manufacturers could marshal their forces and take a formal stand against it.

The manufacturers argue that such a law would render it practically impossible to supply tires for the motor vehicles of the country, as the casings would, in effect, become perishable goods. Purchasers of cars or motorcycles would not be inclined to accept tires dated back a month or two, in the belief that there must be a good trade reason for the dating system, and as a result the business of dealers and manufacturers would be demoralized. It is shown that tires cannot be produced in sufficient quantities so that dealers may keep them up to date at all times, and that there is no excuse for such an arrangement anyway.

At Tuesday's hearing the manufacturers stated their objections to the bill and announced their intention to contest its passage to the last trench. The proposed measure appears to be without a single reasonable excuse for existence.



Banquet of the Tacoma (Wash.) M. C. Photo Sent in by F. K. Haskell.



Flash-Light Photograph Taken at Recent Banquet of the Queen City M. C., of Cincinnati, O.

BERGER RESIGNS; DEALERS' BUREAU CONTINUES

Merle Sidener, of Indianapolis, Is Now In Charge Of The Work.

L. J. BERGER having resigned in order to go to California, Merle Sidener, of 23 East Ohio street, Indianapolis, has been placed in charge of the National Motorcycle Dealers' Information Bureau. Under Mr. Sidener's direction the original plans will be developed, and every possible endeavor will be put forth to supply dealers with the means required to carry on successful publicity campaigns. The scope of the Bureau's activity is well stated in a letter just received by MOTORCYCLE ILLUSTRATED from Messrs. A. B. Coffman, George Meiser, and Arthur Davidson, the committee appointed by the Motorcycle Manufacturers' Association to organize an information bureau for dealers. Their letter follows:

MARCH 14, 1912.

WITH Spring just ahead, and with prospects for one of the most prosperous seasons in motorcycle history, many motorcycle dealers throughout the country are taking an active interest in the National Motorcycle Dealers' Information Bureau, which was authorized and established by the Motorcycle Manufacturers' Association, during the Chicago show in February.

The purpose of this bureau is to increase the sales of motorcycles—to help the dealer increase his business. To this end the bureau will promptly and gladly furnish, without cost to any dealer, copy for advertisements, selling letters, follow-up letters, and will, at all times, answer questions and offer suggestions relating to advertising and publicity.

All that is necessary is for a dealer to say that he is interested. Everything that is prepared by the bureau will thereafter be forwarded to him, and in addition he will receive answers to any questions relating to advertising and selling.

This work was placed in the hands of L. J. Berger, at Chicago, and a start has been made. Mr. Berger has, however, decided to remove to California, and he will be unable to give the affairs of the bureau further attention. This work has, therefore, been placed in the hands of Merle Sidener, 23 East Ohio street, Indianapolis, Ind., and will be carried on by him.

This change in management will result in some slight delay in handling inquiries recently received, but Mr. Sidener will take up the work at once and dispose of these inquiries as fast as possible.

In the meantime, all dealers who are interested in the plans, suggestions and help to be offered by the bureau, are urged to write to Mr. Sidener and tell him so. Just say to him that you'd like to have whatever the bureau prepares for interested dealers, and it will come to you.

Nearly all dealers use some advertising space in their local newspapers. It will be the business of the bureau to help these dealers use such space to the best advantage by preparing copy that will attract and interest newspaper readers.

Most dealers are too busy to take the necessary time to prepare these advertisements, just as a big dry goods merchant is too busy with other things to write his display ads. He has an advertising department, which takes the matter out of his hands. This bureau, created by the motorcycle manufacturers, is the advertising department of all dealers who wish to avail themselves of its services. Form and sales letters will be prepared in a series, so that an "inquiry" can be systematically followed. Various suggestions will be made from time to time and the bureau will always be ready to answer "advertising and selling" questions.

There's a good season just ahead of the motorcycle dealers, but it can be made a better season yet if the dealers will take advantage of the service and suggestions of this bureau and write to Mr. Sidener at once. A postal card will do. Just say, "I'm interested in the Motorcycle Dealers' Information Bureau"—and he will do the rest.

GEORGE MEISER,
ARTHUR DAVIDSON,
A. B. COFFMAN,
Committee of the Motorcycle Manufacturers' Association.

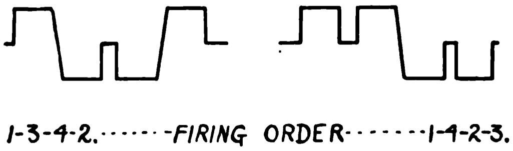
IT STOOD THE TEST.

AS a result of severe testing of the Harley-Davidson motorcycle under all weather conditions in both day and night service by linemen of the Milwaukee fire and police alarm system, the city of Milwaukee has ordered another motorcycle of that make for immediate delivery.

Questions ??? and Answers

ORDER OF FIRING.

FRANK K. SCANLAN—The order of firing of the Pierce four-cylinder motor is 1-3-4-2, and the crankshaft has the two end throws together and the two inner throws also together. The inner and outer throws are, however, 180 degs. apart. For a motor firing 1-4-2-3, the throws would be as in the accompanying sketch, 1 and 2 together and 4 and 3 together. This arrangement, while at one time in use by several foreign designers, has been abandoned for the better balanced form giving the order 1-3-4-2, or 1-2-4-3.



Write the Société des Cycles Clément et Gladiateur, Pré-St.-Gervais, France. Campani & Cocchi, 2142 Broadway, New York, may have Clement parts also.

The weight of the flywheel rims, at a radius of 10 inches from the shaft center would be 6 pounds. The weight of a flywheel or pair of flywheels (total rim weight) is derived from the formula $w = 10.6 \frac{bl^2}{r}$ when b is the bore, l the stroke, and r the radius of the flywheel rim. The outside diameter of the flywheel is often calculated as 3.3 times the stroke, but in some motor constructions this may give too large a crankcase. Cast iron is taken at 0.26 pound per cubic inch.

BUYING SECOND-HAND MOUNT.

F. G. MUGGLESWORTH—When a machine is advertised, it is very difficult for the journal in which the advertisement appears to guarantee the truth of the description in the said advertisement. Notices of second-hand machines appear in the Motorcycle Mart in our issues, and are usually as represented. In order to determine whether a second-hand motorcycle is as represented, an examination of the machine is necessary. If you are not experienced enough for this, have one of your rider friends go over the machine for you. Select a man whom you can trust and with him ascertain the condition of the compression, valve gearing, brakes, transmission, spring fork, ignition devices, pedaling gear control devices, frame and, finally, tires. The compression should be tried by means of the pedals, the exhaust valve being down. The valve gearing should be observed to operate the valves at the proper intervals, while the motor is being pedaled, and again while the motor is running on the stand. The motor should be run with the spark well advanced at all times, and should have a sharp note and bluish color to the exhaust at the outlet of the exhaust chamber. During the pedaling tests, listen for hissing sounds which denote leaks, and when the motor is running, for knocking. If any knocking cannot be corrected by changing the spark position, it indicates either looseness or too much deposit of carbon in the cylinder.

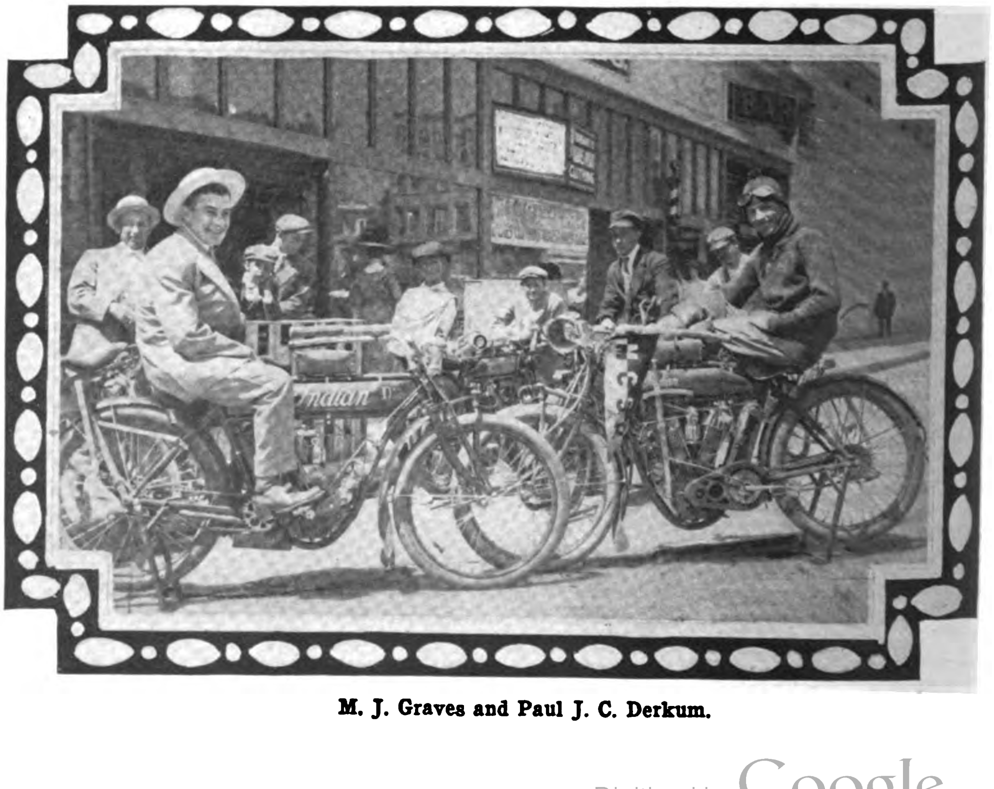
The brakes should be tried out when riding the machine on the road, and also on the stand against the motor running slowly. The last test must be done with great care, and good brakes should appreciably slow down or even stop the motor. Any trouble with the pedaling gear will be detected when the above tests for the other functions are being made. A road run on the machine will demonstrate the efficacy of the control devices, and if excessive play in the connections is noticeable, the machine should not be bought. The cables and ignition connections should be gone over, and the nature of the spark at the plugs determined; they should be deep blue between the points of a clean plug. If not, the source of current is defective or the coil (of a battery and coil machine) is not in good order. Try moving the wheel sideways while holding the spring fork device rigid; if there is considerable side-play the repair of the fork may not be worth the trouble and expense. The tires should be examined to see that the fabric is not exposed, that the shoes are not torn or too badly worn and that the rims are not dented or deformed. Poor tires should not disqualify a machine, as they can be replaced, and usually are the first thing about a second-hand motorcycle that needs replacement. Any breaks in the frame should unquestionably be sufficient to prevent your purchasing it.

DIFFICULTY IN STARTING.

N. BALDWIN—Possibly a readjustment of the mixture will effect easier starting. If you have a two-adjustment carbureter set the low speed jet so that at about 300 r. p. m. or less, the exhaust will have a dark blue color, verging on violet. Often a motor that starts with difficulty can be started with greater ease by blocking the air-ports in the carbureter, so that a very rich mixture is sucked in as the motor is turned over by the pedals. Many motors are timed to be speedy, and are consequently a little hard to start, but the setting of the carbureter is usually the trouble. How is the valve gear? Is there any wear in the cams, rockers, etc.? If the readjustment of the mixture or blocking the air-ports will not render starting easier, examine the carbureter for the operation of the cone,' etc. See our *Motorcycle Manual*, just published. The price is 25 cents, prepaid.

GEAR FOR TWIN MACHINE.

SUBSCRIBER.—The 4½:1 gear we think would be about right, although a 4¼:1 might do, unless very steep grades were encountered. This is figuring that you will not increase your load on the machine. Six actual horsepower is big; it will pull nearly 4 tons over ordinary roads, at a speed of close to 6 miles per hour on an electric truck. You should be able to negotiate any kind of hill that the wheels will hold on with that powered motor and with a 4½:1 gearing. A free-engine clutch will enable you to climb steeper grades than with a fixed engine, but the manipulation of the clutch must be learned in order to do this.



M. J. Graves and Paul J. C. Derkum.

A. B. COFFMAN

A LIVE WIRE COMBINATION.

A "HUMAN dynamo" plus a "fat spark." That is the way some people size up the Yale combination that is going after the motorcycle trade in Indiana, Ohio, West Virginia and western Pennsylvannia.

A. B. Coffman, vice-president and sales-manager of the Consolidated Manufacturing Company, makers of the Yale motorcycle, is, of course, the "human dynamo." He is always busy. And Mr. Coffman, having a pretty good opinion of Squier, calls him a "fat spark." George Squier keeps pretty busy, too, so everybody's happy. Until February 29 he was with the Flanders Company. He began carrying the Yale banner March 4.

BREAKING TROXEL RECORDS.

THE Troxel Mfg. Co., of Elyria, Ohio, reports that it is now cutting 1,000 sides of leather a week to provide tops for its well-known line of motorcycle and bicycle saddles. The firm is turning out in the neighborhood of 50,000 saddles a month for the single-trackers, and the demand for its products is unprecedented. The greatest demand appears to be for the company's new cavalry saddle which is featured by special springing and provision for an unusually low riding position.

J. W. Brandt, of the Troxel staff, is home again after a trip to the West Indies. He states that he feels fit to go into the motorcycle field with more enthusiasm than ever before, which means something. Mr. Brandt was quite busy down in the islands collecting bets from his friends. He was accustomed to stroll into a motorcycle or bicycle store and offer to place a bet that most of the saddles in stock were Troxels. He says he won so steadily that his friends finally refused to lay a bet against him.

GEORGE SQUIER

CHAIN-BELT TRANSMISSION.

WM. R. BERGMAN.—The wrapped-chain transmission is considered too light for motorcycle service, as to keep it any way efficient it must be run very tight. The loss of power is considerable also, and these troubles you naturally have experienced. We advise your replacing it by a V-belt transmission, ¾-inch size, with motor and rear wheel pulley to correspond to the sizes of the present motor and wheel pulleys. It will be better for you in the long run, as the use of the present transmission will be a continual source of trouble, and will probably prevent your riding to any extent. We do not think that you would get any better satisfaction with a leather belt, as the surface is hardly sufficient to transmit the power of the motor. It will probably be difficult to get a round belt of this size, also, without importing from Europe or having it cut to order.

HAVE NO RECORD OF IT.

MICHAEL CSERNUS—We have no record of the makers of the machine you name. It may have been one of a number of machines that were turned out to meet the orders of small dealers, and in such case it would be rather difficult to trace it, as many of these dealers ceased to put out the machines after the first year.

PENNSYLVANIA LICENSE.

JOHN P. SAMPSON, JR.—The license is obtained from the State Highways Department, Harrisburg, Pa., the cost being $2. Write for application form, or better, see one of the garages in your city, such as that of C. R. Zacharias. You will not have to appear in person. A Pennsylvania license entitles you to ride in all the Middle States excepting New Jersey; in all the New England States for a period of from 10 (Rhode Island, New Hampshire, Massachusetts, Vermont) to 30 days (Maine, Connecticut). Exemption also in the following Southern and Middle Western States: Maryland (2 periods of 7 days), Virginia (2 periods of 7 days), North Carolina (only when passing through), Georgia (30 days), Florida (30 days), Mississippi, Ohio (in some cities for 10 days), Indiana, Illinois (60 days). See the MOTORCYCLE MANUAL for information on Touring State regulations, licenses, etc.

PEUGEOT MOTORS.

G. V. Peugeot motors and parts are obtainable from Campani and Cocchi, 2142 Broadway, New York City. For importing such motors, parts, etc., see the shipping department of the Compagnie Générale Transatlantique, 19 State street, New York. The makers are: Les fils de Peugeot Fréres, Valentigny (Doubs), France.

THE LUBRICATION PROBLEM.

EDITOR MOTORCYCLE ILLUSTRATED:—In looking over the various technical reports of motorcycles on the American market, the systems of lubrication appear to the writer to be the weakest point and the one that needs the most immediate attention. To one with some experience with motor vehicles since the days of the de Dion 1¾ h. tricycle with its "pleasing" air, spark, gas, and compression taps situated at intervals along the top tube, it seems to show too great a conservativeness, considering the improvement in the motorbike along other lines, to still employ the same old "oil-mist" that the 1897 tricycles used, and over which dozens of riders wasted their energies and language in trying to keep the oil level proper for all conditions of service. In those pioneer days, we had to ride with momentary expectation of some microscopic oil duct becoming clogged, and what better condition are many of the riders of today in, especially as we did not depend nor do they depend on anything but gravity (within the crankcase) for the descent of the oil to the main bearings?

Not that the "oil-mist" is necessarily unreliable, but there are even more reliable systems, the force-feed, for example. Why not use a pump taking oil from the sump in the crankcase and force it to the piston through the walls of the cylinders, through the main bearings and big-end bearing and let it return by gravity into the sump, where the return will not damage any part if it is defective? Of what value is a pump if it merely sends the oil into the gear- or crankcase to be splashed up into the cylinder, lubricating the walls and piston, but not the wristpin and big-end bearing?

There are some fine systems of lubrication in use on motorcycles, but only on relatively few makes. The others need fairly constant attention; the hand pump every 5 to 20 miles and the gravity systems anywhere from 6 drops per minute up, with increase for high speeds. And how often do the motors get the proper amount of oil? In other words, in the anxiety not to under-lubricate, riders are fined in some localities for emitting smoke, or the inevitable smoking results in legislation against the motorcycle. With the gravity feed, what provision is there for keeping the oil in flowing condition when the mercury is down near the zero mark?

It ought not to cost such a great amount more to fit a good mechanically-driven pump in place of or in connection with the sight-glass, and certainly, from the rider's standpoint, the extra money (if the rider has to pay for it) would be more than made up by the saving in oil and bearings during the year the machine was in use. The writer would be glad to have opinions on this subject of lubrication from users of the various systems, and feels that it would be for the good of the industry and sport if the reasons for the present state of lubrication means were definitely explained. PEARSOL SERGENT.

HUNGRY FOR RACING.

COFFEYVILLE, Kan., has twenty-five motorcyclists who are anxiously waiting for the opening of the riding season. They have a good track and arrangements are being made to hold a series of race meets during the summer.

Touring

TOUR INTO NEBRASKA.

CHAS. R. PALMER—Pittsburgh to Cleveland, 129 miles, route fair, with some clay and sand in Ohio. Itinerary: Pittsburgh, Sewickley, Economy, Rochester, Beaver Falls, Darlington, Unity (O.), Columbiana, Salem, Deerfield, Edinburgh. Ravenna, Streetsboro, Twinsburg, Bedford and Cleveland. Cleveland to South Bend (Ind.), 264 miles, fair to good route. Cleveland, Ridgeville, Elyria, Oberlin, Kipton, Wakeman, Norwalk, Bellevue, Clyde, Fremont, Woodville, Pemberville, Bowling Green, Liberty Center, Napoleon, Ridgeville, Bryan, Edgerton, Butler, Waterloo, Kendallville, Brimfield, Wawaka, Ligomier, Benton Station, Goshen, Osceola, Mishawaka, and South Bend.

South Bend to Chicago, 101.6 miles, good macadam and gravel roads. South Bend to New Carlisle, then through La Porte, Westville, Valparaiso, Wheeler, Hobart, Highlands, Hammond, Wolf Lake, South Chicago, Jackson Park, and Chicago. Chicago to Davenport (Iowa.), 172.5 miles, good stone and gravel, except between DeKalb and Dixon. Chicago to Lombard, West Chicago, Geneva, Maple Park, Cortlandt, DeKalb, Malta, Creston, Rochelle, Ashton, Franklin, Dixon to Sterling, then through Galt, Lydon, Erie, Hillsdale, East Moline, Davenport.

Davenport to Des Moines, 187 miles, mostly black dirt roads, fair even in wet weather. Davenport to Wilton, then through Moscow, West Liberty, Iowa City, Tiffin, Homestead, South Amana, Marengo, Ladora, Victor, Brooklyn, Grinnell, Newton, Colfax, Mitchellville, Altoona, and Des Moines. Des Moines to Omaha, 163 miles, practically all dirt roads; some steep grades. Des Moines to Waukee, then through Ortonville, Adel, Redfield, Montieth, Guthrie Center, Exira, Brayton, Lorah, Atlantic, Marne, Walnut, Avoca, Minden, Neola, Underwood, Council Bluffs and Omaha. From Omaha go to Beatrice (Neb.), 103.5 miles; good dirt and macadam. Omaha to Millard, then through Louisville, Waverley, Havelock, Lincoln, Princeton, Cortland, Pickerell, and to Beatrice. From Beatrice go to Alexandria via Ellis, Harbine, Jansen, Fairbury, K. C. & O. Junction, and Powells, about 40 miles over country roads. Total estimated distance, 1,260.6 miles.

NEW JERSEY-NEW YORK TOUR.

G. HALL.—From Somerville go to Bedminster, Bernardsville and Morristown; then to Mendham, Chester, German Valley, Hackettstown, Vienna, Danville, Buttzville, Bridgeville, Delaware, Myers Ferry (put on Pa. numbers); cross to Portland, Pa., and into Delaware Water Gap. From the Gap go on to Stroudsburg, Analomink, Henryville, Paradise, Mt. Pocono, Tobyhanna (poor stretches), Gouldsboro, Moscow, and through two toll-gates to Scranton. From Scranton go to Providence, Clarks Summit, Wallsville, Fleetville, Glenwood, Hartford, New Milford, Great Bend, Pa., Kirkwood N. Y., and into Binghamton.

From Binghamton go next to Endicott, Applachian, Owego, Smithboro, Waverley, Lowman, Wellsburg, and Elmira. From the latter place go on to Corning, Painted Post, Coopers, Campbell, Savona, Bath, Kanona, Avoca, Cohocton, Perkinsville, Dansville, Groveland, Geneseo, Avon, East Avon, West Henrietta, and into Rochester. Total distance, 264½ miles.

STAMFORD TO WASHINGTON.

P. N. M.—Leave Stamford City Hall, and go through Greenwich, Portchester, Rye, Mamaroneck, Larchmont, New Rochelle, Pelham Bay Park, along Pelham Parkway, Bronx Park, Fordham road to Jerome avenue, New York. Continue down the latter avenue and cross the Harlem river at 155th street, then across to Broadway and down the latter street to 42d street. Go west on 42d street and take the ferry to Weehawken, passing across the town to the Hudson County boulevard and going south on the latter to Newark avenue, Jersey City. Go out to Newark over the Turnpike; from Newark go to Elizabeth, Wheatsheaf, Rahway, Iselin (dangerous railway crossing), Menlo Park, Metuchen, New Brunswick, Monmouth Junction, Kingston, Princeton, Lawrenceville and to Trenton. From Trenton go next to White Horse, Bordentown, Columbus, Burlington, Bridgeboro, Camden; take ferry to Philadelphia and continue to Penn Square, that city. Do not forget to change to New Jersey tag before arriving at Weehawken, and to put on Pennsylvania or Connecticut number again before entering Philadelphia. From City Hall, Philadelphia, go over the route to Washington mentioned in the latter portion of the answer to H. F. Drake and C. J. Frolke in this issue.

FROM A SCHOOLMASTER.

"A COUNTRY School-Teacher at Leisure" is the caption forwarded with the accompanying photograph by Elmer Wohlers, Indian agent at Rock Rapids, Iowa. Wohlers presides over a school twelve miles from his home during the winter months, and gives up much of his time throughout the summer to advancing the cause of motorcycling in his district. As an indication that the schoolmaster is prepared for any emergency that may arise, in the matter of school discipline, note the set of boxing gloves hanging at the corner of his desk.

TO OLD POINT COMFORT.

C. J. FRONKE—The road from Baltimore to Washington is mostly macadam, with one or two stretches of about 1½ miles each of sandy surface. The roads in the State of Virginia are in the worst possible condition. From New York the route is to Philadelphia via Jersey City, Newark, Elizabeth, Rahway, Iselin, Menlo Park, Metuchen, Highland Park, New Brunswick, Dayton, Hightstown, Windsor, Edinburg and Trenton; then Langhorne, Pa., Bustleton, Ogontz, and Philadelphia. The route from Philadelphia to Baltimore is through Darby, Norwood, Chester, Village Green, Chelsea, Wilmington, Del., Newark, Elkton, Md., North East, Perryville, Havre de Grace, Churchville, Belair, Glenarm, Lock Raven, Towson and Baltimore. From Baltimore to Washington the route is through Relay, Laurel and Blagdensburg. From Washington to Richmond the route is through Alexandria, Fairfax, Centerville, Manassas, Calverton, Remington, Culpepper, Locustdale, Orange, Gordonsville, Trevillians, Louisa, Cuckoo, Goodall, Solomons. From Richmond to Newport News and Old Point Comfort, the route is through Seven Pines, New Kent, Sisterville, Brownsville, Toano, Williamsburg, Hallstead's Point, Warwick, Newport News, Hampton, Phoebus, and finally Old Point Comfort.

TO SCHWENKSVILLE.

AUG. G. NEEDS—From Hightstown go to Windsor, then to Edinburg and Trenton. Cross the Delaware at Trenton (change to Pennsylvania tags), and go on to Langhorne, then to La Trappe, Bustleton (toll gate), then to Ogontz, and into Philadelphia. From the latter place go to Chestnut Hill, Hickorytown, Springtown, Fairview, Providence Square and Collegeville. From Collegeville, go north to Rahns, Graterford, and then to Schwenksville, following the Perkiomen from Collegeville. The river and the P. & R. Railroad (Perkiomen branch) will act as general guides.

COLUMBUS TO INDIANAPOLIS.

ERNEST WOLLERMAN.—The National Pike between Columbus and Indianapolis, is quite level and is mostly gravel surface. From Columbus, go through Alton, West Jefferson, Lafayette, Somerford, Brighton, Vienna, Harmony, Springfield, Donnelsville, Forgy, Brandt, Fountaine, Tadmor, Vandalia, Englewood, Arlington, Lewisburgh, Gettysburg, Richmond, Centerville, Germantown, Cambridge City, Dublin, Lewisville, Ogden, Raysville, Knightstown, Charlottesville, Cleveland, Greenfield, and into Indianapolis. Road maps can be obtained from Rand-McNally & Co., of Chicago. The speed indicator you mention has, as far as we know, never been officially tested, and we are therefore unable to state its accuracy.

TOWANDA, PA., TO WASHINGTON.

H. F. DRAKE.—The route from Towanda, Pa., to Washington, D. C., will be via Wilkes-Barre, Tamaqua, Reading, Pottstown, Philadelphia, Wilmington, Del., Baltimore and Laurel, Md. The first part is from Towanda to Wilkes-Barre, a distance of 70 miles over steep, winding roads, but some macadam near the end. The cities passed through are: Wysox, Wyalusing, Skinner's Ferry, Tunkhannock, Kunkle, Luzerne and Wilkes-Barre. From Wilkes-Barre the next part of the trip is to Harrisburg, 108.8 miles, over fair mountain roads with some poor stretches and macadam. From Wilkes-Barre go through Nanticoke, Shickshinny, Berwick, Bloomsburg, Danville and Northumberland, into Harrisburg. From Harrisburg go to Reading next, a distance of 53.5 miles, over a toll road of good surface. Go through Hummelstown, Swatara, Palmyra, Annville, Lebanon, Avon, Meyerstown, Union, Stouchburg, Womelsdorf, Robesonia, Wernersville, Sinking Spring, and into Reading. From Reading go next to Philadelphia, 57 miles over good macadam roads. Go from Reading through Black Bear, Baumstown, Douglassville, Pottstown, Limerick Center, Limerick Square, Collegeville, Providence Square, Fairview, Springtown, Hickorytown, Chestnut Hill and into Philadelphia. From Philadelphia go next to Baltimore, 108.4 miles, over macadam and dirt roads. Leave Philadelphia and go to Darby, then to Norwood, Chester, Village Green, Chelsea, Wilmington, Del., Newark, Elkton, Md., Northeast, Perryville, Havre de Grace, Churchville, Belair, Glenarm, Towson and to Baltimore. From Baltimore to Washington completes the trip, the distance being 44 miles and the surfaces sandy. Leave Baltimore and go to Relay, then to Laurel, and continue on to Washington. The total distance is 441.7 miles.

TOURING BY SIDE-CAR.

J. L. MOORE.—We think the more comfortable method of transporting your passenger would be by sidecar for the three-hundred mile trip. If your mount has a 6 or 7 h. motor, you should have no difficulty in riding over average country roads, unless these average roads are quagmires, bogs or deep with sand. The other attachment is lighter, but not so comfortable for the passenger, and with the power mentioned you should be able to carry at least 600 pounds passenger and attachment weight anywhere that the wheels will bite. This does not mean that you will be able to burn up the roads or race passing machines, but it does mean that you should be able to traverse practically all average roads with either attachment at a speed within the legal limit.

THE "DEVELINE" WHISTLE.

EDITOR MOTORCYCLE ILLUSTRATED.—Seeing a recent inquiry as to the "Develine" whistle, would say that any reader can obtain one from Maher & Grosh, of Toledo, Ohio. J. L. MOORE.

STATE MAPS.

R. A. BEITZ.—Write the Rand-McNally & Company, Chicago, Ill., for maps of the State you desire.

TAMPA, Fla., now has a motordrome association and meets are being scheduled at the Tampa Bay Athletic grounds.

LONG SIDE-CAR TRIP.

H. S. ROTHERA, of Peekskill, N. Y., is an enthusiastic side-carist who has made some long interstate runs without finding any obstacles which his outfit could not overcome. He uses a Minneapolis "Big 5" and an imported side-car. Recently Mr. Rothera, accompanied by his wife and son, made a trip from Peekskill to Philadelphia, Pa., via Tarrytown, Nyack, Newark, Princeton and Trenton in eight hours, actual road time. He reports that his trips with the side-car attachment give him no more trouble than runs with the single machine.

DAYTON SHOW

Motorcycle Dealers in Ohio City Will Have Exclusive Exhibition of Mounts Late in April.

ARRANGEMENTS have been practically completed for the motorcycle show to be held in Dayton, Ohio, in the latter part of April, and the new officers of the Dayton M. C. who are in charge of the project look for big returns from it. Spacious quarters have been obtained in a downtown building, and the dealers of the city are preparing for a fine display of machines. In addition to the motorcycles a full line of accessories and supplies will be shown, but no motor cars will figure in this show.

The new officers of the Dayton club are as follows: O. A. Stuhlreher, president; R. E. Coffield, vice-president; Charles Zetler, secretary, and L. F. Jacobs, treasurer. The trustees are E. D. Hensley, C. G. Blackwell and A. J. McCollum. Charles Zetler will direct the business end of the show.

TEMPTATION TOO STRONG.

FASCINATED by a new Indian machine which was displayed in the establishment of Jacob Pfotzer, Jr., at 2335 Boulevard, Jersey City, N. J., Frank Russell, an 18 year old youth of Hudson City, broke into the salesroom and made off with the coveted mount. Members of the Hudson County motorcycle police were placed upon his trail in short order, however, and Frank had barely learned how to operate his new possession when the minions of the law swooped down on him.

ANOTHER IN CALIFORNIA.

THE chief topic of motorcycle interest in Modesto, Cal., is the motorcycle club that has recently been organized there. The club was formed about three weeks ago with a charter membership of forty-three. It is a 100 per cent. F. A. M. club. The officers elected are George Wallace, president; Albert Johnson, vice-president; J. J. O'Keefe, secretary, and A. W. Nuding, treasurer. The position of captain has been tendered to J. H. Harding. The club has two rooms, one a reading room, and the other a workroom and shop.

AN OLD-TIME SESSION.

THE Buffalo (N. Y.) M. C. held a rousing, old-time meeting on March 6, at which thirty-four members participated in a lively business and social program. Lunch was served, pipes and tobacco were plentiful, and impromptu addresses were many and interesting. A feature of the evening was a match game of shuffleboard, in which H. H. Sill and William Mench met Doc. Hanson and Hough Pohl. Sill and Mench carried off the honors after a hard-fought contest. Later there was a pool match between Charles Logan and Oliver Walters, Logan winning by one ball. Throughout the contest friends of the players crowded around and cheered them, and there was no scarcity of enthusiasm. Plans were outlined for a two-day endurance run to be held May 30-31.

RACE FEVER IN JACKSONVILLE.

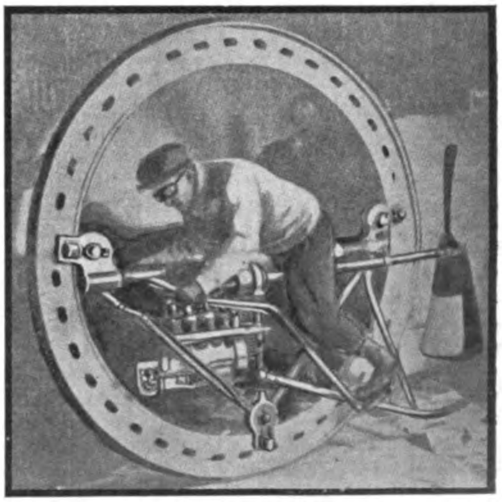
THE Jacksonville (Fla.) M. C. recently purchased a site near the heart of the city on which a fine clubhouse will be erected in the near future. The club has 200 members and is in a prosperous condition. It is the intention to have a two-story building with a basement specially fitted for use as a garage. The organization has also opened negotiations with the management of Phoenix Park for the erection of a four-lap motordrome. The club plans to provide a first-class track and then offer such inducements as will bring the best racers in the country to their city.

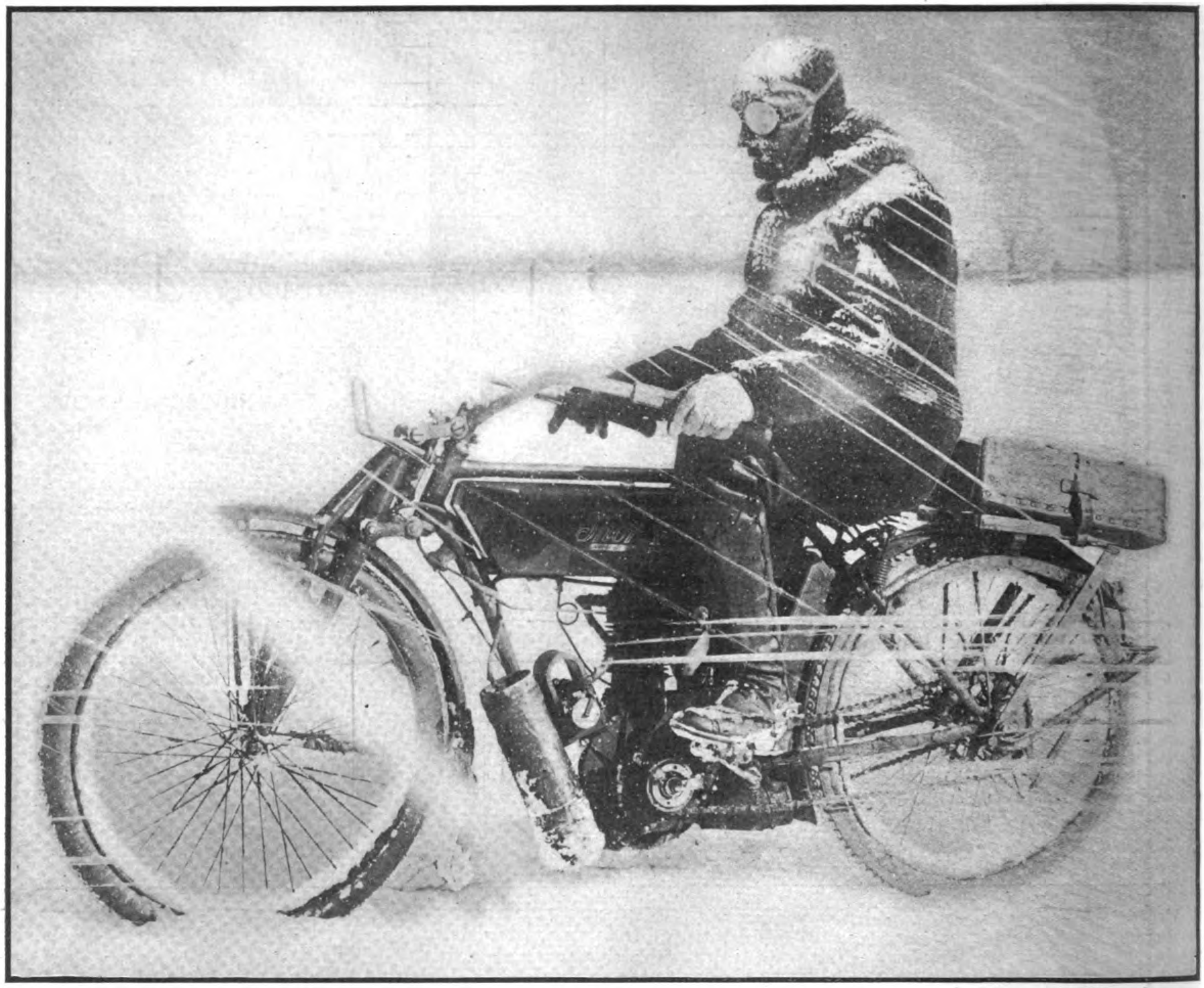
CEDAR RAPIDS SMOKER.

THERE was a large attendance of motorcyclists at the smoker given by the Cedar Rapids M. C. on March 14, and the affair proved so successful that another program along similar lines may be given to mark the close of the winter season. The last smoker was in the nature of a celebration attending the opening of the club's new quarters

AN ODD MACHINE.

THE unique vehicle illustrated above was made by Coates & McDonald, 617 Liggett Building, St. Louis, Mo. It will be noted that it is a unicycle of a rather unusual design, the particular model illustrated above having been manufactured for exhibition purposes. The machine is equipped with a Pierce four-cylinder motor, the same as is used on the Pierce 4 motorcycle. The unicycle has been tried out on the track and, according to its designers and manufacturers, has traveled as fast as fifty-five miles an hour.





TO LOCATE IN DENVER.

W. B. GLASSER, who has been connected with the Reading Standard Company, of Reading, Pa., for some time past as assistant sales manager, has just returned from an extended Western trip in the interest of the company. He visited Denver, Col., and found highly encouraging conditions, the dealers there being confident that no less than 1,000 machines will be sold in Denver and vicinity for the 1912 season. About 150 of the new models have already been delivered. Mr. Glasser announces that personal interests will demand his attention in Denver for some time to come, and that he will retire temporarily from the motorcycle field. Hereafter letters may be addressed to him at 780 Downing street, Denver.

A SERIES of motorcycle races will be held in Dubuque, Iowa, on Decoration Day, May 30, according to the plans of the Motorcycle Club in that city.

CHARLES JOHNSON, of Mesa, Ariz., has discarded the horse and saddle for the two-wheeler to carry him to and from his ranch.

A HARDY CHICAGOAN.

PHILIP LOMBARD, who rides a motorcycle in a commercial capacity for Carson, Pirie, Scott & Co., general merchants of Chicago, claims to hold the record for winter riding in and about the Windy City. The accompanying photograph was taken on February 21 while Lombard was plugging through the worst snowstorm Chicago has experienced in 24 years. Lombard has ridden his machine every day except Sundays throughout the winter season, and has maintained a daily average of 60 to 80 miles. He uses a United States, Bailey tread tire on his front wheel and a Pennsylvania Vacuum Cup tire in the rear, and states that he has experienced little trouble from skidding. The hardy Chicagoan is preparing to leave the employ of the general merchandise firm above referred to and accept a position as foreman for the repair department of the retail branch of the Aurora Automatic Machinery Co. He will take the place of M. N. Graves who is to act as assistant to Mr. Freeman in the sales department.

THE new motorcycle license plates in St. Louis, Mo., are made of aluminum with the numbers printed in black.

ANOTHER BROOKLYN SQUAD.

THE latest addition to the list of clubs in Brooklyn, N. Y., is the Bushwick M. C., which was organized on March 2. The clan has opened quarters at 1507 Bushwick avenue and elected the following officers: Walter Hoff, president; Joseph W. Gildersleeve, vice-president; John J. Ward, secretary-treasurer; William Burman, captain, and John Schumacker, lieutenant. Meetings will be held on the first and third Mondays of each month, and it is stated that plans are being perfected for a number of summer runs, economy tests and hill climbs. At last reports the club had twenty riders, with a prospect of increasing this number at an early date. Applications for membership may be obtained from John Ward, 1507 Bushwick avenue.

THE annual report of the Toledo (Ohio) police department shows that twelve motorcycle policemen traveled a distance of 64,677 miles on their machines, a record of nearly three trips around the world.

CHIEF of Police De Miller, of Joliet, Ill., is advocating the use of motorcycles for police officers in that city.

THE DOMINION VIEWPOINT

Canadians Are Fair in Estimates of Machines and Praise Both American and English Makes.

CANADIANS argue that riders of a country in which thirty-two different makes of motorcycles are represented, should be in a position to offer a first-hand comparison of the respective national style of machines, and point out that the Dominion presents just such a situation. Canadian enthusiasts are of the opinion that the English machines possess features which could well be adopted by American producers, although the American machines are preferred on account of their suitability for local conditions. This means that the United States two-wheelers are considered more durable and hardy than their British cousins, but the refined construction of the English motorcycle is also praised.

Grip control is distinctly an American invention, being almost unknown in British circles where the lever system is the choice. The Imperialists are noted for their changeable speed gears, however, which in the opinion of Toronto experts, must some day become universal in the States. A very recent British offering is a multi-speed gear device which allows of thirty distinct changes to suit all conditions, the contrivance being worked by simultaneous contraction and expansion of the front and rear pulleys.

The Englishman has long since had his low saddle position—in fact the British wheel is always very low, to which style the States' producers are rapidly coming. On account of their smaller size, British machines are frequently lighter than Yankee wheels. The over-seas enthusiasts are content with much lower horsepower rating than the riders of the Republic, the popular size in the Old Country being 3½ h., while on this side we lean to sixes and sevens and twins at that. Single-cylindered engines are very acceptable to the English artists.

Push-starters, against which there is some prejudice on this side of the Atlantic, on account of the difficulty in starting in cold weather, have great favor in the British Isles. Mounts without pedals are quite common there. The American rider will have to be shown considerable before he is likely to take to the footboards. The English are to be complimented upon their wheel accessibility. There is hardly a model which does not possess some arrangement allowing free access to all parts of a machine in case of emergency. This arrangement either consists of detachable mudguards or demountable wheels.

Tandem riding is tabooed in England, but the side-car industry has been greatly developed. Thousands of sidecars, some of them of very elaborate nature, are in use in the Old Country whereas in the United States they are the exception, not the rule. The English idea is likely to spread with lightning rapidity here, however, during the coming summer, and American manufacturers seem to realize it, judging by announcements.

British makers deserve all commendation for the manner in which they plate their machines. They do more than polish steel, so that the onslaughts of rust are greatly deterred. This feature has probably been developed on account of the rainy spells in the old land. The "polish" of the British product is, to say the least, ahead of the majority of American makes.

The "Over-Omers" are very particular about their silencers, or—as they are called on this side—mufflers. Even in races, a silencer is seldom discarded. At Brooklands, the entrants in an hour or other long distance contest, or even when making attempts for records, never remove mufflers. Late editions of English machines give no connection between the pedals and the driving wheel other than through the engine. In this way a machine is capable of being started without first being placed upon the stand. Many English mounts have stands for the front wheels to save tires.

The question of relative speed between the British and American models is not readily answered, judging by past performances in Toronto. The best riders use American machines, which fact somewhat discounts the genuine ability of the British models. But in a class race of limited horsepower, the English mount sometimes scores over its rival. Several T. T. models of different makes are owned in Canada, and these can be depended upon for a good showing in track events. In open races, however, the hunks of chain lightning bearing the names of well-known American brands, are unbeatable seemingly.

WHITTIER CLUB A SUCCESS.

THE Whittier (Cal.) Club recently formed has been a great success. There is a good-sized enrollment and the membership is steadily growing. The officers for the year are as follows: Percy Bennet, president; N. Horton, vice-president; Chas. Miller, secretary and treasurer; Rolph Crum, captain.

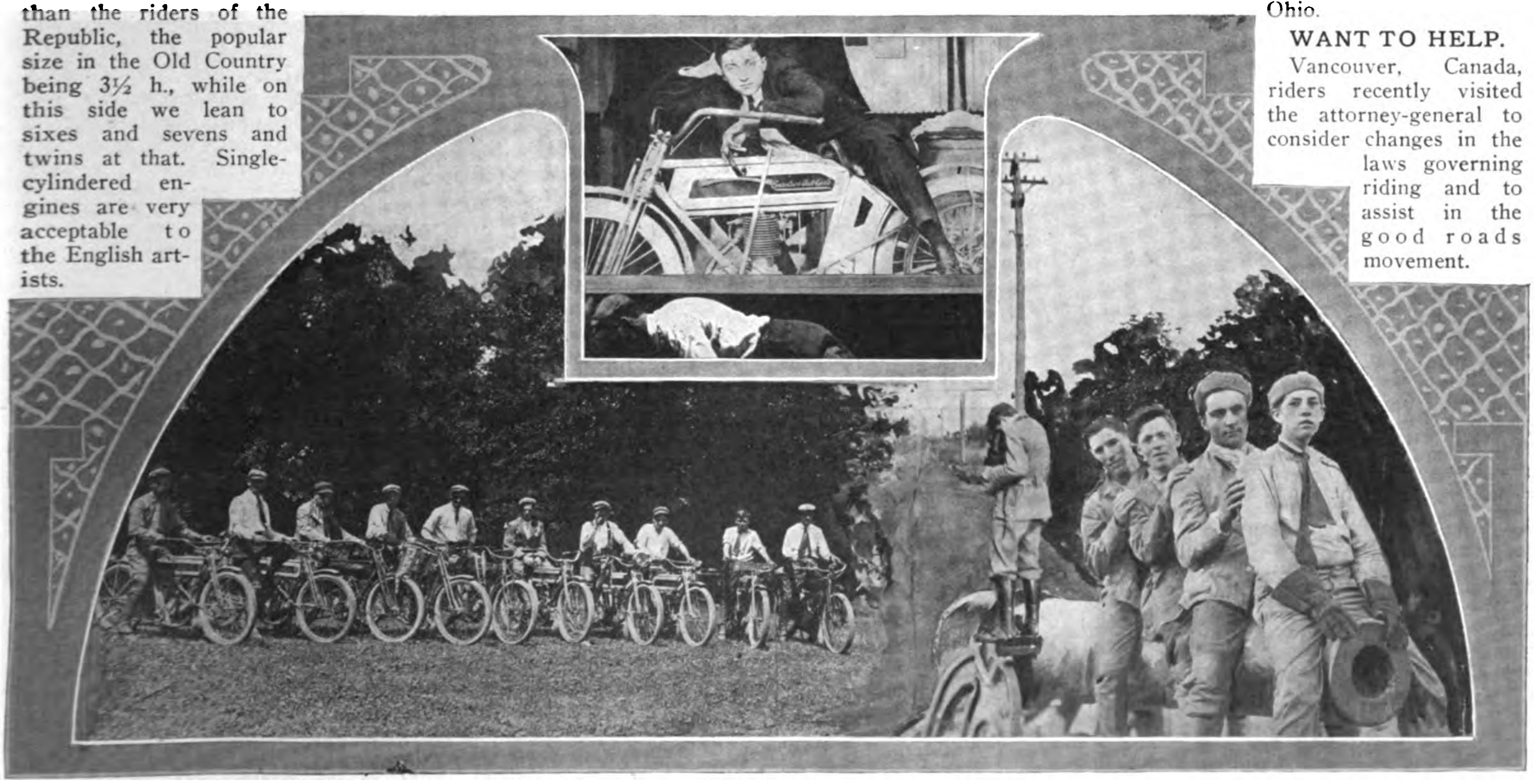
The Modesto Motorcycle Club is promoting racing at Newman, Cal. The detail work has been in the hands of a committee from the club. The track at Newman is a half-mile dirt course, and is in good condition.

FOR BUILDING DEPARTMENT.

SEVEN motorcycles will soon be added to the equipment for the Department of Buildings at Cleveland, Ohio.

WANT TO HELP.

Vancouver, Canada, riders recently visited the attorney-general to consider changes in the laws governing riding and to assist in the good roads movement.



CLEVELAND SNAPSHOTS.

THAT Cleveland, Ohio, has a squad of active and versatile motorcyclists will be inferred from the accompanying photographs which show members of the Cleveland M. C. One of the pictures gives a rear elevation of the Cleveland correspondent of MOTORCYCLE ILLUSTRATED, snapped while he was operating his camera during one of the club runs; another shows a line-up of the club members during one of the social rides held last summer; the narrow panel at the top depicts a C. M. C. athlete caught in the act of doing a handspring at one of the club's outings, and the gun photo tells its own story. The fifth picture shows one of the club riders "waiting for good weather."

TRIUMPH FACTORY

Five-Story Structure in Detroit, with an Annual Capacity of About 6,000 Machines.

A FIVE-STORY building at 51-55 East Woodbridge street, Detroit, has been secured by the Triumph Mfg. Company with which, as announced in the March 7 issue, George W. Sherman and Robert M. Brownson, formerly of the Flanders Co., are identified. The building contains 25,000 square feet of floor space, all of which is already being rapidly filled with new special machinery. All tools, patterns, jigs and other essentials are completed, and orders for material for construction have been placed.

The Triumph Mfg. Company is incorporated for $75,000. The capacity of the factory will be between five and six thousand machines a year. The officers are: President, Robert M. Brownson; secretary, Muir B. Duffield, a prominent Detroiter; treasurer, G. W. Sherman.

BUFFUM ON INDIAN STAFF.

EDWARD BUFFUM, until recently identified with the Miami Cycle & Manufacturing Company, makers of the Flying Merkel, is now associated with Frank Weschler in the sales department of the Hendee Manufacturing Company. "Buff" is so well known in the trade that anything beyond an announcement of the change is quite unnecessary. It will be generally conceded that the acquisition of Buffum is a fine stroke of business policy on the part of the "Big Chief." Titles are not very numerous among the folks who conduct the affairs of the big factory in Springfield, and, as yet, none attaches to Buffum's name. For the time being he will be general utility man at the sales end of the organization, and the energy and perseverance so characteristic of him promise to be strongly felt throughout the wide territory in which Indian machines are sold.

MONARCH ON DISPLAY.

AT the recent automobile show in Syracuse, N. Y., unusual attention was attracted by the new Monarch motorcycle which is being manufactured by the Ives Motorcycle Corporation, of Owego, and riders who gave it a thorough inspection were favorably impressed. Harold F. Turner, who represents the Ives company in Syracuse. was in charge of the exhibit. It is announced that Mr. Turner will take the machine out on the road in a week or two for the purpose of establishing agencies in the principal cities of the Middle West.

FABRIC PULLEY LAGGING

MOTORCYCLISTS who have an eye to keeping their transmission systems up to the highest point of efficiency will be interested in a new offering of the Kraft Knitting Co., of Akron, Ohio, in the form of a fabric pulley lagging. The Kraft material is specially treated and is gummed so that no screws are required to keep it in its proper position on the pulley. It does not burn readily under hard service and will not produce a glossy surface on the belt. The fabric is self-vulcanizing and extremely simple to apply, as it is supplied in a roll and unwound as it is needed. Exhaustive tests have backed up the company's claims for its product, which is being marketed under the trade name "Pull-E-Tape." It is not necessary to remove the pulley to apply it. Inquiries addressed to the Kraft Knitting Co., 150 East Exchange street, Akron, will receive prompt attention.

NEW ENGLAND OUTLOOK BRIGHT.

E. B. NATHAN, of the Nathan Novelty Mfg. Company, of New York, has just returned from a New England trip. He reports that the outlook is very promising for the motorcycle business. On calling upon the M. M. Sales Company, Hub Motorcycle Company and George N. Holden, he was informed in every particular that the sale of motorcycles had been extraordinarily good and that the machines were waiting for delivery. At the Boston Show everybody was asking, "Where are the motorcycles exhibited?" Mr. Nathan thinks that next year it would be advisable for the motorcycle trade to have a good exhibit at the Boston Show.

THAT DE LUXE TWIN.

NUMEROUS inquiries of late have led the Minneapolis Motorcycle Co. to call attention once more to the fact that its big De Luxe twin is equipped with chain drive and free engine clutch at the list price of $285, f. o. b. factory. The De Luxe model is enjoying a popularity far beyond the expectations of its designers, and the factory is already working under pressure to keep abreast of orders.

CONTINENTAL CHANGES.

WALTER S. TULLIS, who has been traveling in the Middle West as a representative of the Continental Rubber Works, of Erie, Pa., will, on April 1, take charge of the company's New York branch, which supplies New England, the eastern section of New York State, Pennsylvania, and the eastern coast territory as far south as Jacksonville, Fla. Mr. Tullis has had wide experience in the tire business, and it goes without saying that he will continue in his new position the consistent and result-getting work which has justified his promotion.

The Continental company has just added to its sales force E. H. Strickland, who will succeed Mr. Tullis in the Middle Western territory. He has been connected with the Overland Rubber Company, of Denver, Col., and the Denver branch of the Goodyear Tire & Rubber Company.

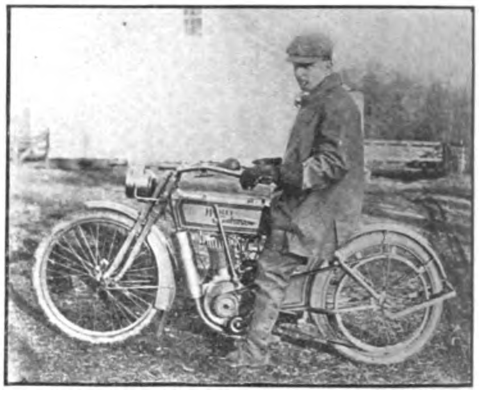
CLEVELAND, Ohio, has a new motorcycle quick delivery company which is using four Thor machines to serve its patrons.

THE Richmond, Va., police department recently added two motorcycle policemen to the squad.

DOING MISSIONARY WORK

Zimmerman Will Preach Harley-Davidson Doctrine in the South and Boost Things Generally.

FROM Baltimore comes the information that August Zimmerman, of that city, has started on a missionary trip through the South as a traveling representative of the Harley-Davidson company. He will, of course, devote most of his time to boosting the H-D product, but he counts on doing much practical work to advance the general cause of the motorcycle throughout the Southern States. Much credit for taking up the work in this co-operative spirit must be given to Arthur Davidson, sales manager of the H-D company, who decided on a recent Southern trip that motorcycle interests in this section of the country were not being developed as rapidly as might be expected.



A short time ago L. C. Rosenkrans, special Harley-Davidson photographer, was sent into Georgia and Florida to obtain unusual pictures which would help to attract attention to the motorcycle. He was successful in getting a large number of striking photos, many of which have been reproduced in newspapers and trade journals.

NEW "MECO" CATALOG.

A WELL-ILLUSTRATED and unusually comprehensive catalog of motorcycle accessories and supplies is now being distributed by the Motorcycle Equipment Company of Hammondsport, N. Y., for the 1912 season. It contains thirty-two pages, every one of which shows several articles calculated to interest the motorcyclist. The company's line includes tires, tire chains, horns, lamps, belts, tandem attachments and shock absorbers, side-cars, carbureters, speedometers, saddles, tanks, brakes, clothing, goggles, luggage carriers, spark-plugs, tool kits and a hundred and one other accessories, all of which are illustrated in the new catalog. It will be forwarded promptly on application. This firm is the only one in the country handling motorcycle accessories exclusively.

EMBLEM AT BOSTON SHOW.

THE Boyd Motor Company, of 23 Stanhope street, contracted to represent Emblem motorcycles in Boston just in time to secure a shipment of the new models for display at the Hub exhibition. Business has proved so good that the wires between Boston and Angola have been unusually busy of late.

AN ATTRACTIVE LINE.

THE Twentieth Century Manufacturing Company, of Newark, N. J., is having a substantial demand for its line of bicycle and motorcycle lamps. This firm is one of the pioneer lamp manufacturers, and the reputation for a high standard product, gained in the early days of bicycling and motorcycling, has always been upheld. The firm's bicycle oil lamps and its acetylene gas bicycle lamps are so universally known as to need no comment on their special efficiency. Their motorcycle searchlight, though of more recent manufacture, is none the less a great favorite and ready seller. The lens and mirror are of the most improved type, and, together with the large sized burner, combine to produce a powerful, penerating light for a long distance ahead and at the sides of the road also. A patent swing-back is a special feature of this lamp, permitting at all times an easy access to the lamp interior for the purpose of cleaning and light adjustment. This feature appeals especially to those who value light efficiency, the result of a clean lighting apparatus. The Twentieth Century generator is notable in its sturdy construction and handsome appearance. It also is featured by a patent locking device instead of the old screw method of locking the two parts together. With no screw threads to corrode and tighten the generator parts can be most easily disconnected. The Twentieth Century catalog will be sent promptly to anyone on request.

WITH THE CLEVELAND TRADE.

LISTER BROS. have reopened their branch on West 25th street near Detroit avenue, after a suspension of work during the winter. They are receiving many orders for early deliveries on Harley-Davidson and Flying Merkel machines.

Manager Ferguson is delivering his spring orders of Yale machines. The past week several orders were placed with the Yale Cycle & Supply Company, of which Mr. Ferguson is manager.

ANNUAL DEALERS' MEETING

H. A. Gliesman Retained as President at Busy Session in Which Work of the Year Was Reviewed.

AT the annual meeting of the Motorcycle Dealers' Association of Greater New York, held on March 12, H. A. Gliesman was retained as president and the balance of the official staff for the coming term was made up as follows: A. H. Patterson, first vice-president; T. J. Sixsmith, second vice-president; G. Rotholz, secretary (re-elected); E. G. Kicherer, treasurer. G. P. Jenkins and F. B. Widmayer were retained as directors and Charles Krebs was chosen as the new member of the board.

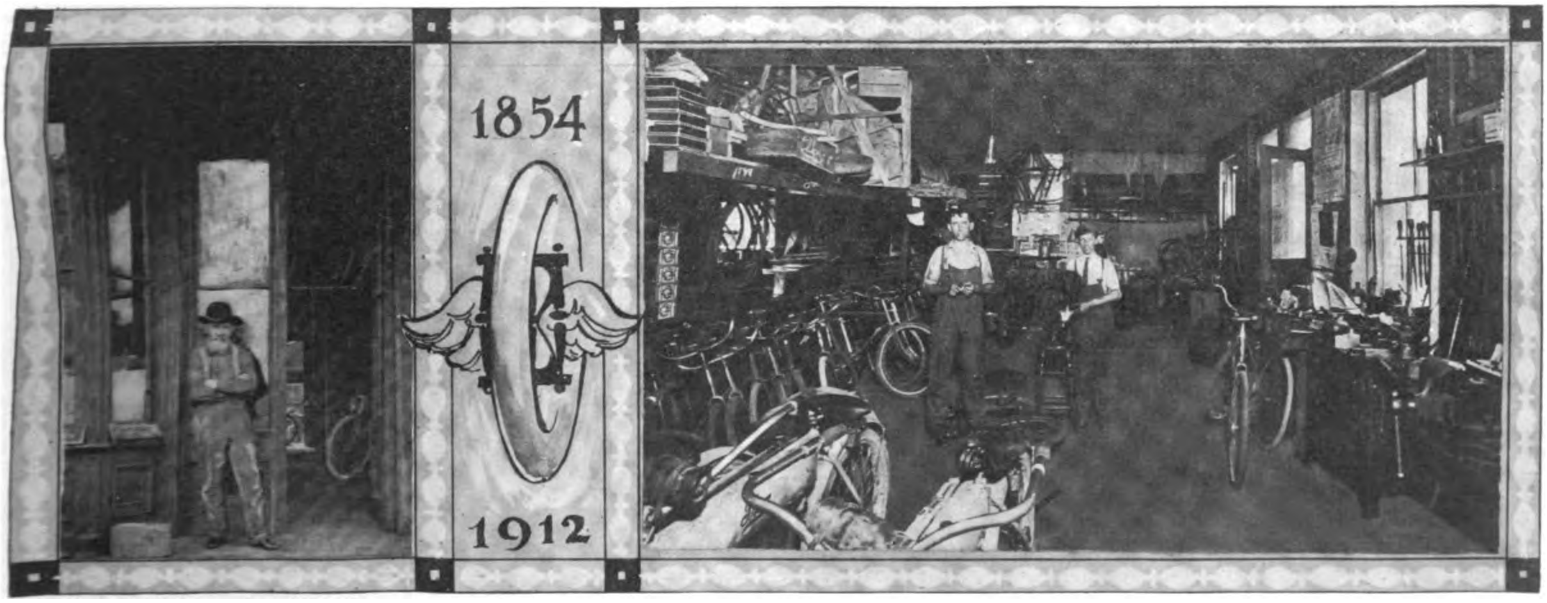
President Gliesman submitted his report which called attention to the achievements of the association since it was formed, and predicted a bright future for it, provided the dealers manifest the interest which the project deserves. He stated that every eligible motorcycle dealer in Greater New York is now a member and that seven dealers in neighboring towns have also been admitted to membership. He referred to the success of the association in having the word "motorcycle" stricken from the recently adopted motor vehicle law which would have worked a serious hardship on dealers had it been allowed to include the motorcycle in its provisions. The president stated that a considerable sum has been spent for advertising and incidental expenses and that the treasury of the organization is still in satisfactory condition.

The committee which had in charge the plans for the annual dinner reported that a substantial profit was realized. As was previously agreed upon, this money will be forwarded to the Olympic Team Fund as a donation from the associated dealers.

ST. CLOUD, Minn., has 31 registered motorcyclists, but they believe the number will be doubled during the spring and the coming summer.

ALTHOUGH spring has asserted itself in many places there is still plenty of snow at Angola, N. Y., where Emblem motorcycles and bicycles are made. The accompanying photograph was taken Sunday, March 17, and shows L. S. Taylor, the Emblem racing man, out for a snow plug. The photograph was snapped about two miles out on Lake Erie. For most of the winter Lake Erie has been covered with from two to four feet of ice and the surface of the lake is a favorite speedway for the Emblem testers. There is plenty of snow inshore, but further out riding is easy. That they are busy at the Emblem factory is attested by the fact that last week the factory started running a night shift in order to catch up with orders.

KUMLER BROS., of Cleveland, have an array of green R.-S. machines on display in their show window. They advise that this color has made a hit with purchasers. Kumler Bros. also handle the Flanders and a good many have already been delivered this year.



A VETERAN DEALER.

OF unusual interest are the accompanying photographs which show the Koch motorcycle and sporting goods headquarters in Rock Island, Ill., and John Koch (at the left), now approaching his eighty-third year, who founded the business in 1854. The actual work of handling the establishment now falls upon Koch's two sons, Ben and John, Jr., but the veteran dealer still spends much of his time tinkering about the shop. The business has been located at its present stand, 218 Seventh street, for the last 48 years. Ben Koch directs the affairs of the motorcycle department and John gives his attention to the bicycle and gun departments. The firm has the Thor agency for Rock Island and vicinity and has placed many machines.

DEALERS

HARMONY IN DETROIT

Dealers Are Pulling Together in New Association, and Riders Have Formed a Touring Club.

DETROIT, MICH.—Detroit has added to its motorcycle list two organizations within the past two weeks, the Detroit Motorcycle Touring Club and the Detroit Motorcycle Dealers' Association. Following are the officers of the new motorcycle club: President, John A. Wilkowski; vice-president, Geo. Hachor; secretary, Leo Dybowski; captain, Rudolph Schulz. These officers, together with Alvin Thoms and William Teodecki, compose the board of directors. The club starts with a charter membership of fifteen, all East Side riders.

The dealers' association was formed for the purpose of promoting the general interests of motorcycling in Detroit, the members believing that concerted action in promoting race meets and other details of the business will be for their mutual benefit. The organization had an opening program March 18, on which date all dealers displayed the latest machine models and decorated their stores. Next year a motorcycle show is to be held. Heretofore but few machines have been placed at the Detroit auto shows, and for the last two years nothing has been done along this line. The general belief is that a show will boom the trade wonderfully, and that an exhibition devoted exclusively to motorcycles is the better business getter.

Racing, the like of which never before has been seen in this section of the country, is another of the projects on the dealers' program for 1912. The first meet of a series which they will conduct will bring the representative riders of all the makes handled in Detroit to this city, which has been impossible heretofore at the meets conducted by the clubs, owing to the rivalry existing. The first meet will be held May 20 at the State Fair Ground track. The officers of the association are: J. B. Trossel, treasurer, and Joseph Adcock, secretary.

NO SCARCITY OF DEALERS.

TORONTO (Can.) is still alive with motorcycle dealers. The opening up of several new stores in the past few weeks has increased the list of agencies for that center to almost a score, with a number of the dealers selling more than one make of machine. The city now possesses four Indian agencies, the branches being scattered in all parts of the city, with the headquarters located in a fine new shop at 384 Spadina avenue. W. H. Dunne, the Thor agent, now has two stores, one at 1492 Queen street West and the second at 368 Yonge street, while a second Flanders agency is to be found at 269 College street. The Emblem is also a new one on the list, Hyslop Brothers, Shuter street, as previously announced, having taken the selling rights for that line.

1912 MARCH 1912
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PAINT

Marking Off the Winter Days.

BRIGHT OUTLOOK IN FLORIDA.

J. E. McGRAW, of the McGraw Bros. Company, Jacksonville, Fla., has just returned after a visit to the Thor and Harley-Davidson factories, whose products the firm distributes throughout the State. Mr. McGraw is quoted as saying that the motorcycle business in the South will increase almost 500 per cent. during 1912. He attributes this remarkable growth of interest to road improvements as well as to the more dependable machines and reduced prices. The Jacksonville agent is convinced that in the near future Florida will be the second best State in the Union for motorcycle business, giving way only to California. He points out that the all-year riding will do much to bring this condition about when good roads are afforded.

NEW BAKER SPEEDOMETERS.

REALIZING that there is always a market for a product which embodies an exclusive feature of practical value and combines the best points of previous practice, F. A. Baker & Co., of New York City, have just brought out a new line of speedometers under the trade name "Infallible." The exclusive feature referred to is a device by which it is possible to disconnect the drive gears of the computing instrument when the motor is being tested on the stand; this arrangement will undoubtedly appeal to all experienced riders. The new Baker instruments are of the centrifugal type, and are shown in three models. They may be had with 60 or 80-mile dials. While the rear drive is standard, front drive fittings may be obtained for machines which carry the front wheel on the main fork. The drive is through a flexible shaft and worm gears.

SAVANNAH OPENS SEASON

Fine Weather Brings Out Scores of Riders, and Dealers Are Swamped With Rush Orders.

SAVANNAH, GA.—This city and vicinity has been favored with mid-summer weather of late and as a result motorcyclists who had placed orders with local dealers are clamoring for their new machines. Some difficulty is being experienced in obtaining prompt shipments from the factories, but the purchasers have been assured that they will receive their mounts without unreasonable delay. The trade is very lively and competition between dealers is keen.

The Balfour Hardware Company, handling Excelsior and Harley-Davidson machines, counts upon selling at least 150 of the new models; the Harris Tire Company looks forward to disposing of 100 or more Indians, and R. R. Oakman, who has the Pope, Merkel and Yale agencies, is confident that his sales will double those of last year. Orders are also piling up at the headquarters of the Williams Motorcycle Company, which sells the Thor and M. M. machines, and O'Neil & Burch, Flanders agents, and Thomas, the Pierce dealer, report unprecedented activity.

The first 1912 model to arrive here was a Harley-Davidson single. About ten days ago the first Merkel appeared and was sold to a veteran rider before it was uncrated.

GOOD NEWS FROM WICHITA.

MOTORCYCLE dealers in Wichita, Kan., are unanimous in predicting big business for the 1912 season. Agents who have been able to display their new models have made numerous sales in spite of the fact that the roads have been practically impassable since the first of the year. The Drouhard Motorcycle Co., handling the Harley-Davidson machines, has disposed of twelve of the 1912 models, and Honer & Chaney, Indian and Thor agents, are also filling orders. In every instance the dealers report their 1911 business far beyond that of 1910 for the same period, although crop conditions in the last year were exceptionally poor. The motorcycle is making steady gains throughout the Wichita territory, and the boomers of the city have hopes of seeing the number of riders doubled before the close of the coming season.

EXCELSIOR IN BUFFALO.

WILLIAM F. HANAVAN, of Buffalo, N. Y., returned recently from Chicago, where he closed a contract with the Excelsior Motor Manufacturing and Supply Company for the sale of Excelsior motorcycles in Buffalo and vicinity.

P. J. HAYNES & CO., Columbus agents for the Harley-Davidson, announce the following sub-agencies: The Creighton & Strickland Company, of Plain City, agency for Madison County, Ohio, and C. L. White, of Delaware, agent for Delaware County, Ohio.

DEPARTMENT

CALIFORNIA JOTTINGS.

E. H. HOLDRIDGE recently purchased the motorcycle business of W. L. Saxby. Holdridge is the Indian agent at Modesto, and has recently moved his business into new quarters where he has the largest and best equipped shop in the city. In connection with the Indian agency Mr. Holdridge handles a large line of accessories, and is the agent for the Racycle and Iver-Johnson bicycles. Prior to buying the business in Modesto Holdridge had an establishment in San Francisco.

J. A. Paterson, who has the agency for Harley-Davidson motorcycles in Modesto, reports big business. He has already disposed of a good number of machines and expects another shipment soon.

Sargent Brothers, of Santa Barbara, have taken the agency at that point for the Pope motorcycles. Motorcycling has a strong hold in the vicinity of Santa Barbara, and the demand for machines has been greater this year than in any preceding year since the Sargent company began business.

George Crofts, of Pomona, has been appointed agent in that city for the Pope. He has received his first shipment of ten machines, and has disposed of all of them.

F. S. Hobbing, the enterprising motorcycle dealer of Pasadena, reports booming business. He has the Thor, Harley-Davidson and Pope agencies, and his place of business is a center of motorcycling interest in Pasadena.

The B. R. Stanfield Cyclery, of Whittier, has discontinued handling motorcycles and has gone in for specializing on repair work. Stanfield has a large, well-equipped workshop and is doing good business. The Stanfield Cyclery handles a large line of bicycles and accessories.

TWENTY-FIVE THUS FAR..

C. H. DANFORTH, Indian agent at Whittier, Cal., has ordered 25 machines so far this season and has disposed of the greater part of this shipment. He has recently made improvements in his place of business and has added a repair shop.

WITH THE OHIO TRADE.

THE Erie Supply Company, of Toledo, has been incorporated with a capital of $10,000 to deal in automobile and motorcycle supplies and accessories. The incorporators are Wm. J. Fritsche, Fred. H. Kruse, Jennie Samsen, F. A. Brown and Mark Winchester.

H. P. Birkenbach, of Columbus, central Ohio distributor for the Thor, announces the following sub-agencies: The Lancaster Auto Supply Company, of Lancaster, agency for Fairfield County; A. A. Case, of Delaware, agency for Delaware County; and James Smith, of Circleville, agency for Circleville.

MINNEAPOLIS AGENCIES.

MINNEAPOLIS machines will be handled for 1912 by the Boyd Motor Company, of 27 Stanhope street, Boston, Mass., and another agency recently placed by the Minneapolis company is with John P. Erich, 1409 Michigan avenue, Chicago.

WICHITA SHOP CHANGES NAME.

THE Wichita Bicycle Shop, of Wichita, Kan., has changed its name, and will hereafter be known as the Dickson Cycle Company. The firm last week signed for a goodly number of Emblem motorcycles, and will represent this make exclusively.

THIEF TAKES NEW MOUNT.

WALTER W. WHITING, Harley-Davidson agent in Denver, Col., reports the theft of a brand new Harley twin, and describes it as follows: Engine No. 2807, A. B.; equipped with free-wheel and "Ful-floteing" seat, Goodyear studded tires. The machine was taken from the Whiting store on the night of March 6 last, with about $200 worth of repair parts and accessories, including goggles, leggins and cyclometers. Parties having information concerning the missing machine should address their letters to Walter Whiting, 1407 Broadway, Denver. He is prepared to pay a reasonable reward for the recovery of the stolen property.

NEW PITTSBURGH SHOP.

WALTER G. REINEMAN announces the opening of the Auto and Cycle Supply Company at 12 West Stockton avenue, Pittsburgh, Pa., and states that the firm will carry a complete line of accessories for motorcycles, motor cars and bicycles, in addition to handling Pierce motorcycles and bicycles. Mr. Reineman was for five years manager of the Allegheny Auto Co., and he is well fitted to cater to the motorists in his section of the city.

EXCELSIOR motorcycles will be sold in Nashville, Tenn., during 1912 by the Hicks Motor Truck Company.

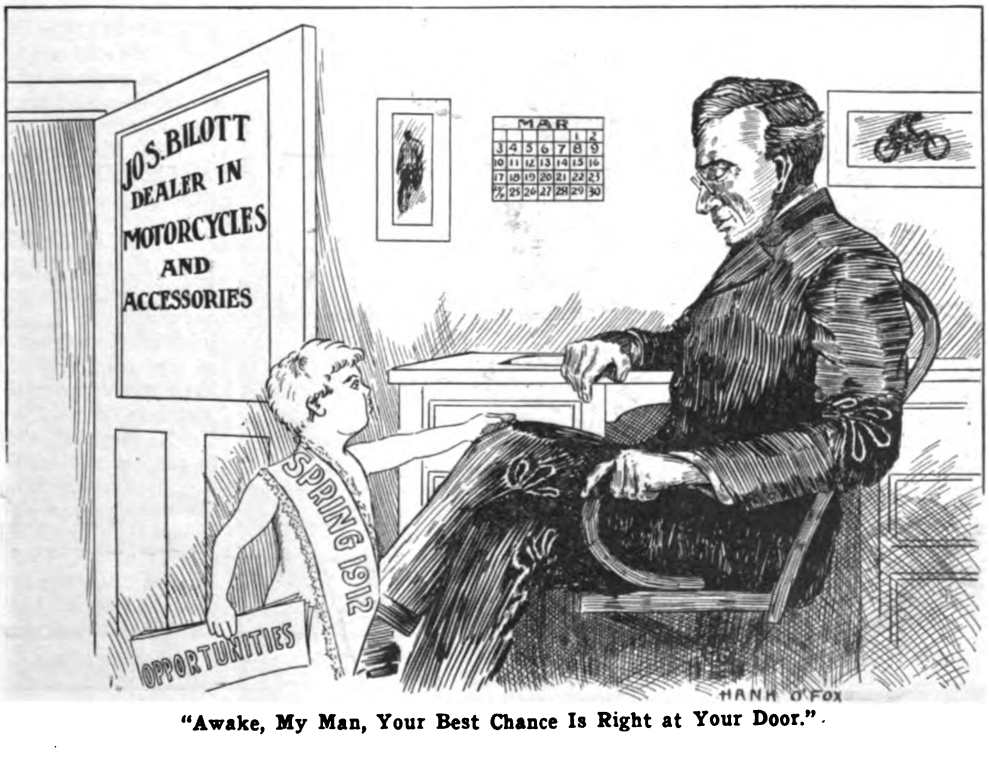
IVER-JOHNSON motorcycles are being handled in Ashtabula, Ohio, by the Paine-Ford Company.

THE Napoleon Hardware Company, of Napoleon, has taken the agency for the Indian in Napoleon and vicinity.

ANOTHER DEPARTMENT.

THE Hagstrom Bros. Mfg. Co., of Lindborg, Kan., has recently sprung another innovation by adding a department for the manufacturing of dies, tools, special machinery and model making. The firm will also perfect patents and do the contract work. There is no machine shop west of St. Louis with the equipment of the Hagstrom factory for turning out this class of work. The company formerly confined its operations to the manufacture of rim-cut blow-out patches, spark plugs and inner-liners.

FORTY riders at Lancaster, N. H., are forming a club.

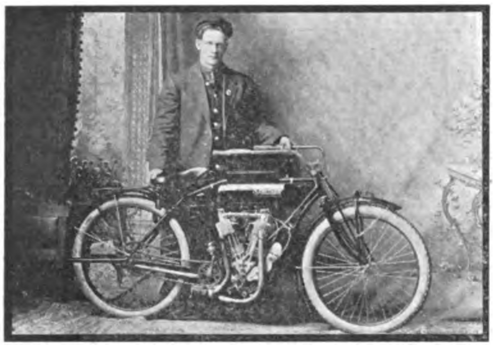


"Awake, My Man, Your Best Chance Is Right at Your Door."

"MINNIE" IN LOS ANGELES.

GUY W. WINNOR, who has just opened a motorcycle establishment in an excellent location at 816 South Spring street, Los Angeles, Cal., will handle Minneapolis machines for his district and carry a complete line of parts. Winnor announces that he is prepared to give prompt and comprehensive service to the riders throughout his territory, and that a fully equipped repair shop will be a feature of his headquarters.

ALTHOUGH the Alameda (Cal.) Motorcycle Club has been in existence only two weeks, it already has fifty members.



FROM NORTH DAKOTA.

A. S. THORSEN, who appears in the photograph, is agent for Indian machines in Bottineau, N. D. He is an enthusiastic rider and has done much to arouse interest in the power two-wheeler throughout his territory.

BOOM ON THE COAST

Every Dealer in Golden Gate City Is Breaking Records in Effort to Keep Abreast of Rush Orders.

SAN FRANCISCO, CAL.—Without exception all the dealers in this city are in a good frame of mind over the business that has already been accomplished this year and the prospects of future business here.

One firm in this city that handles one of the best sellers in the motorcycle line has not even received its sample machine from the factory. This works a hardship upon the agents, but no doubt there are reasonable factory reasons for the late shipments. In spite of the fact that many dealers are behind in shipments they are all satisfied that when they do arrive there will be little trouble in disposing of their stock. The weather conditions have been very propitious and the roads are in good shape all over the State.

The San Francisco branch of the Hendee Manufacturing Company has just received its sixth carload of 1912 Indians. This entire consignment was sold before the shipment arrived here. The machines are equipped with Goodyear Tires.

A. Freed, San Francisco agent for the Thor, received on March 11 a shipment of six Thors. Three of the machines are 7 h. twins and three are 5 h. singles. Mr. Freed says that he already has orders for 773 motorcycles. Last week he sold sixteen 5 h. Thors equipped with lamps, speedometers, horns and luggage carriers, to the Pacific Telephone and Telegraph Company of this city. Business has been so heavy at Freed's place that he has had to double his working force both in salesroom and shop.

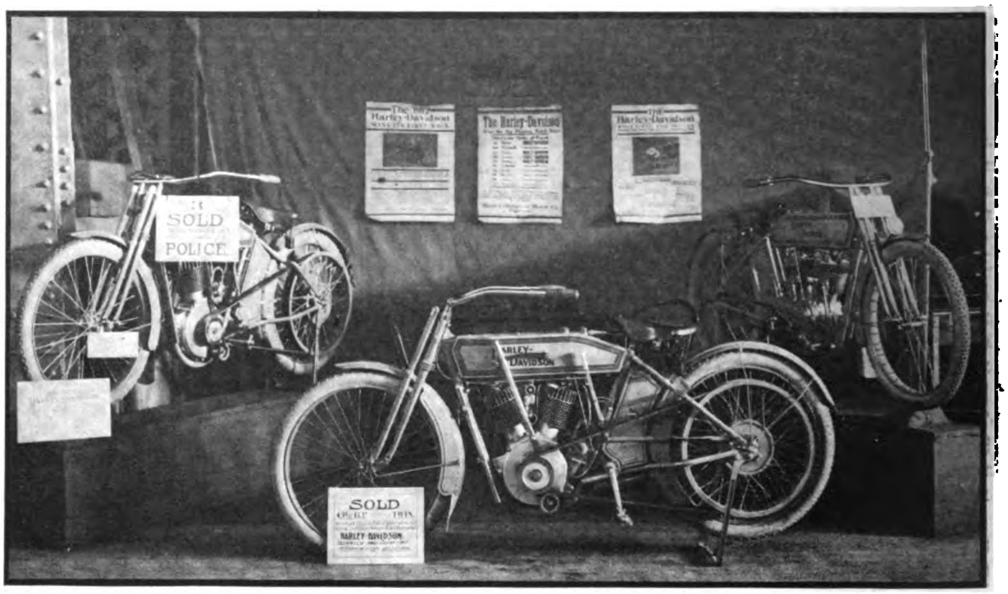
John T. Bill & Company, agents for Reading Standard and Emblem motorcycles in this city, report that it is impossible for them to meet their orders. The call for their machines has been greater this year than ever before. The Bill company also carries a complete line of accessories and bicycle repair materials.

Harry Swegles, of the Flanders Manufacturing Company, who has been in San Francisco of late, has gone to Los Angeles on a business trip. Mr. Swegles will have headquarters in San Francisco and will look after the interests of the Flanders company on the Pacific coast. He will have charge of the adjustments and will be located with Zimmerlin Brothers, on Van Ness avenue.

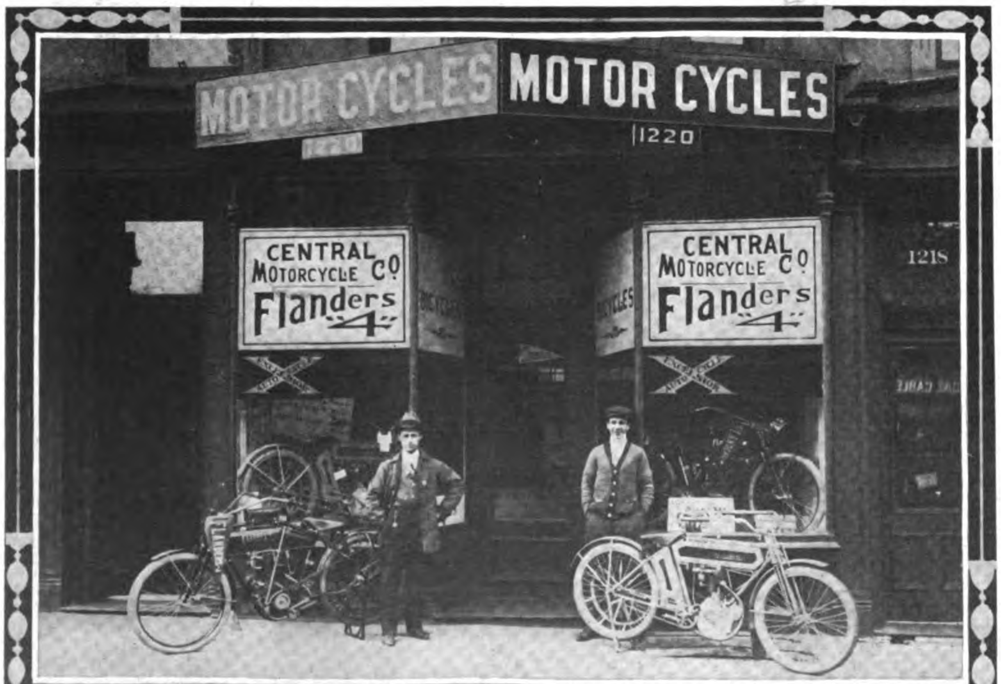
J. S. Tormey, motorcycle expert for the Goodyear Tire and Rubber Company, has returned to this city after having spent a month in the southern part of the State attending the motorcycle races and looking after the trade in that territory.

M. V. Moriarty, manager for the San Francisco branch of Jno. T. Bill & Company, is making a trip through the San Joaquin Valley in the interest of the Bill company.

Edwin F. Merry has received his fourth shipment of Flanders machines and is awaiting the arrival of the fifth. Mr. Merry is the state distributor for the Flanders, and has been most successful in introducing the machine.



Chase Motor Company's Harley-Davidson Display at the Baltimore Show.



INCORPORATED.

O. E. SHORT AND COMPANY, INC., New York City.—To manufacture and deal in engines, motors, motor cars, motorcycles, tires and accessories of all kinds. Capital $25,000. Incorporators: Orville H. Short, 15 West 91st street, New York City; Harlan W. Short, Morsemere, N. J., and H. L. Starr, 1808 Clay avenue, New York City.

A BROOKLYN AGENCY.

H. E. HILLYER, who presides over a well-equipped shop at 1220 Bedford avenue, Brooklyn, N. Y., reports that he has sold 32 Excelsior machines since the first of the year, and that the outlook has never been more promising. Hillyer handles the Flanders in addition to the Excelsior line. Ferdie Mercier, widely and favorably known in racing circles, is now representing Hillyer in a sales boosting campaign, and he has been remarkably successful in lining up prospects. Ferd will be seen astride an Excelsior at most of the important meets in Eastern territory during the coming season, and now that he is a full-fledged pro his friends look for big things from him.

A. H. Crocker, cashier for the Hendee branch in San Francisco, has just received for his personal use a 7 h. Indian.

RUSH ON IN DETROIT

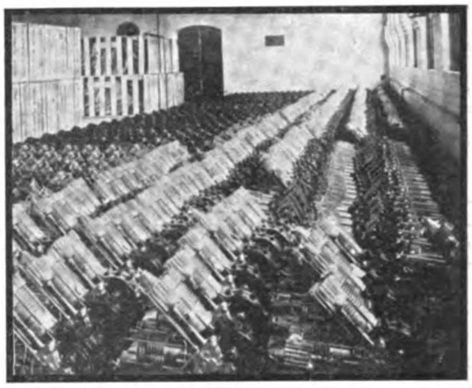
Dealers in City of The Straits Are Confident of Selling 1,500 Machines Before Season Closes.

DETROIT, MICH.—Detroit motorcycle dealers are reporting an unprecedented demand for the little brother of the auto this season. Without exception the dealers of this city claim that their sales at the present time are more than double those of last year in the same period. Last year there were some 1,100 machines sold in the City of the Straits, and this year it is freely predicted that the number of riders will be increased by at least 1,500.

Several sales to women enthusiasts are reported, and one dealer states that three riders and their wives have purchased twin machines to be used on a cross-continent trip which will be made this summer. The Excelsior Motorcycle Company has sold ten machines to take the place of eight now in use by the minute men of the Detroit police department. These machines are of the single cylinder type. The minute men number about 30 at the present time, working in eight-hour shifts.

SNYDER MAKING IMPROVEMENTS.

W. H. Snyder, manager of the American Machine Company, 38 North High street, Columbus, central Ohio distributor for the Emblem, has made a number of alterations in his store room. The space has been enlarged by taking out several partitions, decreasing the size of the office. The basement is used as a repair department. Mr. Snyder left recently for a business trip to the Emblem factory at Angola, N. Y.

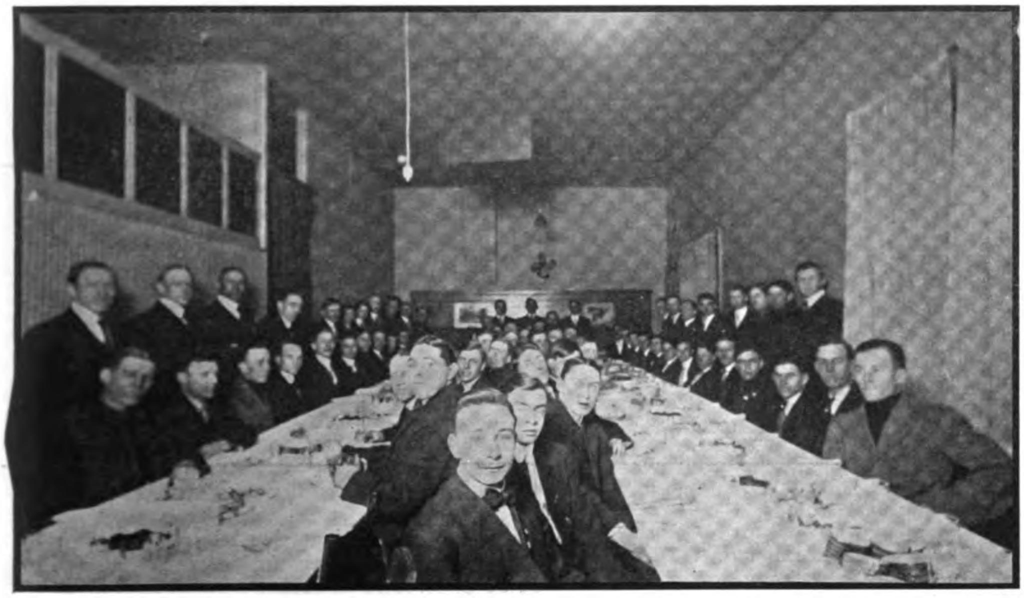


PREPARED FOR THE RUSH.

AS far back as last summer the Hendee Manufacturing Company was convinced that the season of 1912 would be the greatest one yet seen in motorcycling, and that the difficulty would not lie in the direction of selling machines, but in filling orders. To anticipate as far as possible any delay of this sort preparations were commenced early in the manufacturing season, and the entire big factory was put under high pressure months earlier than has been customary. Provision was made for all of the changes in the 1912 models, and the component parts were piled up as rapidly as possible.

One of the results of this policy can be seen in the accompanying photograph which shows a corner of one of the stock rooms at the Indian factory. There are between 1,200 and 1,500 motors on the floor. At the right hand and in the foreground are seen the 7 h. twins, while at the left side of the picture in the distance is an assembly of the 4 h. single cylinder motors.

In addition to these motors there was another similar regiment along the opposite wall of this floor, while the end of the room, not shown, and all of the middle portion, is piled up with crates containing complete machines ready for shipment.



CAMPBELL AS HOST.

RECENTLY G. W. Campbell, Indian dealer in Waterloo, Iowa, tendered a banquet to the motorcyclists of his city and the accompanying photograph indicates that the boys were not lax in accepting his invitation. Over one hundred invitations were sent out and eighty riders were on hand to assist in carrying out the program for the evening. A four-course turkey dinner was served, and after the repast music and impromptu speech-making helped to while away several hours.

SAUCER IS ASSURED.

INDIANAPOLIS, IND.—If the latest plans of the Indianapolis Motordrome Company do not go askew actual work on the proposed motorcycle board track in this city will begin within two weeks. Radical changes have been made in the plans for the speedway, but according to W. A. Gibson, of the Empire Tire Company, the prime mover and general manager for the proposed board track, the saucer is now a certainty. The Indianapolis Motordrome Company has been formed, with Jack Prince and Mr. Gibson among the heaviest stockholders.

The motorcycle dealers and manufacturers of Indianapolis decided not to build the track themselves, for they felt that it would cost too much money for a stock company proposition.

ONE of the most fully equipped motorcycle establishments in western territory is that presided over by G. W. Campbell, at Waterloo, Iowa. In addition to handling the Indian Campbell carries a full line of sporting goods and bicycles.

Tips & Topics

Question of Power—Early Tri-Car Service—Variable Gears — Appearance — Small Twins — Control

TO one who has ridden (and pushed) various machines on both sides of the pond, the gradual adoption of the side-car for passenger carrying in place of the more speedy but less secure "perch" on the cushioned luggage-carrier or in the absolutely dangerous position on the steering-head or tank, is a cause of immense satisfaction. First, it is an assurance of progress, not only to the riders and devotees of motorcycles in this country, but also to our foreign brothers in that we are not content with producing machines by the hundred-thousand and letting it go at that. It may surprise some readers to learn that riders in the old country look upon even our best two-wheelers as quite ingenious but comparatively crude specimens of the genus motorcycle, with the possible exception of our carbureters and frame-tubing, but such is the case. They put down the relatively widespread use of high-powered 6 and 7 h. twins as due to a desire for speed first, and on account of what they call the "vile" roads here as the second reason. Our carbureters are admired by reason of their being practically automatic; the great majority of European carbureters are hand-controlled for both the primary and auxiliary air.

The Question of Power.

Frankly, our roads are not what they should be, and for a rider who wants to travel at a good clip over all kinds of surfaces, considerable power is needed. A 30½ cubic-inch motor, fitted with a clutch, ought to be able to take any but a heavy-weight rider over any place that the wheels will get traction and without assistance from the pedals. If any rider cannot get this out of the average machine, he ought to practice riding over poor but fairly level roads a bit more before he is qualified to number himself in the real-rider class, and criticise other people's riding on road or track. The bright sayings of the members of local Boulevard Record-Butchers Associations are not nearly so valuable to the sport and industry as the experiences of the telephone lineman or the R. F. D. rider.

An Early Tri-Car.

For the benefit of riders of single cylinder machines here are two things that don't need a high-powered twin alone to get away with. When the 4 h. single was first produced in this country, one of the prominent members of the F. A. M. had a tri-car outfit rigged up to carry his 180-pound person and his wife (weighing 160 pounds), and used the rig for two seasons, with practically little recourse to the pedals. The total touring weight with the family on was in the neighborhood of 525 pounds, and one season showed about 5,000 miles covered. The average was 131 pounds per horsepower, and clutches or variable gears were only golden dreams of the future. Now, if such service could have been got out of a fixed-engine rig, it ought to be bettered with a two-speed and free-engine today. A side-car outfit does not weigh any more than the tri-car attachment did in 1906, and slender girls are now the fashion.

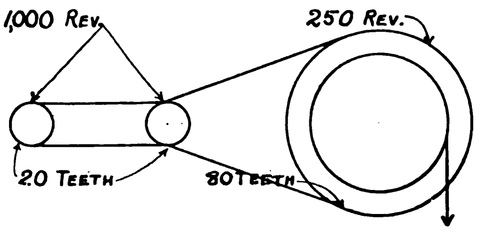
The above service was obtained over American roads, which were not even as good as they are now. The writer thinks he is correct in saying that few people will consider the roads up the Alps on the Swiss side as superior to those over here, and only this summer an English rider went up one of the larger peaks into four feet of snow on a 2½ h. single mount weighing about 120 pounds. He stated his weight at 160 pounds, and used his high-gear 5½ to 1, most of the trip. This gives 112 pounds per horsepower, a better result than the tri-car average just mentioned. The writer considers these two performances as showing what can be done with a passenger mount and a solo mount in the hands of private owners, and employing strictly stock machines in both cases.

Effect of Variable Gears.

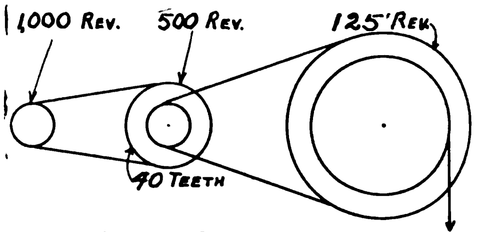
With variable gears, which will soon be fitted to most machines, it is hoped, it is no longer a question of high power to carry along a side-car or tri-car attachment. Results bettering the tri-car performance with a 4 h. mount are obtainable in any kind of touring, and in reliability trials, as the European motorcycle journals will attest. In fact, one English make of machine which has a gear variable between 3:1 and 13:1 has been barred from competing by the governing body corresponding to the F. A. M. in hill-climbs, reliability trials, etc., as it swept the field in every case, and with a single 4 h. motor in the frame. Incidentally, there are dozens of these mounts running with side-cars throughout the British Isles today, and they go all the year around.

Two-Speed Gear Action.

Let us see how any two-speed gear acts, and the reason why a big twin is not necessary will be clear. With a 4:1 gear, for instance, a 4 h. motor will carry a load of 500 pounds on a smooth, level road. Now if we can only get 4 h. out of the motor, if the load is doubled and the gear ratio unchanged the motor will have to be reduced in speed, when of course it will not give off 4 horsepower. But if an 8:1 gear is used, the 1,000-pound load can be carried with the motor running at the same speed as before, but with the speed of the machine correspondingly reduced. If the low speed in the variable gear gives a 2:1 reduction as compared with that on the high speed, then double the load can be carried at a speed of the machine equal to one-half of that when running on the high speed with the ordinary load. With a third speed, having the ratio of 2½:1, a load of 1,250 pounds could be carried with the motorcycle speed reduced one-third. The loads in riding are represented by hills, sand, etc., and rarely are as great as those used in this example. Any variable gear, for automobile, motorcycle, lathe or motor-boat, depends on the mechanical principle that a gain in work done is accomplished at the expense of a loss in time (or speed) for a given power. There has been considerable misinterpretation of this principle; such as stating that a 4 h. motor on the low speed gives 8 h. at the high speed gear ratio. This is a very ingenious manner of stating the above law, but facts do not bear out its truth, as very few 4's can be speeded sufficiently high to give 8 horsepower for more than a few seconds, and would never deliver that 8 horsepower when driving the motorcycle.



HIGH GEAR (4:1).



LOW GEAR (8:1).

The Matter of Appearance.

Back to the side-car again. The passenger can ride in comfort therein, and need not appear like the monkey mentioned by our sarcastic but observant competitors. Speaking as regards appearance, a thin rider's form does not show to advantage when he is grasping the tiny handles of a tandem attachment, with his knees bent well forward and the usual forced look of enjoyment on his face. Nor does the person of weight show any more grace, as he seems to dwarf the machine or appear to be cruelly straining it. Then when the rider goes off, the passenger goes also, but the latter generally has the advantage of having the unfortunate rider as a buffer against shocks. Ye scribe, who rides at 136 pounds, has been both buffer and buffee, and while preferring the latter position, still better prefers the side-car as the safer and more sociable arrangement. Conversation with the passenger at the rear is necessarily brief, and only effective when the wind is in the right direction.

Side-Car Taxation.

Possibly the financial disadvantage of the side-car may lie in the direction of the imposition of an extra license fee for the passenger attachment. At present, side-car outfits are not taxed any more than solo mounts, but legislation against tank and handle-bar riding is growing rapidly. Unless the class of users of any form of mechanical traction appear to have surplus wealth which the municipality can garner on some pretext or other, they are generally let alone unless they bring themselves into notice by noise, misconduct or offensive odors from their machines. Thus the motorcyclist has a distinct advantage over the car owner and gets taxed last, and the increase in taxation for the side-car may be reasonably figured on not sooner than 1914 or 1915 in most States.

The Small Twin.

What has been said about the 4 h. single refers also to the twin of the same or lower power. This type has not been developed at all here, but the wider introduction of variable gears will probably result in the production of the small twin. At present there are the 5 h. twins to represent the low-powered multi-cylinder motor, but is there any information as to their adaptability for side-car use obtainable? If so, it has been carefully concealed. If there are any reasons that a motor with more explosion strokes per minute and an additional horsepower cannot waft a side-car outfit and average weight rider and passenger along over average roads, they ought to be brought out, and if the build of the motorcycle is wrong, then it ought to be corrected. Let us hear from some 5 twin riders as to what they think about this. Lack of power is no excuse; a 2 h. motor on an electric truck will and does transport loads of 2,000 pounds day in and day out, year after year at an average speed of 8 miles per hour, and why should not a 5 h. twin gasoline motor be able to carry about 500 pounds at a good round speed?

Handle-Bar Control.

A rider the other day voiced a very widespread fallacy about the complication of foreign control systems to ye scribe, who rides a mount fitted with one of these "terrible" systems. Briefly, the throttle and auxiliary air are operated by levers on the right handle-bar, the exhaust valve lifter by a lever below the left grip, the spark by a lever on the left bar, and the brake by a foot-pedal. On comparing the control systems of the two mounts there didn't seem to be so much complication as the rider thought, and the table below will show this:

Foreign Machine.

Throttle (handle bar).
Auxiliary air (handle bar).
Spark (handle bar).
Valve lifter (handle bar).
Brake (foot pedal).
Starting pedals.

American Machine.

Throttle (right grip).
Auxiliary air (on carbureter).
Spark (left grip).
Valve lifter (left grip).
Brake (by back-pedaling).
Starting pedals.

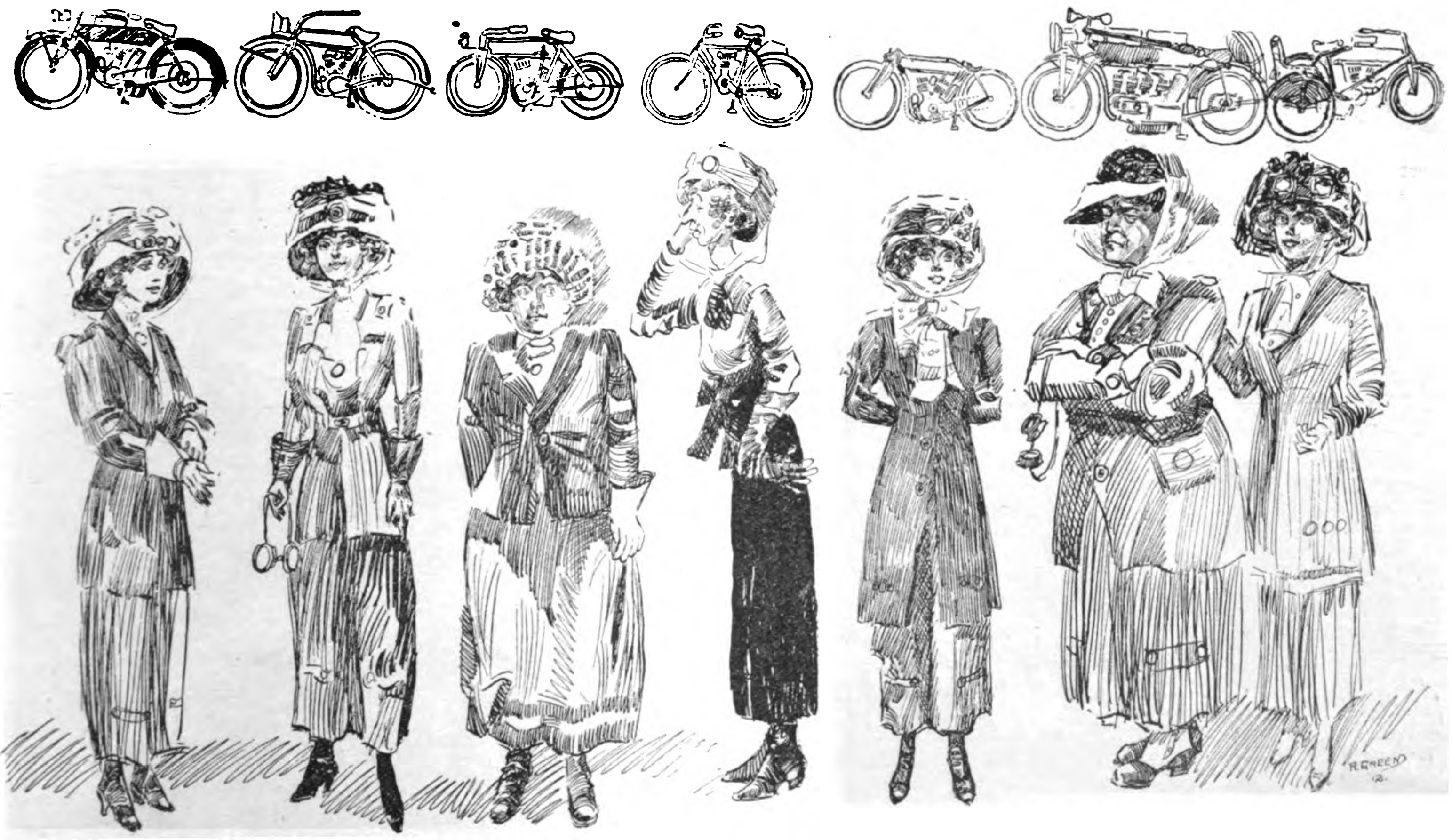
What Comparison Shows.

On this being shown, the rider pointed to the three Bowden sheaths along the bars and the one (valve lifter) inside the left bar, as being liable to damage in case of falls. This was admitted, but on the other hand, the rider could not lift his valves without disturbing his spark timing nor start off without the use of the spark grip. This could be done on the other mount, as the valve lifter was not attached to anything else, and the spark and throttle thus remained set. To change the adjustment of the auxiliary air-valve the rider had to reach down under the tank and turn a knob; as a rule, he dismounted to do this. On the other machine it was done by a small movement of a lever, but the carbureter was not automatic as on the American machine, and needed occasional attention. A movement of the lever or grip throttle through four inches opened it wide in either case, but the spark movement on the foreign mount was less for a given advance.

The writer does not advocate the lever control as better than the twisting grip, but naturally considers it better suited for his own use. He does strongly advocate the use of a separately operated exhaust valve lift on all motors. The operation of two things from one lever or grip is not new. Today, if there are any two devices on a free-engine fitted machine that ought to be interconnected, they are the throttle and the clutch lever, so that the motor will not race when the clutch is out.

SPRING STAND DEVICE.

T. K. LEE, a rider of Birmingham, Ala., submits the following description of a simple spring stand attachment which has given satisfaction on his Indian machine: A bracket to clamp over the side member of the stand is made up of a flat piece and one curved to fit the "D" shaped tubing used for the Indian stand. The flat piece of the bracket extends about half an inch outside the stand member so that the spring which is attached to it will clear the stand and avoid rubbing. A spring four inches long and about three-eighths of an inch in diameter is fastened to this bracket arm and then carried up and hooked at the bottom of the mudguard braces.



Seven "Tandem Attachments," With Appropriate Mounts for Each One of Them.

FOR SLOW SPEEDS AND EASY STARTS

Veteran Rider Describes Simple Methods of Obtaining These Desirable Characteristics in Any Standard Machine.

By H. R. Shoemaker.

THERE are many motorcyclists who would like to be able to run their machines slower and start them easier, but naturally do not care to disturb the adjustment of their motors. Many of the devices ordinarily proposed involve a permanent change in the engine or its appurtenances, and if the changes fail to produce the desired result, the experimenter may find he has "fixed" his machine for the worse. However, there are two devices which I have found very satisfactory that do not carry with them the foregoing disadvantages. The first attaches to the spark plug, the other to the intake valve cap or cover.

The spark plug attachment is simple, consisting of a small piece of wood or fibre interposed between the spark plug wire terminal and the spark plug binding post, and attached to the plug. The wire end is wound around or otherwise secured to the wood or fibre in such a way as not to come into contact with any part of the plug proper, but to be distant from it about one-twelfth of an inch.

In my case, fitting the Herz spark plug, I used a cylindrical piece of wood with a hole through the center for the binding post, and fastened the wire hook terminal from the spark coil around it. This induced a positive spark at starting and at slow speeds. It tended to do away with pedaling, puffing and priming.

The other attachment, for intake valves, might require, as well as the foregoing device, a little ingenuity to adopt it to some other make of machine than my Thor IV. However, the principle of this attachment is simple and there are several ways to accomplish the same result. The idea is that a stout intake spring, ideal for speed, is not as sensitive as is desirable at small throttle openings. A weak spring will not do, on the other hand, for speed work, although it may be right for slow speed and for easy starting. Now, if a strong spring, in conjunction with a somewhat lighter, pressure-exerting, counter-spring working during the first fraction of the valve lift is used, a peculiar result is obtained. The valve opens very readily and positively, yet the strong spring comes into action when the throttle is opened wider, and causes a proper valve action at this time.

I accomplished this with my machine as follows: I shortened the push pin on the valve dome by filing so that it only opened the automatic valve one-third of its lift. Next I had a U-shaped spring made from a thin piece of steel one-half inch wide and four and one-half inches long. A hole was drilled in one end, then the piece was tempered with the ends together. Next, from the intake valve dome I unscrewed the push pin with its collar, placed the spring hole over the outside end of the push pin bushing of the valve dome cap, and screwed the push pin collar back into its usual place. The spring now bore down upon the pin, and that in turn upon the valve, with a pressure of one and three-quarters pounds. Against this pressure was the three pounds pressure of the valve spring proper; thus the valve was, for the first one-third of its lift, held on its seat by a pressure of one and one-quarter pounds, but during the remaining two-thirds of its lift, the full pressure of the valve spring, three pounds, tended to return the valve to its seat. As a result of the change, a much smaller suction than usual tends to open the valve to the fresh explosive mixture, making for easy starting and slow, steady speed when desired.

With these spark plug and valve attachments I can start and ride the motorcycle at a "fast walk" speed, and, moreover, the engine runs as well, or better, than before.

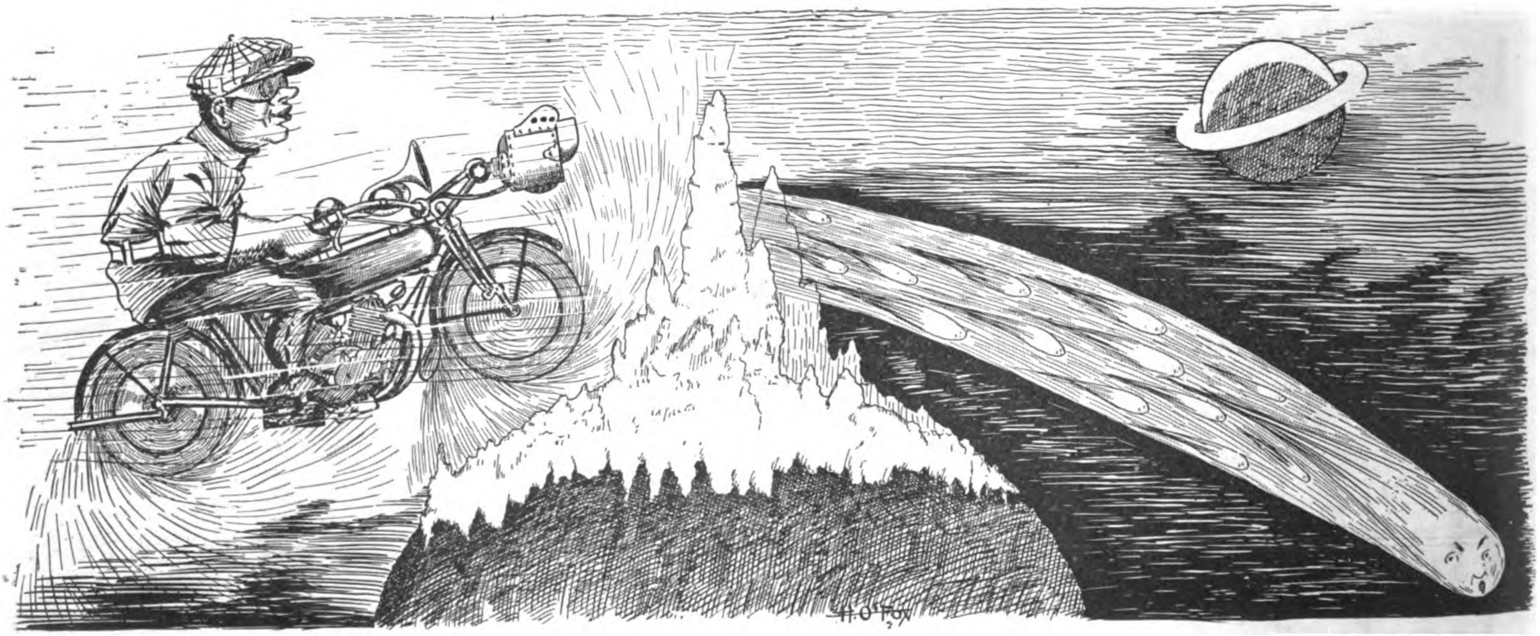
A MOTORCYCLE, an automobile, an aeroplane and a railway train of five coaches will race from Houston, Texas, to Galveston on March 24, according to plans arranged by several Houston business men.

PISTON DISPLACEMENT

Simple Table Based on Bores and Strokes of Standard Motorcycles.

The figures under the Caption "P. D." are the capacities of single cylinder motors having bores and strokes as indicated in the "B" and "S" columns respectively. In the case of a twin or four cylinder machine, multiply the figure given under "P. D." by the number of cylinders. For instance, the piston displacement of a single cylinder machine having a bore of 3 inches and a stroke of 3⅛ inches is 22.1 cubic inches; the capacity of a twin having the same bore and stroke would be 22.1 × 2, or 44.2 cubic inches.

B.	S.	P. D.	B.	S.	P. D.
2¾	2⅞	17.1	3⅛	3⅝	27.8
2¾	3	17.8	3⅛	3¾	28.7
2¾	3⅛	18.5	3¼	3	24.9
2¾	3¼	19.2	3¼	3⅛	26.
2¾	3⅜	19.9	3¼	3¼	27.
2¾	3½	20.8	3¼	3⅜	28.1
2⅞	2½	16.3	3¼	3½	29.1
2⅞	2⅝	17.	3¼	3⅝	30.1
2⅞	2¾	17.8	3¼	3¾	31.2
2⅞	2⅞	18.6	3⅜	3	26.8
2⅞	3	19.5	3⅜	3⅛	27.9
2⅞	3⅛	20.3	3⅜	3¼	29.1
2⅞	3¼	21.2	3⅜	3⅜	30.2
2⅞	3⅜	21.9	3⅜	3½	31.3
2⅞	3½	22.8	3⅜	3⅝	32.5
3	2½	17.6	3⅜	3¾	33.5
3	2⅝	18.5	3½	3	28.9
3	2¾	19.5	3½	3⅛	30.1
3	2⅞	20.3	3½	3¼	31.2
3	3	21.2	3½	3⅜	32.4
3	3⅛	22.1	3½	3½	33.6
3	3¼	23.	3½	3⅝	34.9
3	3⅜	23.9	3½	3¾	36.1
3	3½	24.8	3½	3⅞	37.2
3	3⅝	25.7	3½	4	38.3
3	3¾	26.6	3⅝	3¼	33.8
3⅛	2¾	21.1	3⅝	3⅜	35.
3⅛	2⅞	22.	3⅝	3½	36.2
3⅛	3	22.9	3⅝	3⅝	37.5
3⅛	3⅛	23.9	3⅝	3¾	38.8
3⅛	3¼	24.8	3⅝	3⅞	40.
3⅛	3⅜	25.8	3⅝	4	41.2
3⅛	3½	26.8	3¾	3½	38.7
			3¾	3⅝	40.



Halley's Comet—"Hurry, Children, There's One of Those American Motorcyclists Hot on Our Trail."

Can You Solve Danzer's Problem?

IF a dealer can sell twenty-one 1912 Harley-Davidsons in the same time it took him to sell one 1911 Harley-Davidson a year ago, and if he sold ten Harley-Davidsons altogether last season, how many Harley-Davidsons will he sell in 1912?

F. P. DANZER

IN two short years F. P. Danzer, of Racine, Wis., has built up what is now the largest motorcycle business in his town.

Starting out in but a small way, he was up against the strongest kind of competition imaginable, with seven other makes represented in Racine beside the Harley-Davidson.

So far this season, as closely as he can figure, Danzer has sold twice as many machines as all of his competitors combined. In one day alone —March first—he sold six machines.

When he was asked why he had made so many sales so early in the season and when there was still a foot of snow on the ground, Danzer replied, "First, I am selling the best machine made. Second, I am getting prompt deliveries, and third, the Harley-Davidson is so well advertised that it is a standard article. I have traced some of my sales directly to your extensive national advertising."

Danzer himself is certainly a believer in advertising. He has not been satisfied with simply following up the prospects that we have brought him in touch with through our advertising, but he himself has tied his local business up with our national campaign by means of heavy newspaper advertising. At present he is running a campaign of quarter-page ads in the Racine daily papers three times a week.

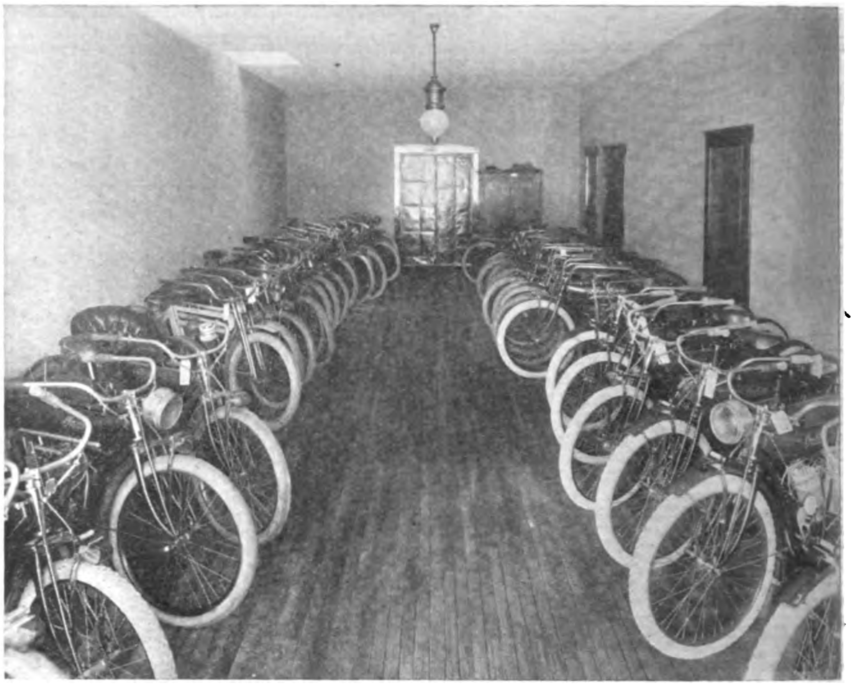
Harley-Davidson Motor Company

188 C Street **Milwaukee, Wisconsin**

MUELLER'S NEW INDIAN HEADQUARTERS IN CLEVELAND

One of the Best Appointed Establishments of Its Kind in the United States.

BEYOND a doubt one of the finest motorcycle establishments in the country is the new headquarters of L. J. Mueller in Cleveland, Ohio, built throughout with a special regard for the requirements of the business and fitted with every device which might add to the satisfaction of patrons and the facility of handling work. The store is entered through the large salesroom, in the rear of which is the office of Mr. Mueller and his assistant, H. J. Tucker. The walls, which are hand painted, show motorcycling scenes and framed photos of all the well-known racers. In the office is one large frame which surrounds a most interesting exhibit. It contains postal cards sent to the Hendee factory by Mr. Mueller at the close of each day as he made his way across the continent on his record-breaking trip years ago. Naturally this collection is highly prized by its owner.

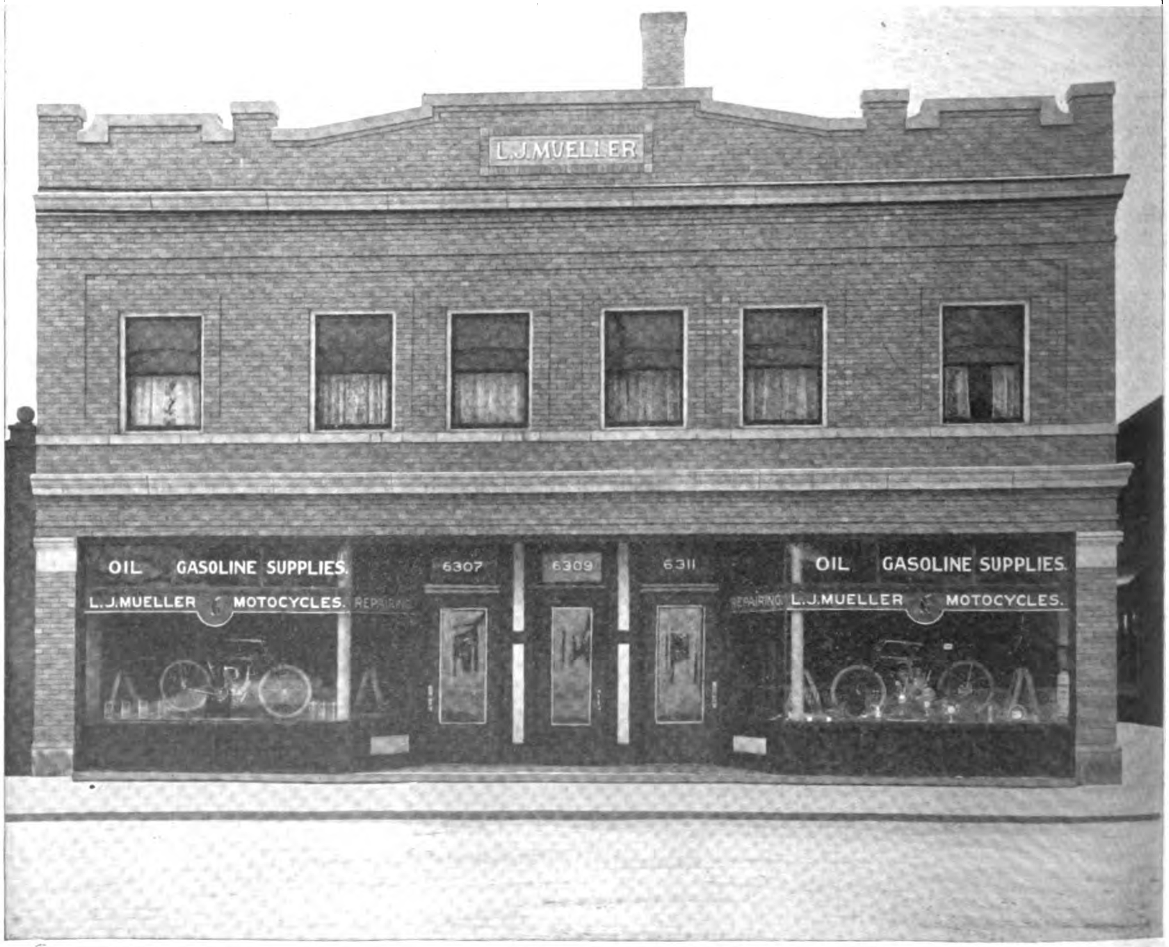


Interior View of the Store of L. J. Mueller, Cleveland, O.

Well-Arranged Departments.

Unusually large show windows afford an opportunity for a fine display of machines. Adjoining the main salesroom is another large chamber set aside as a show room. It is filled with machines, so arranged that they may be inspected to advantage by patrons. The repair shop in the rear extends across the full width of the two front rooms and is equipped with all the latest machinery. A large gas engine supplies power. On the right is an oil and gasoline room, which is accessible to riders without the necessity of their running machines into the building. In the basement it is possible to store two carloads of machines.

On the second floor are the rooms of the Indian M. C., provided for the squad by Mr. Mueller. There are four in number—a card room, a reading room, a pool room and a kitchen. The latter is so equipped that small lunches may be prepared there by the club. For the benefit of racers and tourists a bathroom with shower bath is provided, and on all sides there are furnishings calculated to make life pleasant for the riders who have access to the quarters. Needless to state, Mueller's new establishment is doing a rushing business and his pride in the structure is justifiable. Despite the broad scope of the new establishment, the Cleveland hustler states that he has no more room than he needs. The recent growth of his business has been phenomenal.



Front View of L. J. Mueller's Pretentious Indian Headquarters in Cleveland.

✱ the oil that lubricates most ✱

GARGOYLE

Mobiloil

A GRADE FOR EACH TYPE OF MOTOR

GARGOYLE
Mobiloil
"B"
Heavy body

Improper and therefore inefficient lubrication is most largely the cause of motorcycle troubles. These difficulties can be reduced to a minimum by a careful selection of the proper lubricant. Loss of power, wear and tear of your engine, and general depreciation of your motorcycle will be eliminated by the adoption of MOBILOIL. Its use will greatly increase the daily efficiency of your motorcycle.

IF OIL SAVES POWER, IT FOLLOWS THAT ONE OIL SAVES MORE POWER THAN ANOTHER

Vacuum Oil Company
Rochester, U. S. A.

Eastern Branches

Boston
49 Federal St.

Portland
117 Commercial St.

New York
29 Broadway

Bangor
154 Exchange St.

Philadelphia
605 Brown Bros. Bldg.

Springfield
406 Hitchcock Bldg.

MOTORCYCLE

FOR SALE OR EXCHANGE

FOR SALE.—1911 7 h. Indian, in perfect condition; lamp gas tank, new, three-inch tire. A bargain at two hundred dollars. S. B. Lane, Farmington, Ill.

FOR SALE.—7 h. p. Indian tri-car delivery van; left factory September, 1911; used only one month; absolutely perfect; price $225. A. G. Seiler, 1224 Amsterdam avenue, New York.

MOTORCYCLE BARGAINS.—Twenty in first-class condition. Will be sold at 1912 values regardless of cost. Send for descriptive list. W. D. Andrews, Buffalo, N. Y.

MOTORCYCLE TIRE BARGAINS.—A. C. C. A. PRICES TALK! Diamond, Goodrich, G. & J. and other standard makes; guaranteed. Gridiron, Basket and Bailey Treads, 28 x 2, $4.95; 28 x 2¼, $5.70; 28 x 2½, $6.20; 26 x 2¼, $5.45; 26 x 2½, $6.20. Guaranteed tubes priced proportionately low; shipped on approval. Don't buy until you receive your price list. The Automobile and Cycle Company of America, Dept. X., 1769-1787 Broadway, New York City.

WILL EXCHANGE camera and outfit for good motorcycle. L. J. Hyer, Cuyler, N. Y.

FOR SALE.—1911 Indian 7 h. p.; out of factory September 23. Run less than 100 miles; $175. A. G. Seiler, 1224 Amsterdam avenue, New York.

F. N. 4-CYLINDER, shaft-drive, magneto; new tires; first-class running condition; cheap if taken at once. Borden, Campbell, N. Y.

ATTENTION, RIDERS.—$5.00 English sole leather puttees sent prepaid anywhere in the U. S. for $2.75. Sizes 14 to 18 calf measure. Russet only. Box 386, Norwich, Conn.

$75 TAKES 3½ h. p. N. S. U. MOTORCYCLE, two-speed gear, extra tire, etc.; first-class condition; new last spring. No time to ride. G. H. Chase, 92 Pearl street. Providence, R. I.

FOR SALE.—Brand new 1912 4½-5 h. p. M. M., $175.00; also slightly used 1911 4 h. p. magneto M. M., same as new, $150.00. Both machines have 28 x 2½ tires. Box 85, Staffordville, Conn.

THIS YEAR'S INDIAN, 1912, seven horse power twin. Tourist Trophy model. Free engine, self starter and two speed gear. Many extras. It is brand new. Will be sold at considerable discount as I want to buy auto. Address J. Phillips Briant, New Rochelle, N. Y.

YALE MOTORCYCLE.—4 h. p., 1911, perfect condition; new last May; looks like new; $100.00. Richard Ward, 1215 Hadden avenue, Camden, N. J.

CUSSIN'! Why? Tank dry. You know. Next—Rider green; plenty gasoline. Why? Johnston gauge. Plain sight, easily attached. Returnable sample $1.50. Circulars free. Don't walk and cuss. Get one. System, St. Joe, Ind.

FOR SALE OR EXCHANGE.—1910 Indian motorcycle, 1910 improvements, perfect condition, for twin machine, same make. Taken care of by machinist. George L. Schlott, 318A 7th St., Allentown, Pa.

FEBRUARY, 1912. THIRD ANNUAL MAGNETO BARGAIN

sale imported high tension magnetos at less than cost of importation. Our third annual genuine inventory sale of U. & H. Master Magnetos, made in Germany, is now in progress. All H. P. sizes and types for 1, 2, 4 and 6 cylinder motors, suitable for motor cars, motor wagons, motor boats, motorcycles, stationary engines, etc. Write now, before they are all gone, for circular and price list. The sale is a real Magneto money saver. J. S. Bretz Company, 250 West 54th Street, New York.

THE REFLECTOSCOPE.—Instantly attached to the handlebar of any make motorcycle; enables you to see everything on the road behind. As necessary as a lamp or horn. No need to twist your neck to see if your trailing companions are in sight. Its use in traffic is necessary, and it is a valuable accessory in club runs and speed contests. Designed especially for motorcyclists, and is triple adjustable in action, affording any angle of vision. Made of the finest material, quadruple-nickeled, and contains a 3-inch reflecting mirror of the highest quality imported lens. Sent postpaid to any part of the United States on receipt of price—$2.60, or sent C. O. D. on receipt of a small deposit. Money positively refunded if not better than represented. Reflectoscope Co., Angola, N. Y.

FOR SALE.—M. M. motorcycle, 3½ h. p., fitted with Wata-Wata V belt and adjustable pulley. Lamp, generator, luggage carrier and horn. Two-in-one tank with oil and gasoline gauges. First money order for $100.00 takes it. W. H. Johnson, Box 159, Berlin Mills, N. H.

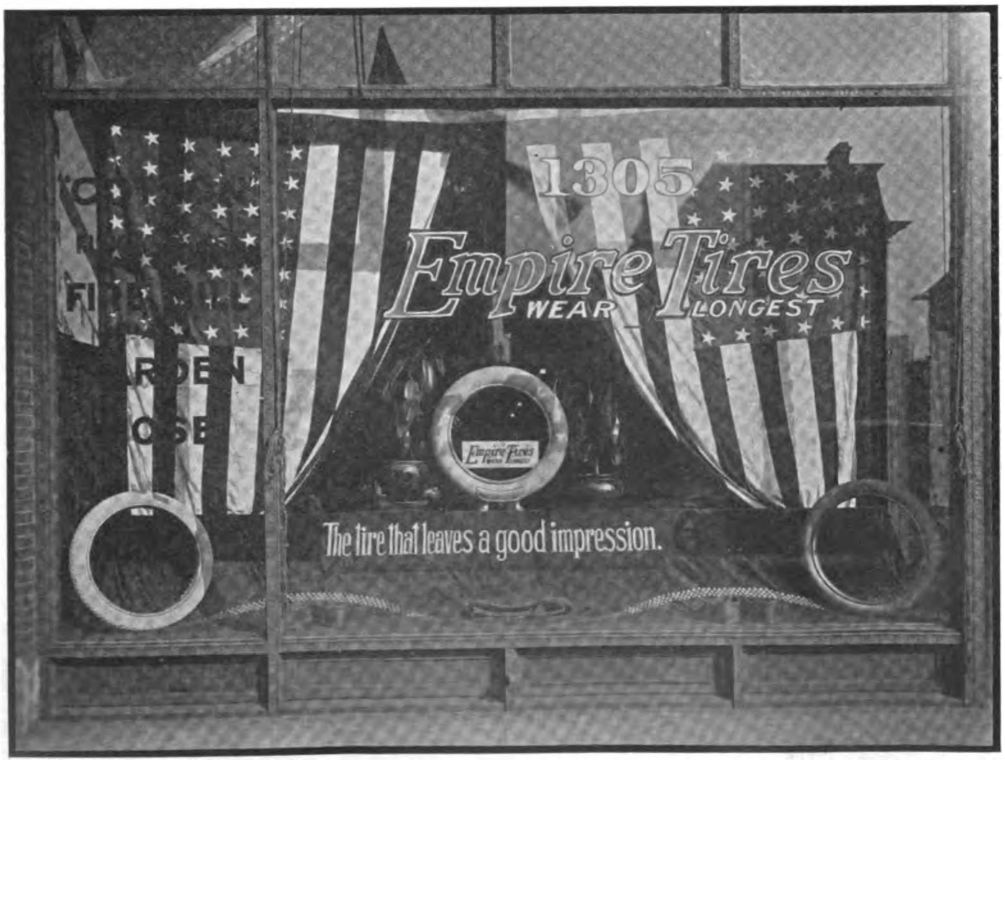
FOR SALE.—Four-cylinder, two-speed Pierce. Just overhauled by factory. Lamp, luggage carrier and metal tool box. Machine and tires first-class. $225.00. Send for photograph. L. G. Meredith, Marietta, Ohio.

FOR SALE.—4 h. p. Curtiss—$65 takes it. Correspondence solicited. L. Darby. Belvidere, Ill.

EMBLEM, 1911 model, magneto, 5 h. p. $135; Excelsior, 1912 model, twin 6 h. p., $160; Indian, 1909 model, 3½ h. p., $85. Other machines from $20 up. Get our catalog. Wolke Motorcycle Co., Louisville, Ky.

"WHOOPEE!" Schebler carbureters, $7.75; "Speed" special belt dressing for racing machines, gallon, $3.25; Troxel saddles, $4.95; platinum points, 35c.; platinum replaced on screws and springs, 45c. Discounts on wholesale orders Thos. King, Kingman, Kan.

MOTORCYCLE DESIGNER and mechanical draftsman, with over three years' experience; good theoretical and shop knowledge open for position. Address "A. K." MOTORCYCLE ILLUSTRATED.



EMPIRE TIRE DISPLAY.

AN unusually attractive tire display is now gaining attention at the Chicago headquarters of the Empire Tire Co., and a number of clever advertising ideas have been evolved in connection with it. The company's checkered tread motorcycle tire has been given wide publicity as the tire that "leaves a good impression," and to prove that the impression is a good one from every viewpoint, a checkered tread tire was rolled across a piece of black velvet in such a way that it left a white impression of its gripping surface. The idea scored a bull's-eye.

TWO RAYFIELD AGENTS.

FINDEISEN & KROPF MFG. CO., of Chicago, have appointed the Hall Motor Supplies Company, of Toronto, Can., as Dominion distributors of Rayfield carbureters, and has also added to its already long list of representative the R. C. Hall Electric Company, of Cleveland, Ohio.

HENRY CAMPBELL, city purchasing agent of Milwaukee, is planning to furnish each fire engine house in that city with one or more motorcycles equipped with chemical apparatus to be used in extinguishing small fires.

MART

RATES One time, three cents a word; twice or oftener, two cents a word per insertion. Dealers' Cards, five cents a word; two or more times, three cents a word each insertion.

FOR SALE—3 Indian diamond frames; price each, $4.00. E. F. Phelps, 4 Bennett St., Bridgeport. Conn

FOR SALE—The best equipped motorcycle and bicycle repair shop in the Southwest; electric power. A. J. Penrose, Arkansas City, Kansas.

FOR SALE—1908 C. V. S. 4 h. motorcycle, in good running order; best offer over $50 takes it. F. Scholl, 15 Sayre St., Elizabeth, N. J.

FOR SALE—M. M. 1909 model at $75.00 for quick cash sale. Guaranteed by responsible firm to be O.K. Anderson's Motorcycle Store, Batavia, Ill.

FOR SALE.—1911 4 h. Wagner, magneto, flat belt and idler. $140.00. Wm. N. Bennett, Killingly, Conn.

FOR SALE.—Brand new 1912 Harley-Davidson motorcycle with magneto, free-wheel, spring seat post. Used about fifty miles. Must sell; $200. Also best offer over $160 takes New Excelsior twin. Used about 100 miles. Arthur J. Henderlong, Crown Point, Ind.

1912 INDIAN 7.—Brand new; never uncrated. Will sell for $225. Write for particulars. Address "Bargain," Motorcycle Illustrated, 51 Chambers street, New York.

FIRST CHECK for $20 takes a Splitdorf magneto; used but three weeks; in perfect condition. Harold Murry, Decatur, Ind.

BRAND NEW 1912 Excelsior single, with magneto and clutch; never been out of crate; just bought; studded tires; bargain, $170. C. W. Weis, Crown Point, Ind.

MISCELLANEOUS

MACHINIST, lathe, boring mill or bench hand, would like a position in motorcycle factory. Is willing to go anywhere in or out of United States. Address Mich. Caernus, 86 Church street, New Brunswick, N. J.

WANTED.—Old copies of MOTORCYCLE ILLUSTRATED previous to the year 1909. State what numbers you have and at what price you will sell them. Address "H.," care Motorcycle Publishing Co., 51 Chambers St., New York.

TRAVELING SALESMAN wishes permanent position to visit motorcycle and automobile accessories stores throughout the entire country. Have covered every state in the country. Best references. Jos. Prosay, 1544 Park Place, Brooklyn, N. Y.

AVIATORS WANTED.—Experienced flyers preferred. Motorcycle and automobile racers considered. Excellent contracts and opportunities for right man State full particulars of past experience, first letter. Thomas Brothers, Bath, N. Y.

WANTED—First-class Indian motorcycle repair man. State experience, age and wages. Geo. S. Maslen, 2206 N. Broad St., Philadelphia.

WANTED—New or second hand motorcycle on installments; $20 down, $6 a month, first three months; $10 after that; references. Box 356, Dover, N. H.

DEALER'S CARDS, Etc.

"BOB" BRAZENOR, "Specialist on Repairs." Brooklyn agent for Harley-Davidson. Parts for Excelsior, Indian, etc.; supplies. 1507 Bushwick avenue, Brooklyn.

SCORED M'CYCLE CYLINDERS REPAIRED, $3 each by autogenous welding. This includes grinding to make bore smooth and round as before scoring. Be sure to send piston with cylinder. Our method is both better and cheaper than reboring because it avoids the necessity of fitting special oversize pistons and rings. We also repair broken cylinders and crankcases at about one-quarter cost of new ones. Abundant references and testimonials supplied if you require proof. Waterbury Welding Company, Waterbury, Conn.

B. & C. TWO-SPEED and free engine gears for chain-driven motorcycles of the counter-shaft type. Bushnell & Cannon, 1268 East 80th street, Cleveland, Ohio.

THE LATEST AND BEST guaranteed Motorcycle Supplies at lowest prices will be shipped same day your order is received. You get satisfaction in every package. Write for largest Motorcycle Supply Catalog ever printed. Motorcycle Equipment Co., Hammondsport, N. Y.

T. J. SIXSMITH, expert repairing; agent for R.-S., Indian and Excelsior motorcycles. 203 W. 100th street, New York.

MOTORCYCLES.—Save dealers' profits; buy direct from the owners. I have all makes on my lists. Indians and Marshes from $20 up. Hundreds of other machines at comparatively low prices. Get my prices before purchasing. King, automobile broker, 217 West 125th street, New York City.

SIDE-CARS—SIDE-CARS

Write for advance List of Illinois Side-cars, Fittings, Chasses and Bodies. ILLINOIS MOTORCYCLE & ACCESSORIES CO., 1835 South Sawyer Ave., Chicago.

SECOND-HAND MOTORCYCLES.—75 of them, $25 up; three tri-cars, $125, $300 and $350, respectively; expert repairing, experimental work, aeroplane supplies. New York Motorcycle Co., Inc., 318-320 West 48th street, New York.

PARTS in stock for F.-N., Curtiss, Royal Pioneer, Indian, Thor, Marsh, Griffon and others, and sundries. Tiger Cycle and Aeroplane Co., 782 Eighth ave., New York.

FULL LINE of N. S. U. and Flanders "4" motorcycles; N. S. U. repairs and parts, two speeds, motorcycle accessories. The Sun Motor & Supply Co., 206 West 76th street, New York.

YOUR BROKEN MOTORCYCLE CYLINDERS and crankcases made good as new by autogenous welding at an average charge of about one-quarter cost of new parts. No charge made unless weld is satisfactory. References cheerfully given. Waterbury Welding Company, Waterbury, Conn.

A. H. PATTERSON

1080-82 Bedford Avenue Brooklyn

Agent for the

Indian, Pierce and New Era

Demonstrations at all times

Motorcycle Parts and Supplies

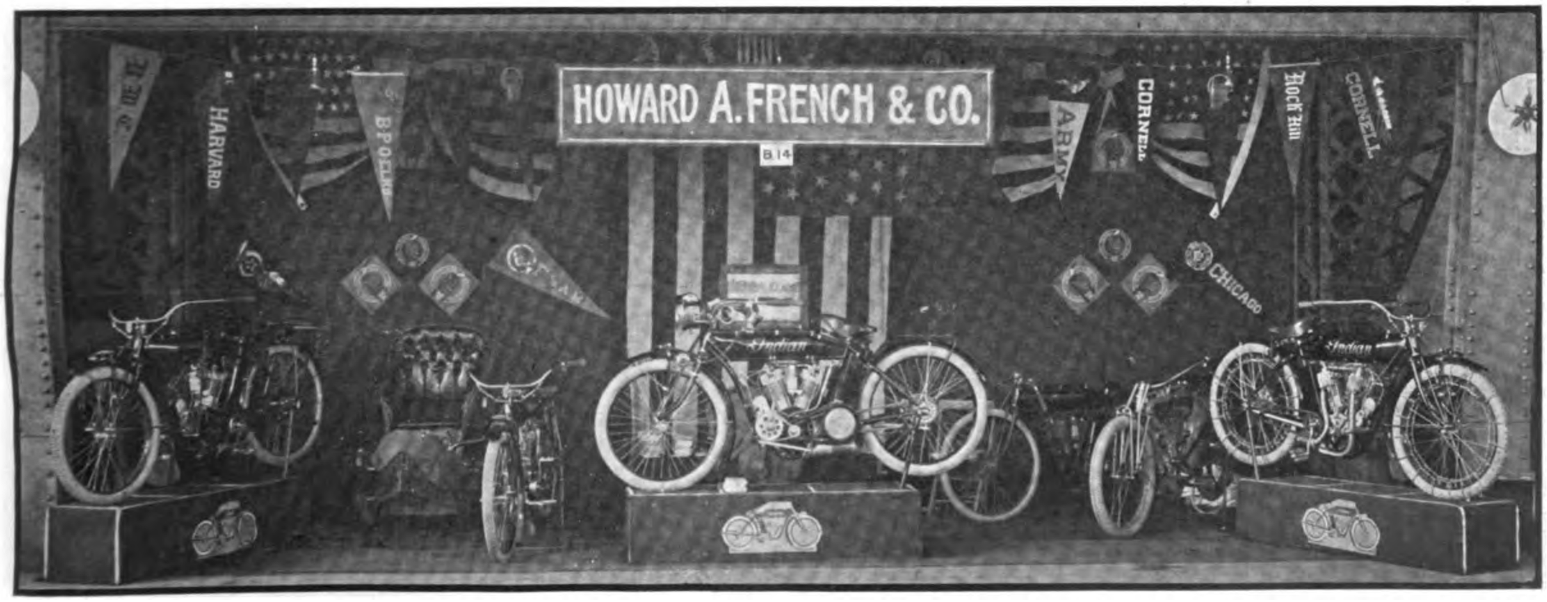
Complete and Up-to-date Repair Shop

EXCHANGE.—Enough jewelery and cutlery, your own selection at wholesale, for new or second-hand motorcycle. Robt. B. English, New Castle, Pa.

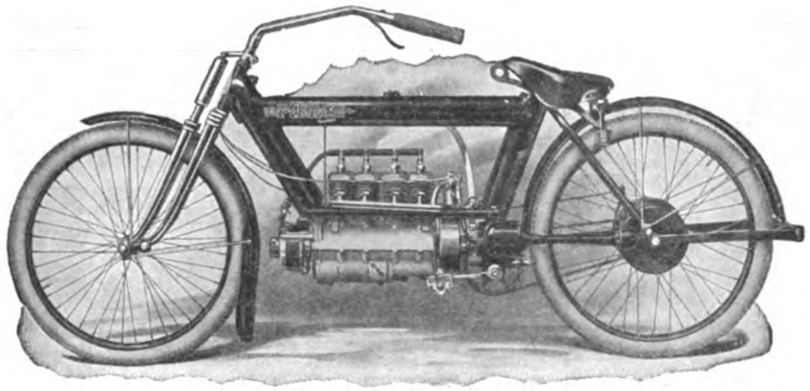
M. M. 4 H. P. MOTORCYCLE, 1910 flat belt, Schebler carbureter; good condition; big bargain, $50.00. Richard Ward, 1215 Haddon Ave., Camden, N. J.

NEW BROOKS MOTORCYCLE SADDLE for carbureter to fit two-cylinder car. A. A. Jordan, Athens, Ga.

QUALITY RUBBER CEMENT—Best in the World—Hotter the Weather the better it sticks. For repairing Automobile, Motorcycle and Bicycle inner tubes and tires. This Cement is unequalled. Send 20c. in stamps for two sample tubes. For terms and discounts, write Henry E. Eby, Fernwood, Del. Co., Pa.



Howard A. French & Company's Display of Indians at the Baltimore Show.



NEW PIERCE MODELS

Please the Trade

Every day we receive letters and telegrams from satisfied dealers and riders.

TELEGRAM

Seattle, Wash., March 15, 1912.

The Pierce Cycle Co., Buffalo, N. Y.

Have many orders; need more machines. Continue shipments. Both singles and fours are giving universal satisfaction.

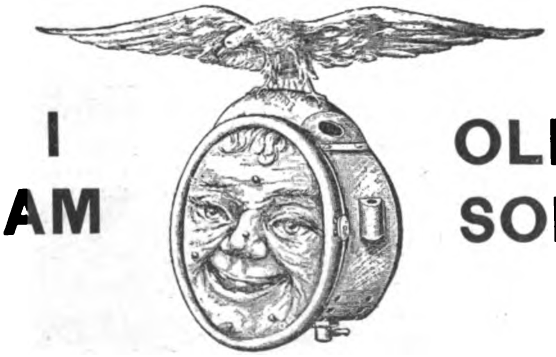
J. E. BUNKER.

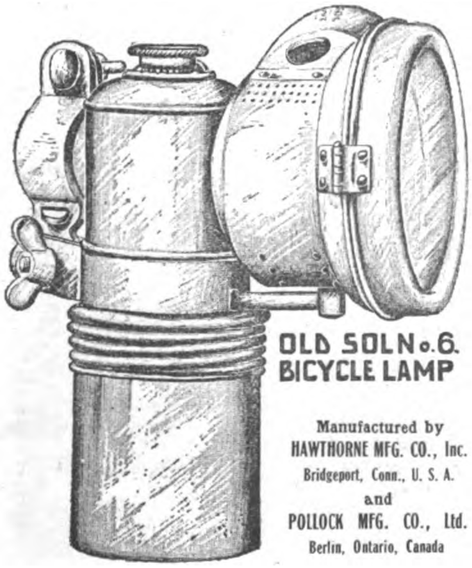
Eventually you will ride a Pierce. Why not now?

ASK FOR CATALOG "G"

THE PIERCE CYCLE COMPANY, Buffalo, N. Y.

Pacific Coast Branch, Oakland, Cal.

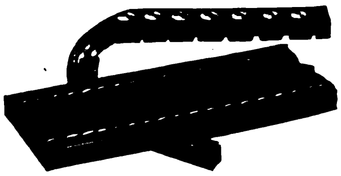




"OLD SOL" BICYCLE GAS LAMP incorporates all the late improvements in acetylene lamp construction, such as "Old Sol" sifting carbide basket and filtering device.

Comes complete with bracket to fit any extension or regular handle bar.

Manufactured by
HAWTHORNE MFG. CO., Inc.
Bridgeport, Conn., U. S. A.
and
POLLOCK MFG. CO., Ltd.
Berlin, Ontario, Canada



Save $3

on your next belt. Buy from the maker.

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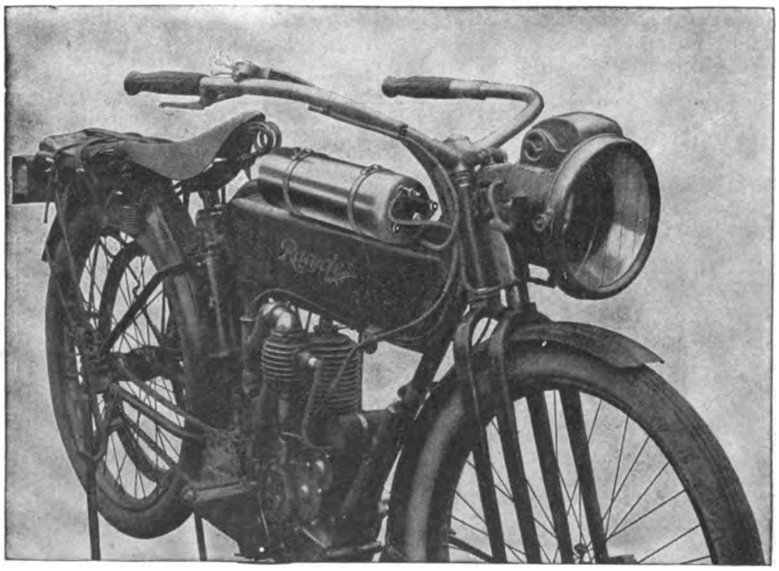

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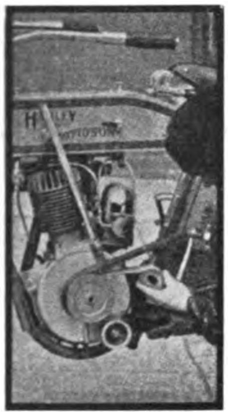

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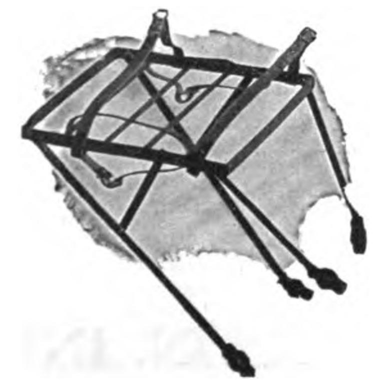

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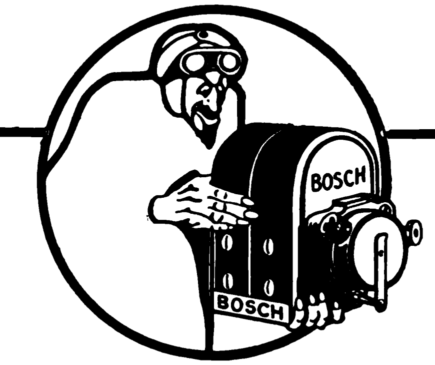

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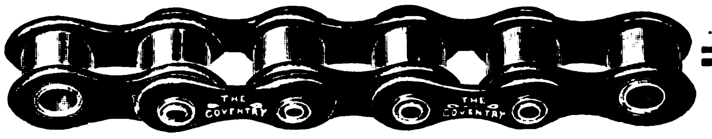

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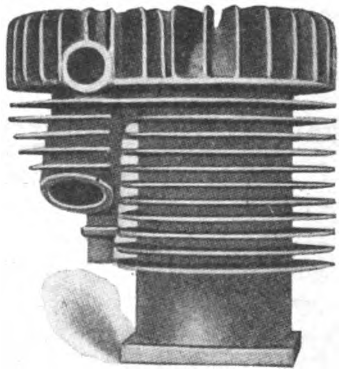

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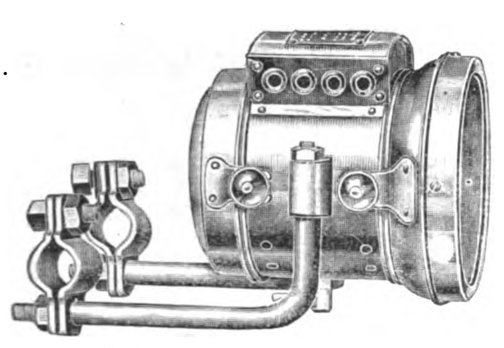

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THE MARCH OF TIME

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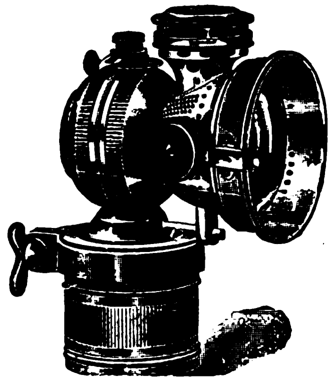

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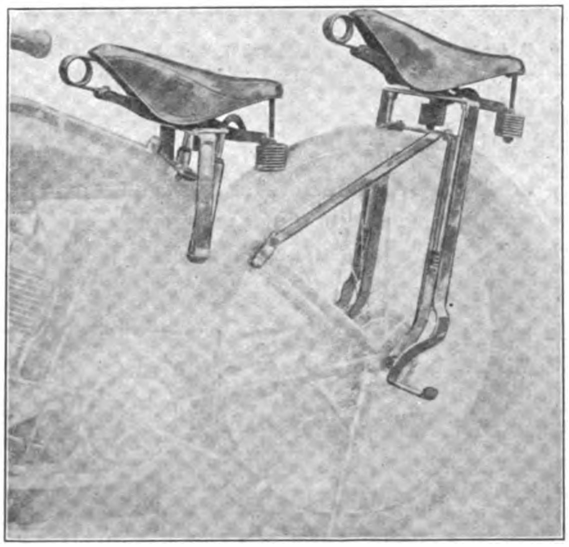

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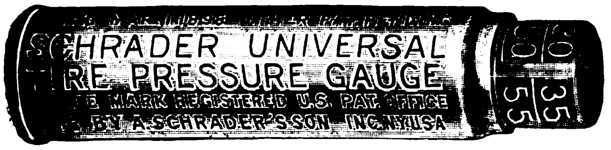
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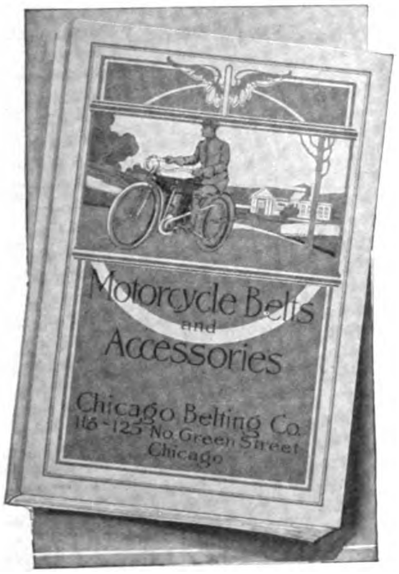

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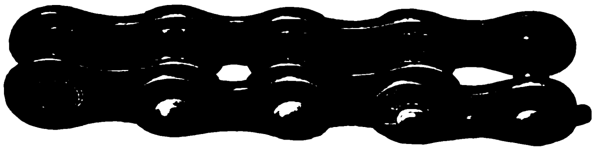

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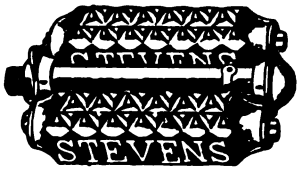

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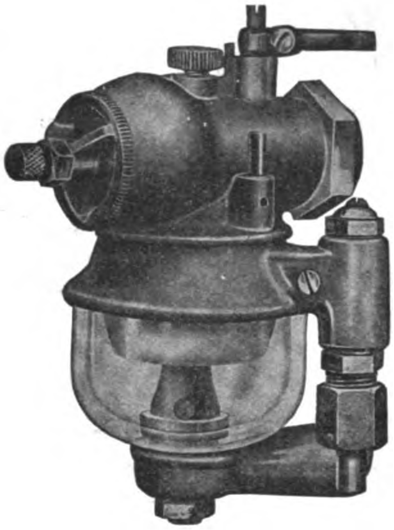

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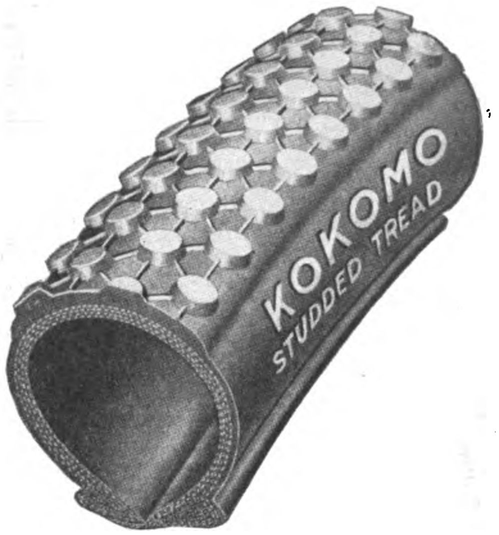

The materials entering into the construction of a tire are important factors, but something more than the best materials is necessary to produce the desired results—that something is the knowledge of rubber and how to handle it from its crude state to the finished article.

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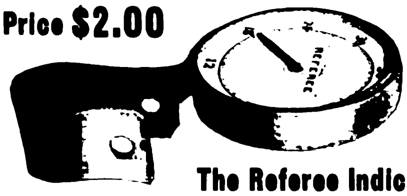

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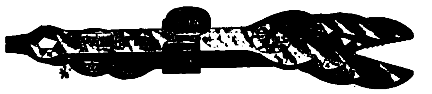

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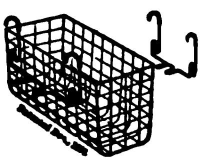

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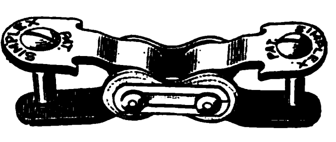

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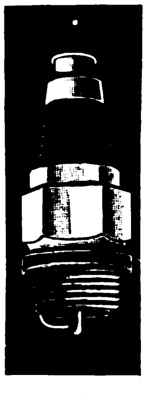

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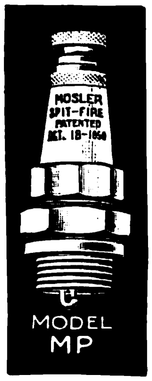

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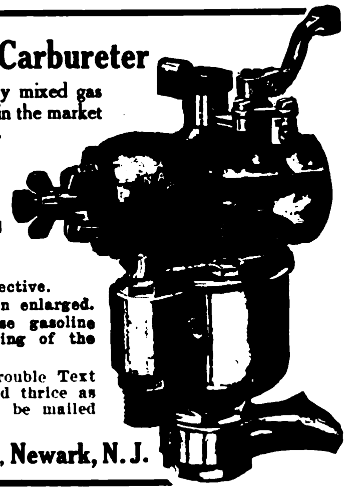

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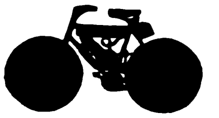

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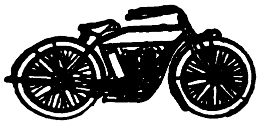

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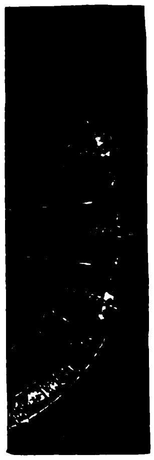

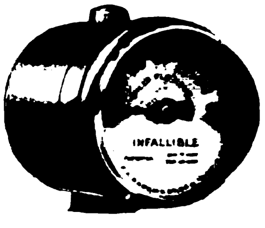

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A perfectly adjusted and constructed instrument tested for accuracy. Guaranteed for satisfactory service. Steady registering hand. Made in three models: No. 1, registering speed only, price $7.50; No. 2, measuring season's mileage and speed, $10.00; No. 3, season and trip mileage and speed, $12.50. Mention make of motorcycle when ordering. Rear attachments furnished unless otherwise specified.

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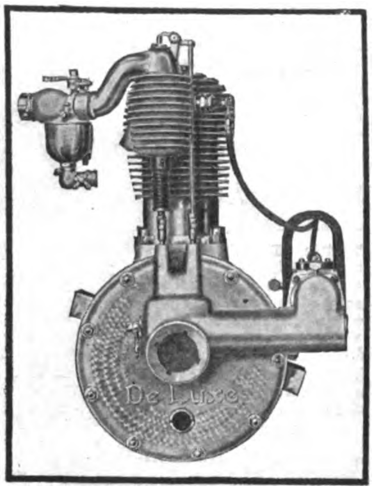

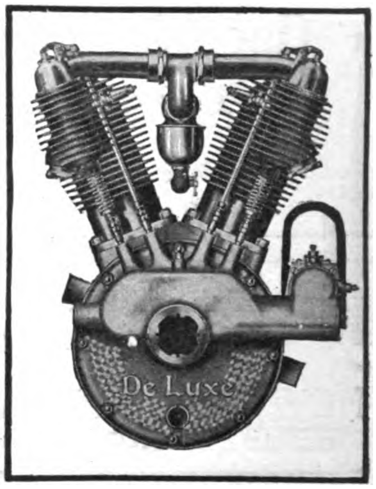

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In bringing out our DE LUXE line of motorcycle motors, we have introduced a large number of improvements, and offer these motors as the most advanced now before the trade.

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- One-piece crank shaft.
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- Oil tight motor.
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- Simplified design throughout.
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These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.

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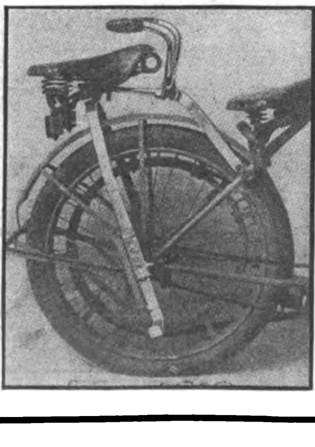

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Smoothes the Way
THE ASSURANCE OF LUXURY

by the addition of this tandem attachment has been unquestionably demonstrated. Always perfectly adjusted as to leverage, whether saddle be moved forward or backward. Permits of low riding position.

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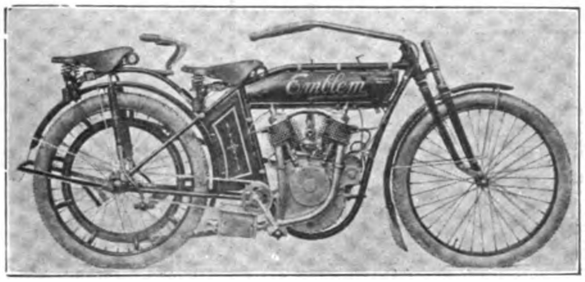
There is a young man less fortunate than his fellows in that he has but one arm. However, this young man—Mr. Ernest Sonnenberg—is better off than many because he knows how to enjoy life. Mr. Sonnenberg rides a motorcycle and spends most of his time in the saddle—good weather and bad—often covering roads that his two-armed brethren fight shy of. Yes, friends, Mr. Sonnenberg rides a

STURDY EMBLEM MOTORCYCLE



and there is a mighty good reason for his choice. Physically handicapped, he must have a machine that always can be relied on to do its full work and more. Not only this, but the machine must be mechanically perfect and easy to handle in all conditions of traffic. The EMBLEM certainly fills the bill, as witness this entirely unsolicited letter from Mr. Sonnenberg. In fact, we were not acquainted with Mr. Sonnenberg until we received his letter. He says:

> ". . . As regards the Emblem Motorcycle with special control purchased from your dealers, Stephenson & Campbell, of Gaylord, Kan., will say that I have owned three different motorcycles and I find the Emblem to be the most powerful, speediest, and, moreover, the easiest to handle on the road, as it never skids on the sharpest turns." (Signed) Ernest R. Sonnenberg.

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Purdy Motorcycle Pump

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Purdy Exhaust Whistle

With Handle Bar Control.

The "handy" alarm with an unusually loud and penetrating warning—attracts instant attention.

Ask your *dealer* to show you "Purdy" specialties or send for our catalog—free on request.

Dealers —Our proposition will interest you—write today.

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"RIDE ONE AND SEE"

THE MINNEAPOLIS BIG 5 MOTORCYCLE

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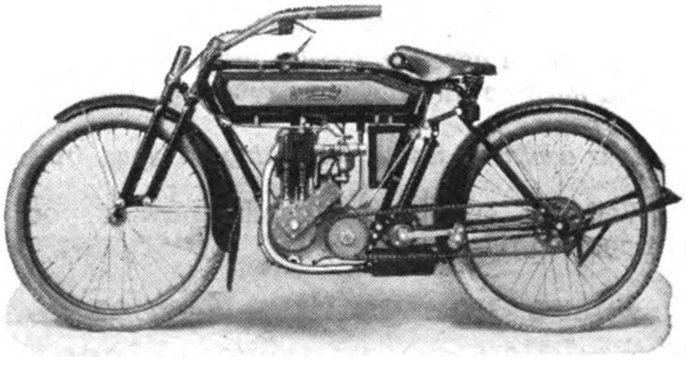

AN AUTOMOBILE ON TWO WHEELS.

Read the following letter and write us quick

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Minneapolis Motorcycle Co.,
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Dear Sirs:—The machine that you sent has been in constant use since received and is running fine. Party is well pleased and says he would not take $300 for it if he couldn't get another. It is without doubt the best machine in this country and takes all of the hills around here without any gas, something these twin ——— can't do.

Yours truly, L. C. Hoffman, Agent.

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Mr. Rider:

The Dealer

who supplies you with a Persons Saddle is thinking of *your* profit as well as his own. He won't mislead you, and you'll not have to buy another saddle before the season is over.

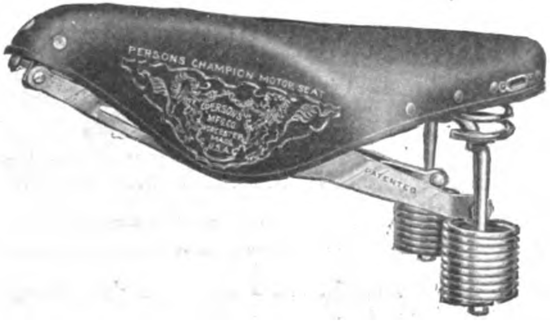
and

Mr. Dealer:

The Manufacturer

who sells you machines equipped with

PERSONS SADDLES



is thinking of *your* profit as well as his own, also the future welfare of your business because no business can prosper unless the foundations are properly laid.

You must win the confidence of your customers.
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Well then, are you making the most of your opportunities?

Are you getting Persons Saddles on your machines? If not--Why not??

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Write us for saddle information.

THE PERSONS MFG. CO.
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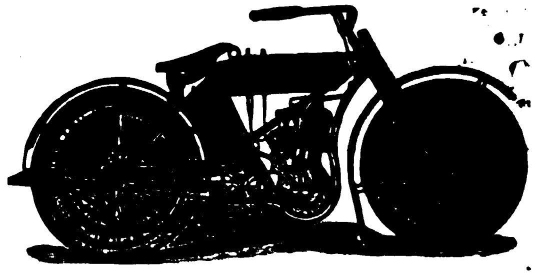

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If you have that restless feeling; a desire to drop whatever you are doing and take a spin through the country, there's at least one machine that will satisfactorily meet the "call of the road," and that is the

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Staunch—reliable—economical—speedy—quiet—the Wagner is sufficient to every need—through mud, sand, snow, rocks, gravel and any and all road conditions, the Wagner truly meets every requirement and quietly and efficiently does its work.

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We can guarantee
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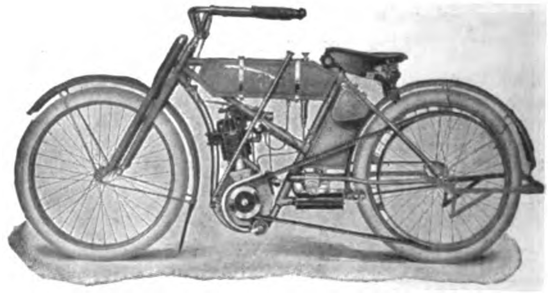
1912 Models, $160 to $200



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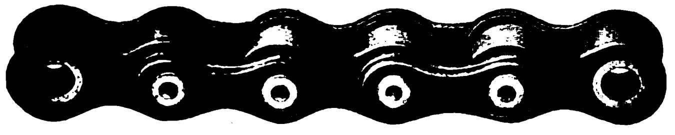

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CHAINS AND REPAIR LINKS

IN A CLASS BY THEMSELVES

Do Not Accept Any of the Just as Good Kind

THERE IS ONLY ONE DUCKWORTH

DUCKWORTH CHAIN & MFG. CO. - - - Springfield, Mass.

ANYWHERE UNDER ANY CONDITION

IS THERE ANY SATISFACTION?

In knowing you can go WHEN and WHERE you please?

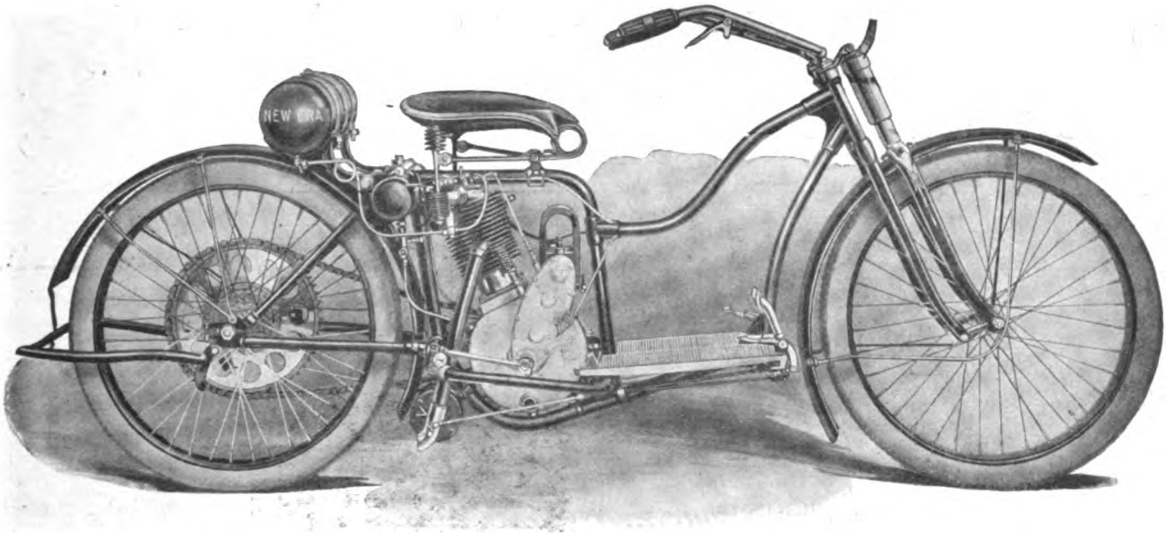
In riding comfortably?

In not having to stop for repairs?

In owning a motorcycle that responds to your every wish?

In riding a motorcycle that is chuck full of energy?

In knowing that you have the very best motorcycle that money can buy?



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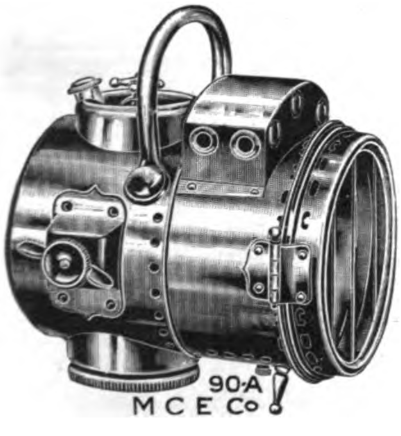

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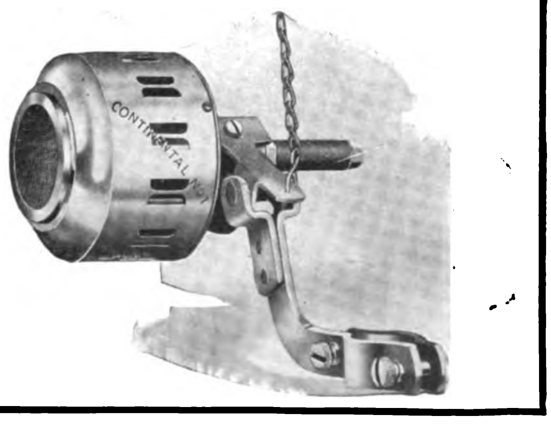

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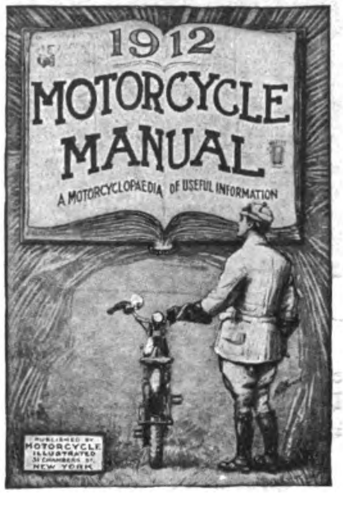
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MOTORCYCLE
MANUAL
A MOTORCYCLOPAEDIA OF USEFUL INFORMATION
PUBLISHED BY
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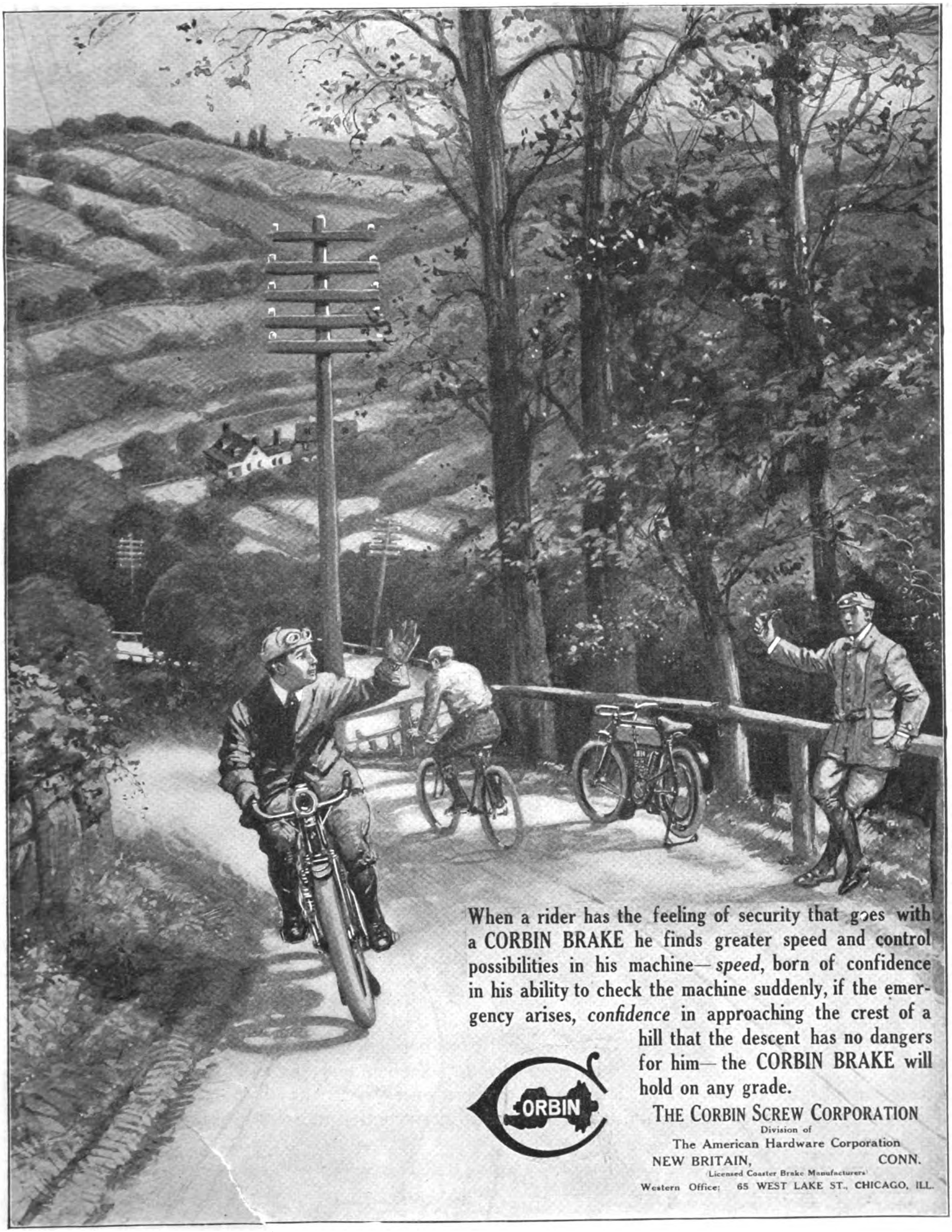

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TRIANGLE

The Cream of Agency Offe

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waited until we could offer the VERY BEST before presenting it publicly. If
have always given but not always received a "square deal"—Here's actually

MODEL A

$125

This model is truly a wonder. There is no motorcycle comparable with it at the price. It is Strong, Compact and Powerful, carefully designed, constructed and finished. Long wheelbase and low saddle position. It is particularly adapted for all kinds of road work.

SOME SPECIFICATIONS

MOTOR, 4 H. P., 30.50 cu. in., 3¼ in. bore x 3 43/64 in. stroke.
WHEELBASE, 53 ins.
WHEELS, 26 in. Steel rims. 36 spokes front, 40 rear.
TIRES, 26 in. Kokomo, M. & W., G. & J. or Goodyear.
SADDLE, Troxel.
CARBURETER, Schebler model H.
IGNITION, 3 cell Standard Dry Battery.
DRIVE, "V" belt, 1 in. by 28°. Adjustable pulley with leather "V" belt drive.

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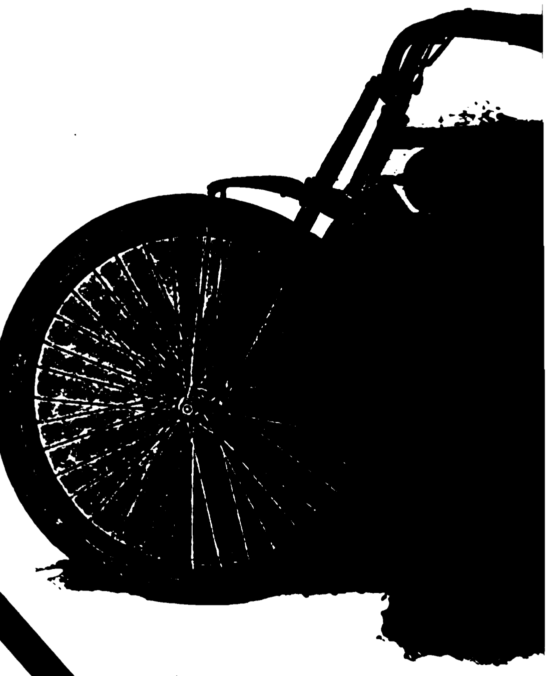

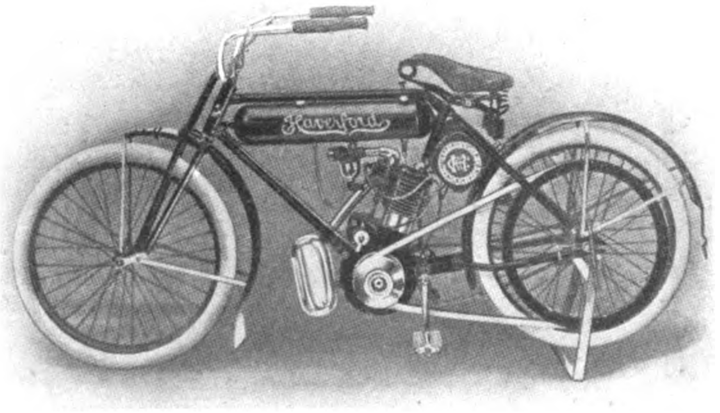

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A mechanically perfect motorcyc
full measure of Power, Service
to 55 miles per hour. It easily
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SOME SP

Full 4 Horsepower; **Uprigh**
Wheelbase, 54 inches; T
Schebler Model H; Bosch
Fork, truss pattern,
Champion motor.
Belt Idler,
bearing pulley
leather.

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has now risen to the top

ontract in addition. We have studied all the others, and **we know.** We
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3¼ inches. Stroke, 4 inches.
Studded Tread; Carbureter,
n Magneto, gear driven;
ension; Saddle, Person's
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d Idler with ball
n & Knight, flat

5

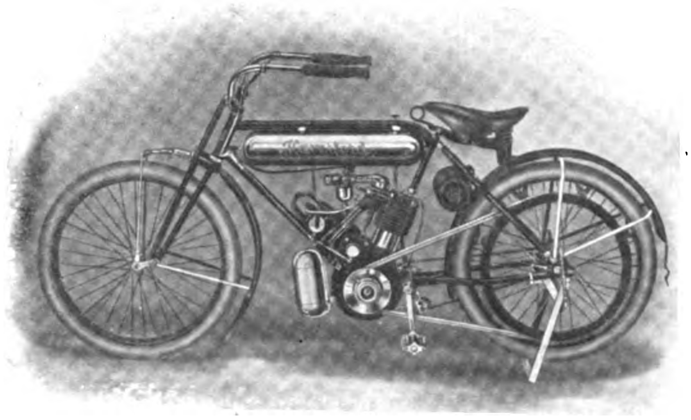
MODEL B

$150

In design, construction and finish, Model B is identical with Model A except that it is fitted with magneto ignition. These two models offer undreamed-of value at the price.

SOME SPECIFICATIONS

MOTOR, 4 H. P. 30.50 cu. in., 3¼ in. bore x 3 43/64 in. stroke.
WHEEL BASE, 53 in.
WHEELS, 26 in. Steel rims; 36 spokes front, 40 rear.
TIRES, 26 in. x 2¼ in., Kokomo, M. & W., G. & J. or Goodyear.
SADDLE, Troxel.
CARBURETER, Schebler model H.
IGNITION, Gear driven Bosch magneto, type D. A. 2.
DRIVE, "V" belt, 1 in. by 28°. Adjustable pulley with leather "V" belt drive.
SPRING FORK, 4 leaf springs. New clip fittings to prevent breakage on rebound.



DELIVERIES

The saving in price means shortening your "saving up" period. It means, also the opportunity to buy extra equipment, if necessary, with the extra money that would otherwise be spent for a more expensive motorcycle.

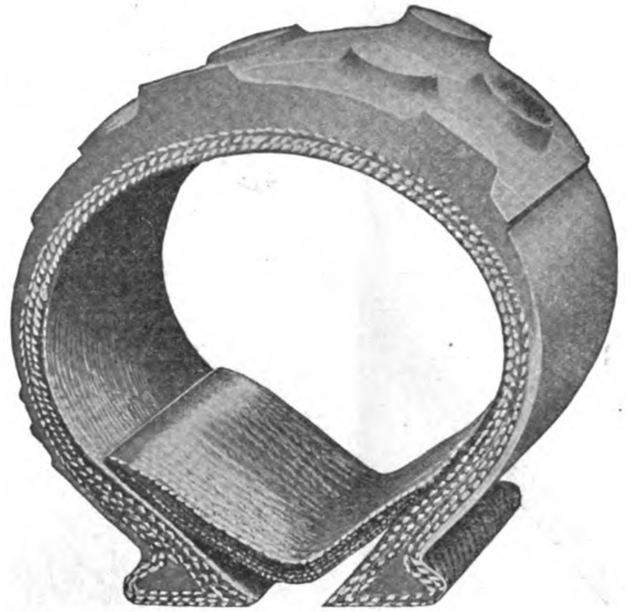
DROP US A LINE FOR OATALOGUE

827-829 Arch Street and 411 Market Street, PHILADELPHIA, PA.
WASHINGTON, D. C. BUFFALO, N. Y. ATLANTIC CITY, N. J. NEWARK, N. J.

CONTINENTAL-ERIE MOTORCYCLE TIRES

are made in one style tread only but that one tire is so good as to be specified and used as part of the regular equipment on Emblem, Excelsior, Merkel, Harley-Davidson, Yale and Monarch machines. Nothing but the best and purest material is used in the making of Continental-Erie Motorcycle Tires.

ASK YOUR JOBBER—HE KNOWS



CONTINENTAL-ERIE
Studded Anti-Slip Tread

Discriminating buyers exercise as much care in the selection of their tires as they do in the choice of a machine. The particular rider will specify

CONTINENTAL-ERIE

CONTINENTAL RUBBER WORKS

New York Branch
35 Murray Street

ERIE, PA.

Chicago Branch
131 North Canal Street

JUST MISSED IT!

Did you ever make a long throw at a mark and have the missile fly straight and true almost to the object, then suddenly lose its momentum and fall short?

You started well, but couldn't finish.

So it is in attempting mechanical perfection at a predetermined selling price.

The "steam" is taken out of the manufacturer's effort just before attaining the end by the limit of productive cost and the finishing touches that make mechanical perfection are left undone.

That is exactly why the YALE Motorcycle is distinctly better than those made to meet an arbitrary cut in the selling prices.

The difference is the difference between Sterling metal and rolled plate and the value lies in life-long service and absolute dependability.

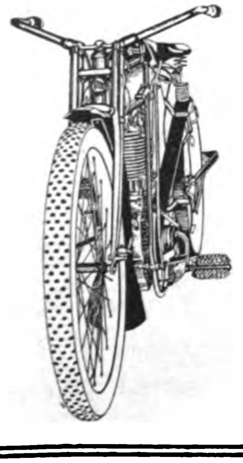
Thousands of YALE Motorcycles have been sold during the years the YALE has been on the market and not one has ever worn out or been put out of service except by violent accident.

YALE QUALITY is the natural result of scientifically correct design, the best of materials and the finest workmanship, built into a motorcycle by a powerful organization under unit management, working with the sole purpose of producing a perfect motorcycle at a right price.

Four models for 1912, all YALE QUALITY, Singles and Twins, 4, 5 and 7 horse power, $210 to $285.

Write for catalogue or see the nearest YALE agent

PROMPT DELIVERIES



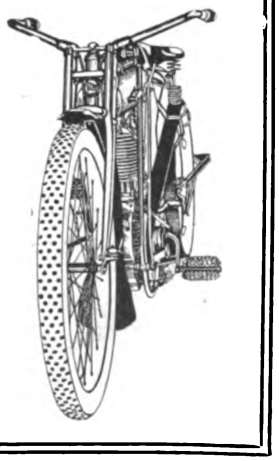
THE CONSOLIDATED MANUFACTURING CO.

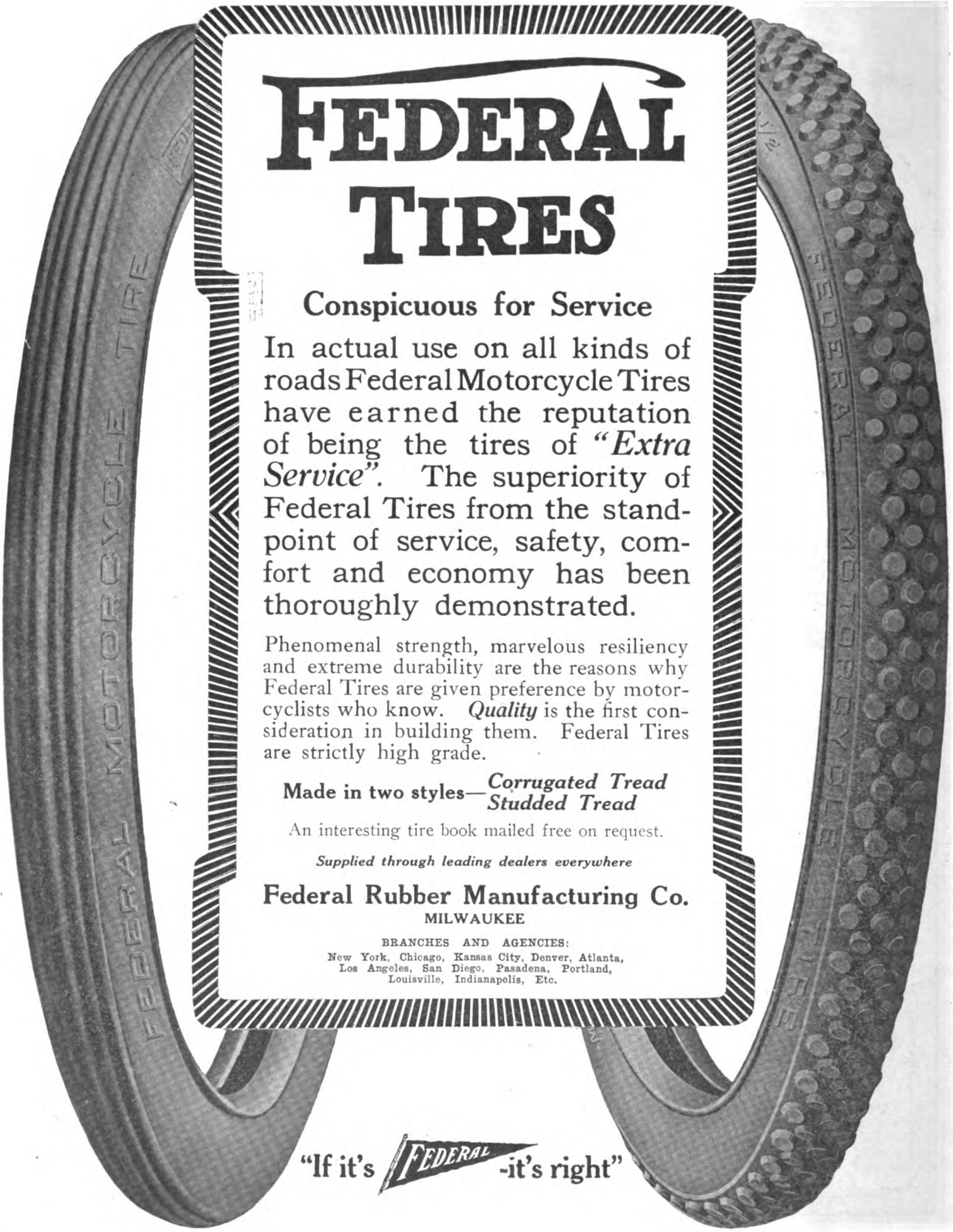
Member M. M. A.

1730 FERNWOOD AVENUE
TOLEDO OHIO

F. C. CORNISH, Eastern Representative, 219 Clinton Ave., Newark, N. J.

We also make Yale and Snell Bicycles, Hussey Handle Bars and Drop Hammer Forgings of every description.





FEDERAL TIRES

Conspicuous for Service

In actual use on all kinds of roads Federal Motorcycle Tires have earned the reputation of being the tires of *"Extra Service"*. The superiority of Federal Tires from the standpoint of service, safety, comfort and economy has been thoroughly demonstrated.

Phenomenal strength, marvelous resiliency and extreme durability are the reasons why Federal Tires are given preference by motorcyclists who know. *Quality* is the first consideration in building them. Federal Tires are strictly high grade.

Made in two styles— *Corrugated Tread*
Studded Tread

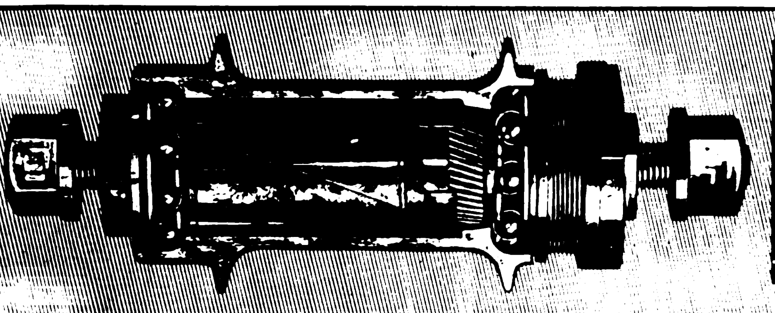
An interesting tire book mailed free on request.

Supplied through leading dealers everywhere

Federal Rubber Manufacturing Co.
MILWAUKEE

BRANCHES AND AGENCIES:
New York, Chicago, Kansas City, Denver, Atlanta,
Los Angeles, San Diego, Pasadena, Portland,
Louisville, Indianapolis, Etc.

"If it's FEDERAL -it's right"



Musselman Bicycle Brake

Looks just like ordinary hub—weighs but 25 ounces—no springs, levers, braces or complicated mechanism—but one-third as many working parts as in other brakes—no side arm or lock washer—no slipping, clicking or rattling—free in coasting—positive and sensitive in driving and braking—fits any bicycle.

MUSSELMAN
COASTER BRAKE
M
"The little fellow with the Big Grip"

BRAKES, like Caesar's Wife, must be "above suspicion." It seems to us that the one with the largest braking surface must be the strongest, especially as it has but one-third the number of parts and no springs, levers, braces or other complicated parts to get out of order. Perhaps we are prejudiced, but so are a large proportion of riders. Ask them!

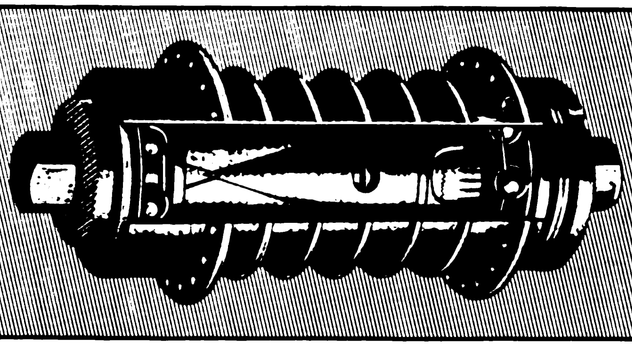
MIAMI

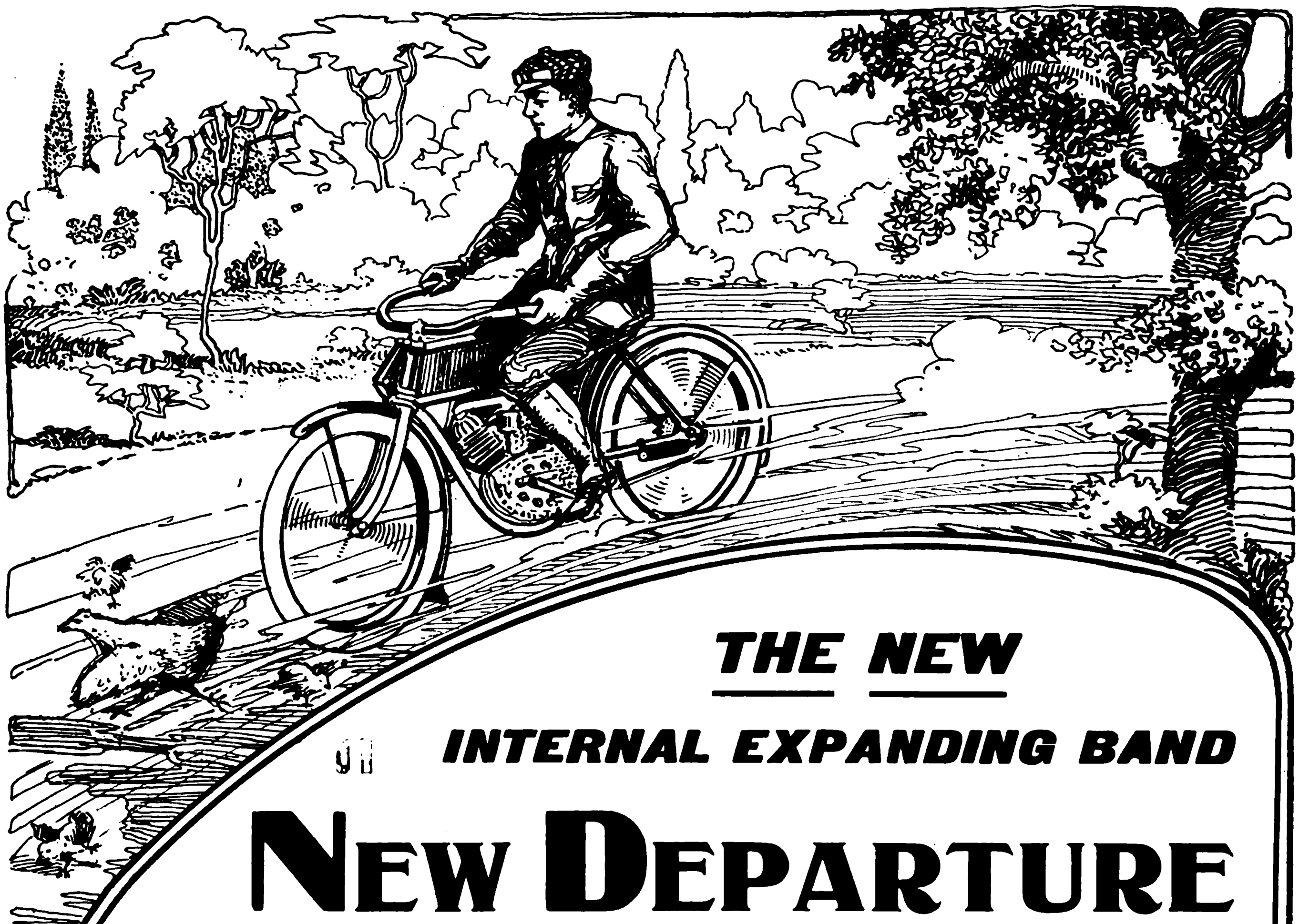
The Miami Cycle & Mfg. Co.
MIDDLETOWN, OHIO
MEMBERS OF M.M.A.
Licensed Coaster Brake Manufacturers

MIAMI

Musselman Motorcycle Brake

Note cooling flanges—15 sq. in. of braking surface—short pitch, giving unusual leverage in braking—large axle to prevent bending—no side arm, hence no leverage on rear forks—holds sufficient grease for season's lubrication—large bearings—costs no more than inferior makes.





THE NEW

INTERNAL EXPANDING BAND

NEW DEPARTURE

COASTER BRAKE FOR MOTORCYCLES

The same type of device as the emergency brake in automobiles for quickly retarding speed or stopping instantly.

You can depend upon it all the time and every time.

It is absolutely impossible for the brake to lock, wind or bind.

The new transfer spring has stopped all of the "picking up" of the pedals.

It is all steel.

The wearing parts are specially treated to withstand hard service.

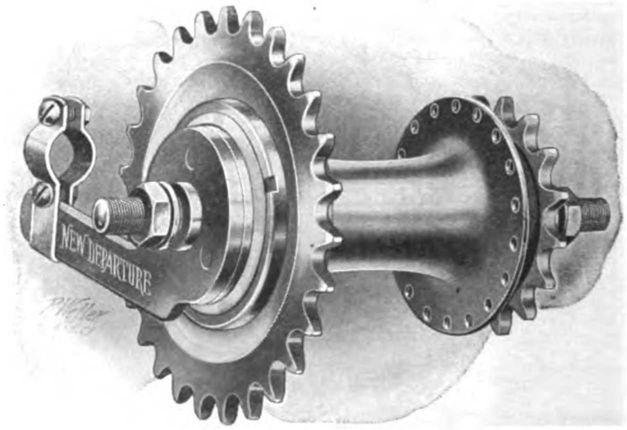
The parts on which the severe strain comes are made as strong as it is possible for any metal to be.

In fact, this brake is ideal and gives the rider everything that he wants for controlling his machine under all circumstances.

THE NEW DEPARTURE MFG. CO.

BRISTOL, CONN.

Coaster Brake Licensors



MODEL BB FOR CHAIN DRIVE MACHINES.

DON'T FORGET THE GIRL

THE Finishing Touch of Happiness in Motorcycling; the Charm of Companionship can be found only with a Majestic Side-Car. All other plans fade away, once one becomes acquainted with the Majestic. It is, as a joy giver both to rider and passenger, the **last word!**

Mormonism Runs Rampant!

It empties many a girl's purse to buy a divided skirt suit for tandem riding. After you have jollied her into it you feel mean about leaving her behind occasionally, don't you? Then get a Majestic car; take her out just the same. If you mean business, take her mother once in a while; her aunt, too; take the whole damsel's family. If she gets fussy, take s'm'other girl; take s'm'other, anyhow. Variety's the spice! Look them all over. Say, "I'll try to remember to bring a little lunch." She'll say: "Don't bother; I'll attend to that. Mother puts up preserved hippo knuckles beautifully."

The Live and the Dead Dealer

Slow, indeed, is the Dealer who waits for a rival to introduce the Majestic car to his town. The progressive ones are getting theirs now, two or three in a shipment and **booking** orders. "Every little order added to those they've got will make three or four more."

DO YOU WANT TO KNOW MORE ABOUT THIS? THEN WRITE

THE MAJESTIC MANUFACTURING COMPANY - Worcester, Massachusetts

(*DON'T FORGET THE GIRL*)

$20.00 Worth For $15.00

SAVE MONEY ON

Motorcycle Supplies

For $15 we will ship you the following assortment—every item new standard goods:

1 28 x 2½ single or double clinch Casing (United States, Goodyear, Diamond or Empire make).

1 28 x 2½ Inner Tube (above makes).

1 Detroit Luggage Carrier (regular price, $3.50).

1 pair Standard Motorcycle Pedals.

2 Mica Spark Plugs, any size.

You can find out from any dealer what you would have to pay for these things at retail.

All kinds of motorcycle supplies at corresponding savings.

Motorcycle Co-Operative Supply Co.

654 Woodward Ave., Detroit, Mich.

1912 Improved

ARMAC

Eleven Years of Successful Motorcycle Manufacturing Has Made the "ARMAC" a Perfect Motorcycle Not an Experiment.

No hill too steep or road too rough for the "ARMAC." Ask any Rural Letter Carrier who rides one. Our IRON-CLAD GUARANTEE COVERS MOTORCYCLE AND EQUIPMENT ENTIRELY.

Dealers—A postal will bring you our catalogue and LIBERAL DISCOUNT PROPOSITION. Write now, as there may be some territory still open in your locality. All 1912 Models with Latest Standard Equipment, Herz imported Magneto, Eclipse Free Engine Clutch, 2½-inch Tires, any make, and new style Luggage Carrier.

Model No. 29 4½-5 H. P., Battery and V-Belt	$185.00
Model No. 30 4½-5 H. P., Battery with Flat-Belt and Idler	200.00
Model No. 31 4½-5 H. P., Battery with V-Belt and Free-engine Pulley	200.00

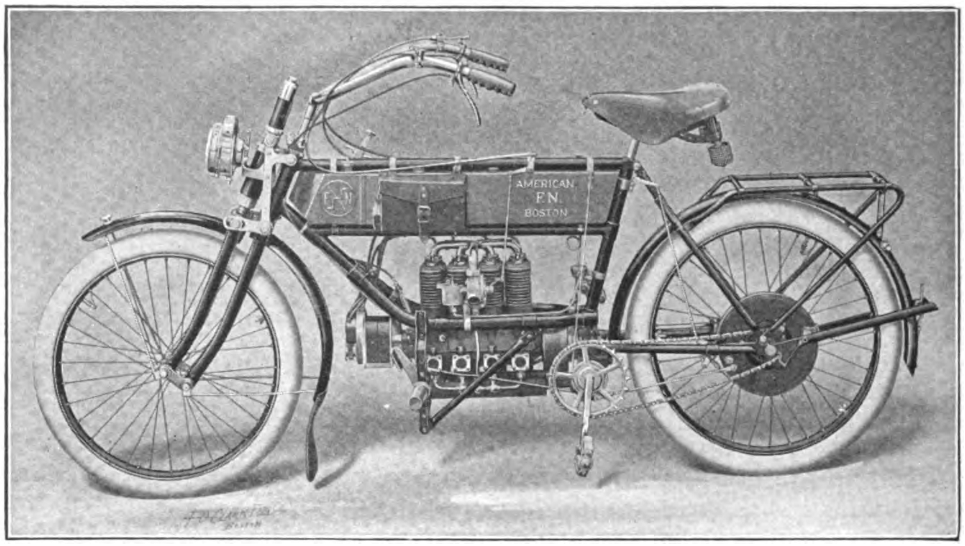
ARMAC SPECIAL RACER

*Model No. 32 4½-5 H. P., Battery with Flat-belt and Idler	225.00
*Model No. 33 4½-5 H. P., Battery with V-Belt and Free-engine Pulley	225.00
Model No. 34 Twin 6-7 H. P., Battery with V-Belt only	225.00
Model No. 35 Twin 6-7 H. P., Battery with V-Belt and Free-engine Pulley	250.00
Model No. 36 Twin 6-7 H. P., Battery with Flat-belt and Idler	250.00

Any of Above Models with Herz Imported Magneto $25 EXTRA.

*Models marked with "star" are racing models.

ARMAC MOTOR CO., 1419-1433 Carroll Avenue
CHICAGO, ILLS.



The Noiseless Four Cylinder

F. N.

Shaft Drive Vibrationless

FOUR MODELS

Glider (Trade Mark)	$250	Free Engine	$350
Standard	$300	Two Speed and Free Engine	$400

CLUTCH CONTROLLED FROM THE HANDLEBAR

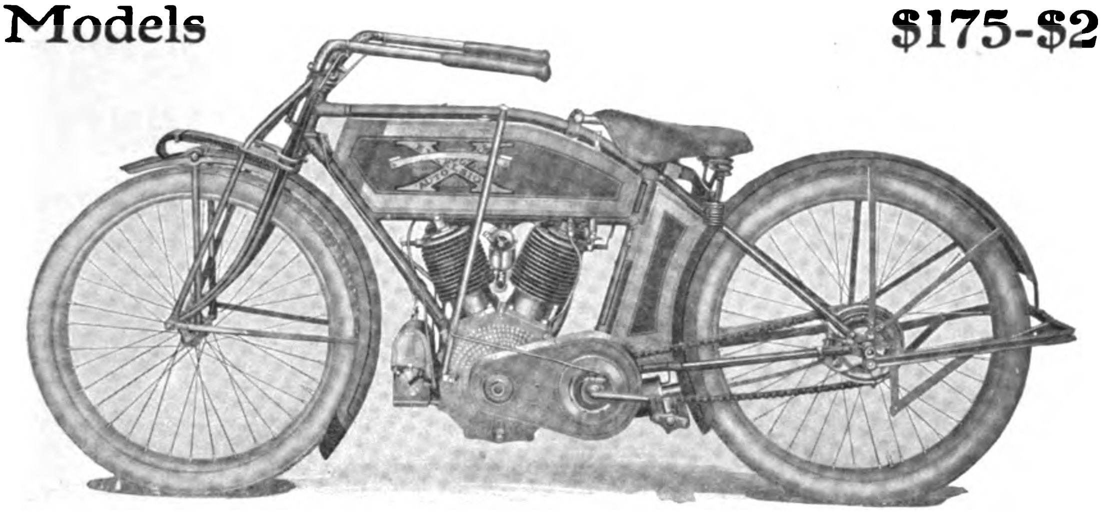
SPECIFICATIONS

1. Motor, 5 H. P.; cylinder capacity, 498 cubic centimetres; 57 mm., bore; 52½ mm., stroke.
2. Ignition by high-tension, armored magneto with distributor fixed thereon, with which it forms a whole, entirely tight. It is entirely protected against water, dust and mud. The armored magneto first appeared in this country on the F. N.
3. Highly efficient automatic carbureter.
4. Separate gasoline filter.
5. Transmission by bevel pinions (ratio 1:5, 1:4).
6. Improved elastic fork, with counter check spring.
7. One lever for controlling carbureter, fitted on right hand side of handlebar.
8. Height of frame, 20 inches.
9. Wheels, 26 x 2½ inches.
10. Wheel base, 56 inches.
11. Lubrication by pump inside the tank; simple, safe and effective.
12. Free engine by multiple disc clutch, running in oil.
13. Declutching device is controlled by Bowden wire from handlebar—the only machine in the world having this feature.
14. Plugs, short in length, fitted with ebonite, eliminating the possibility of electric discharges when the rider touches the plugs with his knees.
15. Foot rests are regular equipment.

ALSO TWO-SPEED GEARS

AMERICAN F. N. CO., Newtonville Station, Boston, Mass.

6 Models **$175-$250**



EXCELSIOR AUTO-CYCLE

THE ONLY MACHINE GUARANTEED FOREVER

We are the only manufacturers who guarantee their motorcycle forever. That shows the faith we have in the Excelsior Auto-Cycle. Upholding our guarantee is the largest motorcycle factory in the world. The Excelsior Auto-Cycle is not made to last a limited period—it is built to give service for a lifetime. Read our guarantee in the back of our free illustrated catalog.

EXCELSIOR MOTOR MFG. & SUPPLY CO.

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MEAD AUTO-CYCLE CO.
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S. T. KELLOGG
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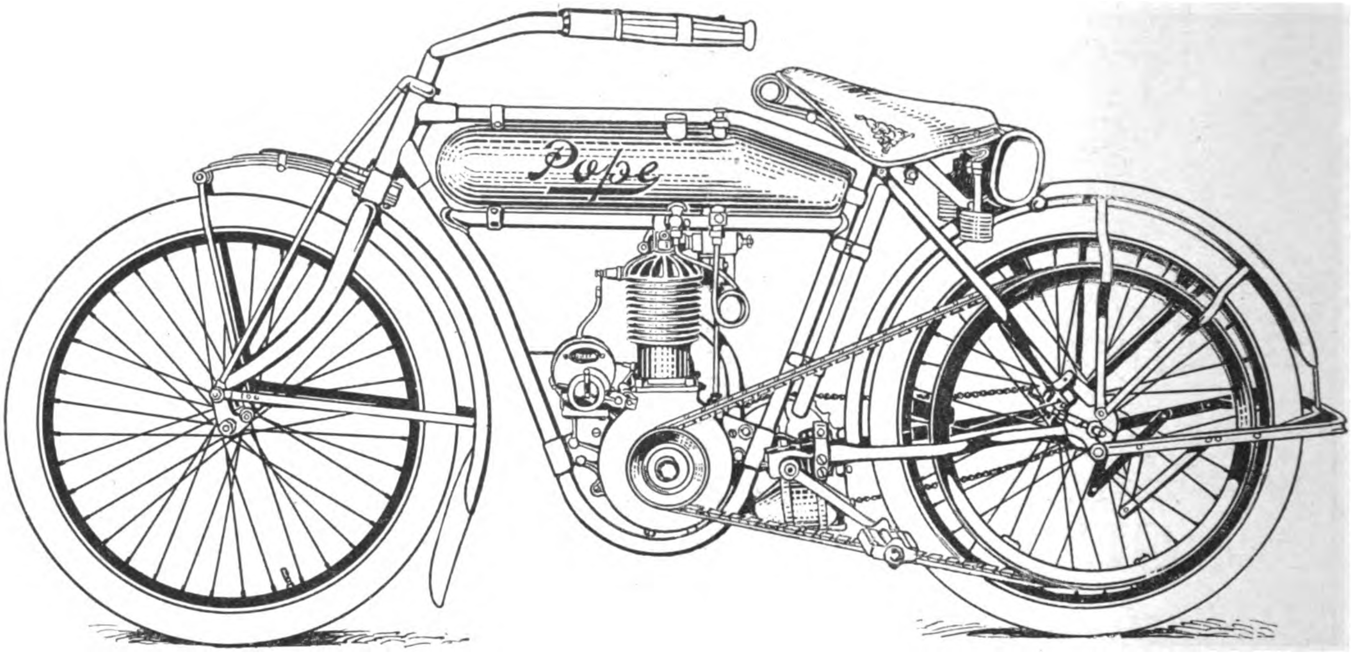
J. W. GRADY & CO.
Worcester, Mass.

Pope Motorcycles

With Imported Magneto, $165

LIGHT SILENT RELIABLE



Couldn't Be Built Better At Any Price

Were it not for the unequalled equipment of our great bicycle plant at Westfield, Mass., and the extensive resources of our magnificent automobile factories at Hartford, Conn., which enable us to make all our purchases on an enormous scale, the low price and high quality of the Pope Motorcycle would **not** be possible. But extensive manufacturing activities and the systematic application of intensive methods of production, make it possible to keep the cost of Pope Motorcycles down to the very lowest level. That's why we can offer a first-class motorcycle which couldn't be built better at any price for $165.

Pope Has No Superior For All-Round Use

For rational pleasure-riding, for routine "going back and forth," and for general commercial or utility uses, the Pope Motorcycle is giving hundreds of riders the best all-round service. It is light, silent, reliable, comfortable to ride and economical to run. Into its production has gone the experience gained by 35 years of successful bicycle, automobile and motorcycle manufacturing experience. Quality of material, accuracy of workmanship, beauty of design, and refinement of finish mark the Pope Motorcycle as they mark all Pope products. The appeal of Quality and the appeal of Price as exemplified in the Pope Motorcycle are unique.

Send for Handsome New Catalog—Let us give you Details of 1912
Eclipse Free Engine Pulley—Some Good Territory Still to be Assigned

THE POPE MANUFACTURING COMPANY HARTFORD CONN.

PACIFIC COAST DISTRIBUTORS:

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Northwest

C. L. SMITH, Los Angeles,
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KIMBALL-UPSON CO., Sacramento,
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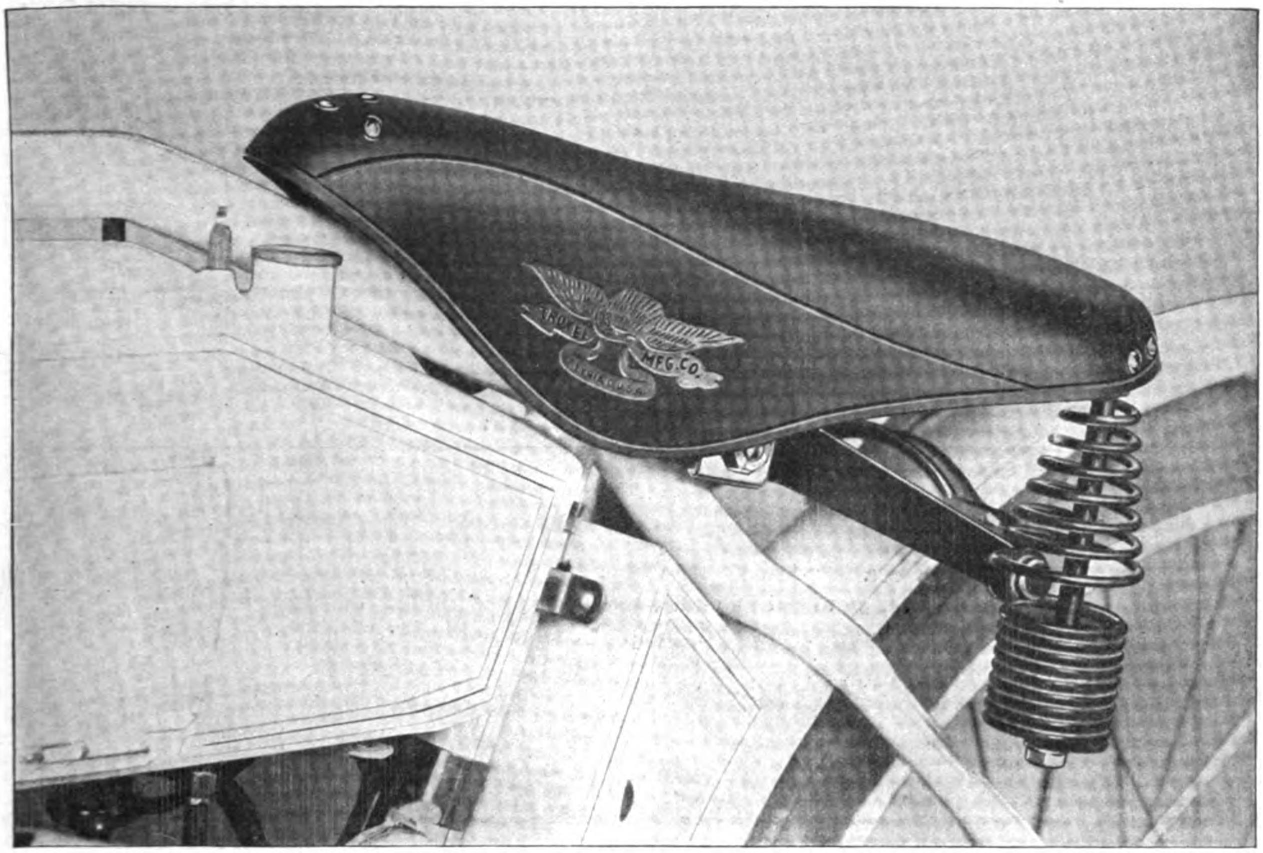
Every Motorcycle Should Be Equipped With This New Troxel Saddle



This is the only saddle that was ever designed exclusively for the Motorcycle rider.

There is no nose coil, which allows the saddle to fit close to the frame.

The spring action never hits bottom, and rides like a velvet cushion.

Every Motorcycle Rider should demand this Saddle and enjoy every mile of the road.

A poor saddle will spoil all your riding.

"Ask any Motorcyclist."

Watch the experienced rider Specify and ride Troxels.

"There is a difference."

TROXEL MFG. CO., ELYRIA, OHIO

FIRST IN MUD

FIRST ON THE HILLS

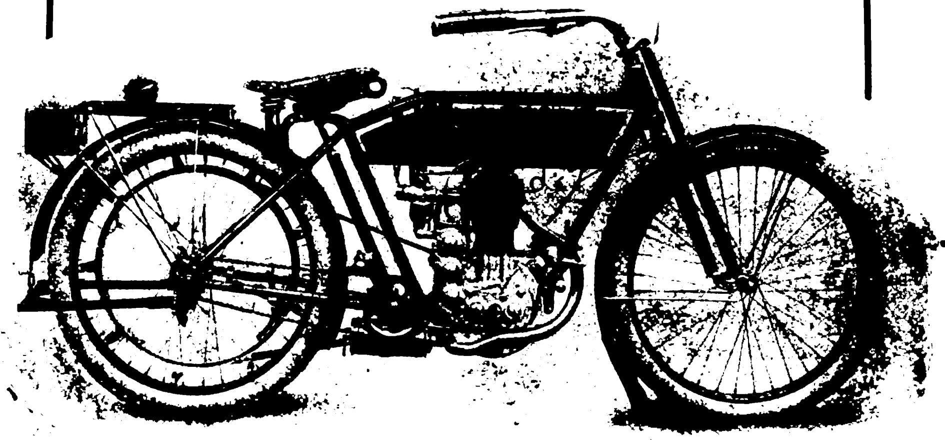
FIRST IN THE LONG RUN

The New "R-S"

THE FIRST MOTORCYCLE IN THE LAND

THE TRIUMPHANT RESULT OF SKILL PLUS BRAINS PLUS EXPERIENCE

A Quality Proposition



Immediate Deliveries

"That Willing, Winning Worker"

Of the skeptical veteran and the cautious new-comer in the motorcycle field, we ask that a critical, unsparing and comprehensive analysis be made of every detail in the construction of the R-S Motorcycle.

Upon a foundation of honest endeavor, superior designing and engineering skill, high-class material and years of experience, we base our claim that the R-S is the peer of motorcycles. Let your dealer "show you".

Some Exclusive Features

Foot-rests, double brakes, double oiling system, R-S shock-absorbing spring seat post, adjustable to weight of rider, and many other points which place the R-S one year in advance of others. A powerful, silent, long-stroke motor with imported ball bearings, mechanical intake valves, and integral cams and gears. We make two Singles, belt or chain drive; one Twin "seven". All models with free engine clutches.

MOTORCYCLE AND BICYCLE CATALOGUE SENT UPON REQUEST

READING-STANDARD CO.

306-340 Water Street, Reading, Pa.

R-S R-S

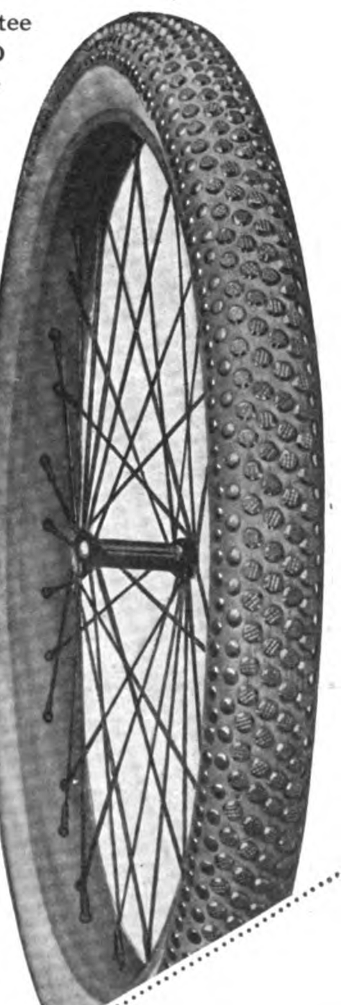
Kindly always mention the paper when writing to advertisers.

TIRE PROTECTION WITH A GUARANTEE

No longer is it necessary for motorcyclists to worry about PUNCTURES, BLOW-OUTS, GLASS CUTS, SKIDDING and unnecessary tire expense, which heretofore has MARRED the pleasure of all motoring—"BRICTSON" DETACHABLE TREADS will eliminate all this.

10,000 Mile Guarantee

SEND FOR COPY OF SAME



Yes, we will give you a 10,000 mile written guarantee with every "BRICTSON" MOTORCYCLE TREAD on a daily mileage basis of twenty-five miles per day. Can you get this kind of a guarantee on your rubber tires? Figure this guarantee out and you will see that it covers a period of 400 days.

Design and Construction

Made of select, specially prepared chrome tanned leather, soft and pliable, which gives with the "BRICTSON" the full benefit of the pneumatic tire. Studded on the surface with small neat-looking steel studs, designed to give perfect traction as well as a perfect "non-skid." There are layers of the best tire fabric between the layers of leather, which add strength and keep the tread from stretching. In addition to all these important features, the "BRICTSON" is lined perfectly smooth on the inside so there are no rivets or studs in contact with the rubber casing, making it impossible for the tread to injure the casing in any way.

The "BRICTSON" is the only scientifically constructed tread in that it CANNOT slip or slide on the rubber casing in ANY direction, owing to the patented, scientific method of fastening. It is held in position on the rubber casing by equal tension from all points of the circle, and for this reason may be adjusted to PERFECTLY fit the casing over which it is applied, which CANNOT be accomplished with any other method of fastening, and also envelops the entire casing, excluding sand, stones, mud, or even water from coming in contact with the rubber casing.

The "BRICTSON" is the ONLY TREAD THAT HAS PERFECT TENSION ADJUSTMENT FROM ALL POINTS OF THE CIRCLE, which other tread manufacturers have tried to imitate with metal contrivances that only detract from the appearance of the tread, add weight, and destroy the pneumatic feature, but still do not accomplish the desired result.

The "Brictson" Exclusive Patented Way of Fastening

The "BRICTSON" has no HOOPS, HOOKS, BUCKLES, SPRINGS, or any other unnecessary metal contrivances to add weight, break or eat into the rubber casing; neither is it cemented, laced, vulcanized, riveted or fastened to the rubber casing in any way—NATURAL INFLATION OF THE TIRE DOES THE TRICK—Simply clamped between the head of casing and rim—strictly Quick Detachable.

PRICES: One-half the price of a rubber casing and guaranteed three times as long. Compare the following prices:

26 x 2¼	$5.50	28 x 2¼	$6.50	28 x 2¾	$7.50
26 x 2½	6.00	28 x 2½	7.00	29 x 3	8.00

Other sizes on application.

Ask Your Dealer for "Brictson" Detachable Treads

Ask the best dealer in your town to show you the famous "BRICTSON" Guaranteed Detachable Tread. If for any reason he cannot supply you, fill out the attached ORDER BLANK, pin your check to same, mail it, and I will ship you the treads on TEN DAYS' FREE TRIAL, and if you don't find them perfectly satisfactory within 10 days from receipt of treads, return them and I will cheerfully refund your money. Remember, I take all the risk.

O. A. BRICTSON, President

The Brictson Mfg. Co.

2532 Brictson Building

Brookings, South Dakota

DEALER'S COUPON.

O. A. Brictson,
President,
The Brictson Mfg. Co.,
2522 Brictson Bldg.,
Brookings, So. Dak.

Without obligation on my part, send me your Dealer's Prices Catalogue and full particulars.

Name.................................

City......................... State.............

County...

MOTORIST'S COUPON ORDER BLANK.

O. O. Brictson,
President,
The Brictson Mfg. Co.,
2522 Brictson Bldg.,
Brookings, So. Dak.

Enclosed please find.................. in the sum of $..................for which ship by ex. or fgt......(quantity)...........Brictson Motorcycle Treads, size........with the understanding if they are not perfectly satisfactory I may return them within 10 days from receipt of shipment and you will refund my money.

Signed...

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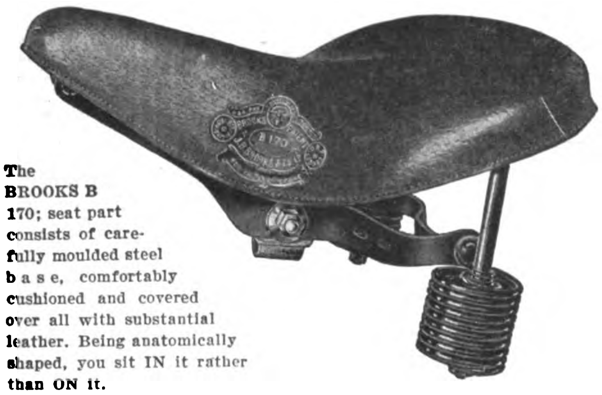

The BROOKS B 170; seat part consists of carefully moulded steel base, comfortably cushioned and covered over all with substantial leather. Being anatomically shaped, you sit IN it rather than ON it.

The test of comparison will always prove the absolute superiority of the

BROOKS—

the original and only genuine compound-spring saddle—

We ask you to apply it, then—

Note the compensating action of the BROOKS COMPOUND SPRINGS—the total absence of vibration, and—

The perfect luxury that follows—naturally.

J. B. BROOKS & CO., L^D
75 CRITERION WORKS, BIRMINGHAM, ENG.

Distributing Agents for U. S. A.
THE D. P. HARRIS HARDWARE CO., Ld., 48 Warren Street, New York

The BROOKS B 104—specially constructed to give a low-riding position; leather is of an extra stout superfine quality, and perfectly shaped.

PURDY SPECIALTIES

"NECESSITIES WITH A GUARANTEE"

Purdy Exhaust Whistles
With Handle Bar or Lever Control

Purdy Pump
With "Nifty" Attachment

We want every rider to have our catalogue —free on request

DEALERS: Ask for our proposition

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to Subscribe for

MOTORCYCLE ILLUSTRATED

and Buy the 1912

Motorcycle Manual

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Motorcycle Illustrated
51 Chambers Street NEW YORK

PIERCE

Single and Four Cylinder MOTORCYCLES

Are more advanced in design and construction than any other motorcycle whether made in this country or abroad. Eventually you will ride a **Pierce.**

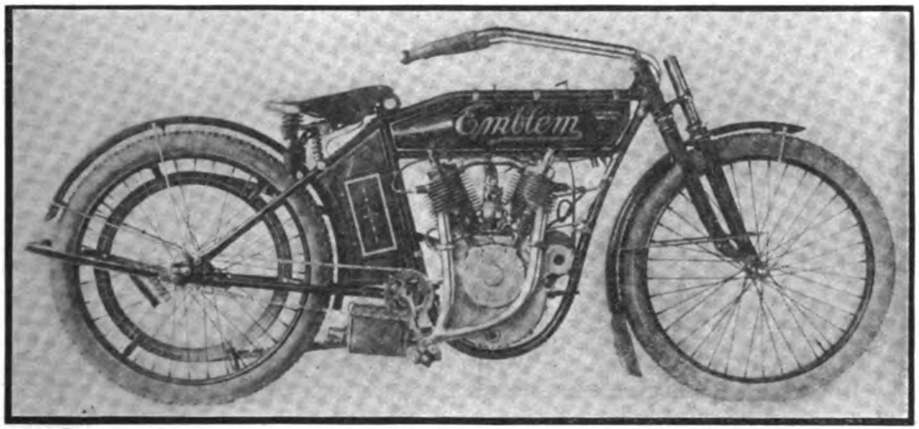
Study up. Ask for Catalog "G"

THE PIERCE CYCLE COMPANY, Buffalo, N. Y.

IT IS TIME FOR SPRING HOUSECLEANING

For bicycle and motorcycle dealers everywhere and the man with foresight has already dusted up his shelves, washed his windows and placed in full view of the passing throng his season's drawing card. A great many dealers have found that

EMBLEM BICYCLES AND MOTORCYCLES



FURNISH THE OPPORTUNITY TO PUT THEMSELVES ON THE RIGHT SIDE OF THE LEDGER

Others will find it out too late to help their finances this season. You can ginger up your business wonderfully with Emblem quality backing you. Both Emblem bicycles and the famous Sturdy Emblem Motorcycles are being made in larger quantities than ever before which is ample proof of their quality and sales force.

EMBLEM MANUFACTURING CO.

Department "H"

ANGOLA ERIE COUNTY NEW YORK

Distributors for California—JOHN T. BILL & CO., Los Angeles
For the South—HENRY KEIDEL & CO., Baltimore, Md.
For Oregon—BALLOU & WRIGHT, Portland
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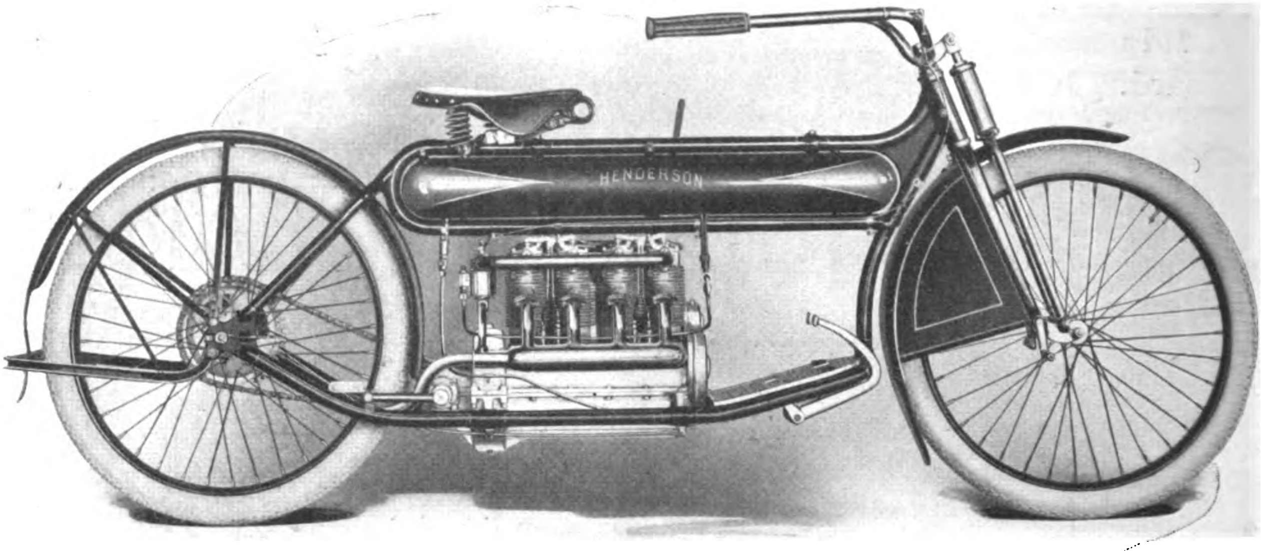
HENDERSON



Four Cylinder - - - - $325.00

The HENDERSON has HIGH POWER—flexible power. It will throttle down and then "pick up" and get away on sandy hills with astonishing ease.

IT IS QUIET AND VIBRATIONLESS
THE CENTER OF GRAVITY IS LOW

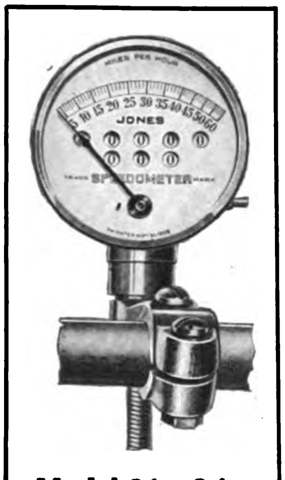
Sitting between the wheels—with the feet on roomy footboards—the road shocks are minimized, and the rider has the acme of motorcycle comfort.

DEALERS—Complete your Line by adding the HENDERSON

HENDERSON MOTORCYCLE COMPANY

270 Jefferson Avenue, DETROIT, MICH.

GET A JONES SPEEDOMETER!



Model 31—3-in.
(Dial 60 Mile)

Nothing so necessary as an accurate speedometer. Enables you to KNOW your speed ALL the time. Tells distance—season and trip mileage.

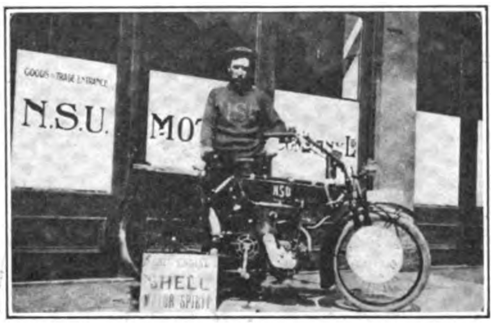
THE JONES is the acknowledged leader. Winner of the Gold Medal for accuracy and reliability. Easily attached. Prices very reasonable.

Substantial brackets that will hold. Immediate indication of every change in speed. Season and Trip Odometer WITH INSTANTANEOUS RE-SET. Indicating hand WILL NOT "run over" speed scale. Proper fittings for ALL STANDARD machines.

5,000 Miles With a Jones!

Mr. W. Streiff has just completed a tour of 5,000 miles through Europe. He used a Jones. He states that it was only by means of this instrument that he was able to make proper connections and gauge distances and stoppages. Most every motorcycle now carries a Jones. Get one on your machine.

If your dealer is sold out, write us. Let us send our folder showing complete line—giving full description of all models.



THE JONES SPEEDOMETER, Factory: New Rochelle, N. Y.

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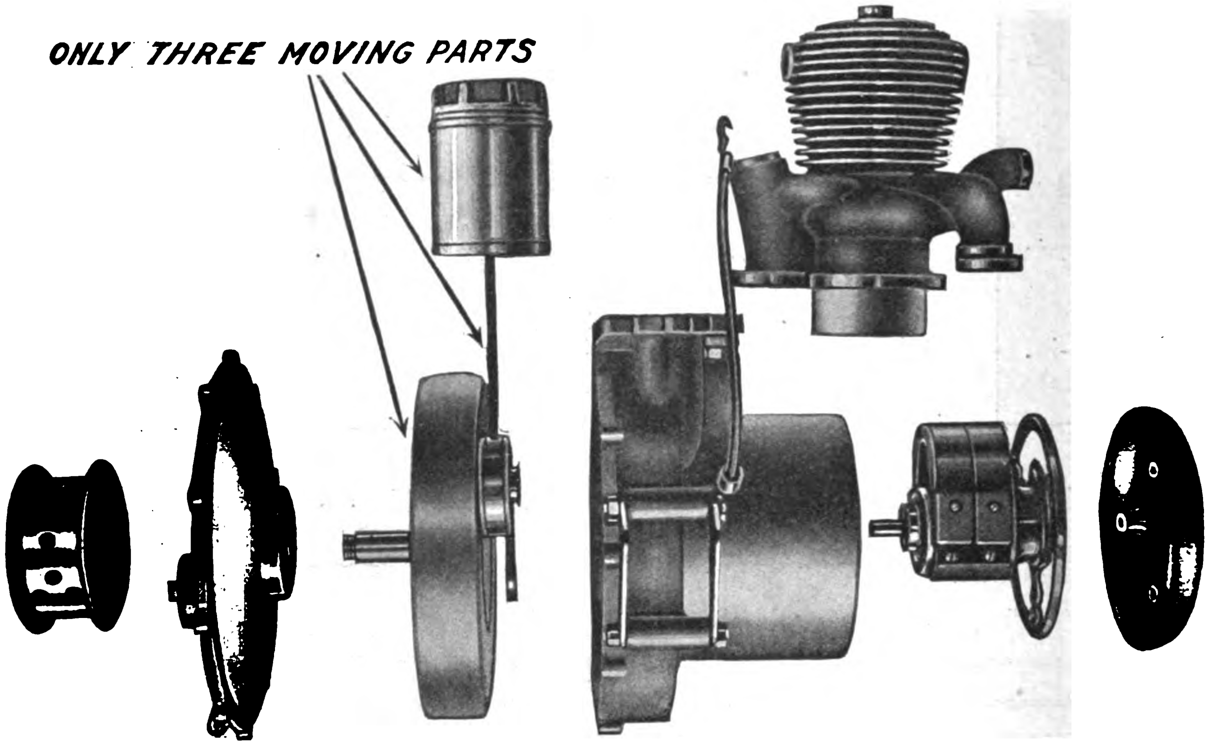
MOTORCYCLE TALKS

The Schickel Motor **No. 2** (NOTE: This is the second instalment of the series of talks to appear in this paper dealing with those practical features that you should look for in the machine that you require for everyday service.)



Wear occurs wherever two parts move in contact with each other. It is impossible to secure material with which to build motorcycle engines that will resist wear. Therefore, the fewer moving parts that you have in your motor, the less wear there will be, the motor will be more quiet, and it will outlive a motor that has many moving parts. You know that the average motorcycle engine uses thirty-three or more moving parts—valves, gears, cams, rods, rocker arms, pins, etc. THIRTY-THREE MOVING PARTS must show considerable wear—and wear means trouble. But if a man advised you to throw away all those extra parts and the consequent trouble—you wouldn't listen to him. But—if you were shown a motor with only three moving parts—a piston, connecting-rod and flywheel and this man were to *guarantee* that the motor would lug better on the hills, run smoother on the level and make no mechanical noise whatever—we believe you would want to know more about this motor.

Remember These Important Facts

Fewer moving parts—three instead of thirty-three means this to your motor—

SIMPLICITY **QUIETNESS** **LONG LIFE**

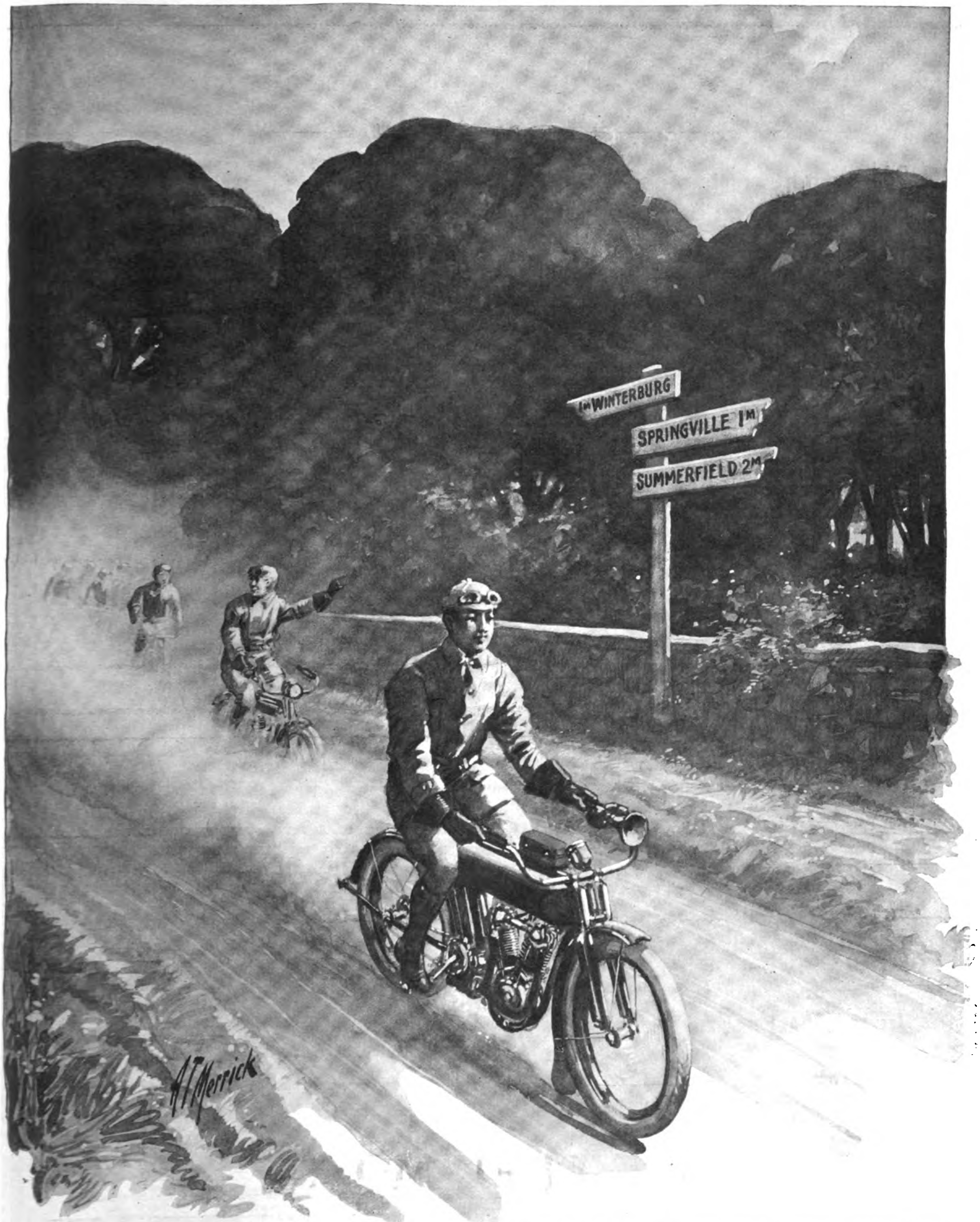
and this to you

LOW MAINTENANCE COST **and** **BETTER SATISFACTION**

Write for our catalog and dealers' proposition

THE SCHICKEL MOTOR CO.

59 Garden Street - - - - Stamford, Conn.


1m WINTERBURG
SPRINGVILLE 1m
SUMMERFIELD 2m
A T Merrick

ON THE ROAD TO SUMMER AND SUNSHINE.

If tires are not your first thought *now,* they will be later on.

You motorcyclists probably are getting ready for the touring season. Chances are you have tuned up the old machine, or it may be that you are casting envious glances at a new one.

In either event you are going to need tires.

This question of tire equipment is important. You ought to devote a good deal of thought to it. If you make tires your last thought *now* they are likely to be your *first* thought on many occasions during the next few months. You will be compelled to reckon tire expenses that are absolutely unnecessary. Undependable tires are frightfully expensive.

Start right this Spring—

Equip your machine with tires that offer you the most strength, the greatest aggregate of staying qualities, the highest standards of manufacturing methods—

UNITED STATES MOTORCYCLE TIRES

These tires are made as no other tires in the world are made. They combine all the strong points of two brands of tires that have been recognized as standards of quality since the pioneer days of the bicycle—G & J and Morgan & Wright. They have the same toughness, the same resiliency, the same exclusive staying qualities that have made United States Automobile Tires America's PREDOMINANT Tires.

Unquestionably tires made as these tires are made are economical tires for you to buy.

They cost no more than you are asked to pay for other kinds. ***Why not try them?***

United States Tire Company

New York

DEALERS EVERYWHERE

MOTORCYCLE ILLUSTRATED
THURSDAY, APRIL 4, 1912

THORNLEY SCORES LOS ANGELES RACING

Calls Situation in That City a "Perennial Blot on the Motorcycle Racing Map." Riders Rebel Against Fines Imposed By Referee Gates.

MORE records went to smash at the meet held on the new Los Angeles speed bowl on Sunday, March 24, and with them went the hopes of race followers on the coast who have been looking forward to a continuance of the sensational performances which marked the Stadium programs. Disputes arising over the races of the twenty-fourth have set agents, riders, promoters and the referee at loggerheads, and the track has been closed. That it will be reopened during the summer is unlikely.

"Farewell" races were staged on the saucer on Sunday, March 31, at a benefit for Jake DeRosier, which netted the injured speedster $600, and the motordrome project which was launched under such auspicious conditions is now high and dry on the rocks. At the DeRosier benefit Balke and Graves rode stock Indians, borrowed from the Los Angeles police department, and "Daredevil" Derkum and Albright also mounted borrowed machines, all the Excelsior and Indian fliers having been formally withdrawn from the track following the trouble on March 24. Even were the promoters so inclined, they could not stage races now without buying their own machines and contracting with riders over the heads of agents and factory officials. Thus thoroughly has the racing game been blanketed for the present in Los Angeles.

Detailed consideration of the developments held responsible for the contretemps would make a long story, but authoritative reports from Los Angeles simmer down to the fact that trade jealousies contributed largely to the general disorder. This phase of the situation is treated with characteristic straightforwardness by Chairman Thornley, of the F. A. M. competition committee, in a letter printed below. However, all the responsibility for the mix-up cannot be laid at the doors of the dealers, for the riders themselves were well to the fore throughout the disputes.

Following the second class A event on March 24, Referee Charles Fuller Gates fined Balke and Graves $25 each for fouling, and both riders protested vehemently. Neither had filed a claim of fouling, and other officials on the scene failed to back up Referee Gates in his statement that there had been a breach of the rules. While this argument waxed hot Fred Hofer, an Excelsior mechanic, was put out at the gate, and this precipitated action by Agent Whitesell, Excelsior representative in Los Angeles, who ordered all Excelsior machines taken off the track.

This turn of affairs caused Referee Gates to remit the fines, but later in the box office he again fined Balke $25 for what he considered unnecessary vehemence in the rider's denunciation of the management. Thereupon Balke threatened to throw over his riding contract with the Stadium promoters, and this fine also was set aside. Agent Whitesell stood by his order withdrawing the Excelsior machines, and later an order from Oscar Hedstrom of the Hendee Manufacturing Company brought about the withdrawal of the Indians. It has been announced that Hasha will next appear on the Denver track, that the Samuelsons will go to Salt Lake City, and the other racers will probably shift to Chicago for the opening of the season there.

On March 26 there was a conference, attended by Referee Gates and the riders, agents and promoters, but no progress was made toward an amicable settlement of the disputes. On the contrary Ray Peck was fined $2.50 for talking to Agent Whitesell, and an argument between Joe Wolters and the referee almost culminated in blows. If anything, the breach was widened by this meeting, and when it was over even the most optimistic fan could not cajole himself into believing that there was the slightest possibility of a readjustment at this time. Agents and riders involved in the muddle insist that Referee Gates adopted a despotic attitude, and he in turn asserts that if the racing situation in Los Angeles is not ruled with an iron hand it cannot be supervised at all.

The present rumpus has raised a question as to the final acceptance of the records recently hung up on the Los Angeles track. While the machines were officially measured, it is claimed that the verifying of the timing watches and the measuring of the track were not properly attended to. Certain it is that the papers so far received by Chairman Thornley from the coast are incomplete, and if any affidavits are lacking in the final summing up the records will not go down in the F. A. M. books.

Chairman Thornely's letter, above referred to, is in full as follows:

"The perennial blot on the motorcycle racing map has again shown up, this time breaking out with peculiar virulence. Exactly where the fault lies is still a question in my mind. As a matter of fact, after carefully analyzing the situation it would seem that for some reason or other California, and Los Angeles in particular, is not a place where discipline and fair dealing can be easily established. There has never been anything but trouble in Los Angeles since motorcycle racing began.

"The way in which the races were conducted in Chicago last year with the same set of riders, and the way they have been conducted in Los Angeles, make a striking contrast. I do not hesitate to say that I believe most, if not all the trouble, is due to the fact that the motorcycle agents in Los Angeles are, have been, and I suppose always will be, offensively active in trying to push their own machines forward without regard to any rules of sportsmanship, decency, or fair dealing.

"With possibly one exception that I know of, each dealer seems to want to own the referee and the track, and put them to the use of advertising his own machine. One dealer starts this sort of thing and the others have to trail in or be run out of business; the result is the usual mix-up in Los Angeles.

"In Chicago last year the dealers were conspicuous by their absence from active interference at the Riverview track. This was due to several causes. I don't care to be personal, or to make injurious comparisons, but certainly the Chicago dealers seem to behave in a more sportsmanlike and decent manner, and to have more regard for the good of the game than the dealers in Los Angeles.

"In the second place, Mr. Johnson was informed at the opening of his track that the wisest thing for him to do would be not to let the manufacturers or dealers say one word as to how his track was to be managed. He had sense enough to take that advice, and finally, I had a referee in Chicago that was the best referee I have ever had, barring none. He was big enough and husky enough to make anyone think twice before they would disregard what he had to say, and he was honest to the backbone. What he would be able to do with the Los Angeles crowd I don't know. Whether he could do any better than Mr. Gates, or whether he would finish up by licking the whole crowd and kicking them out of the grounds I don't know, but this I do know; that I have tried any number of referees out in Los Angeles, men who have been recommended to me by the club, men who have had outside recommendations, men of ability and honesty, and they have either been unable to handle the situation, or have voluntarily thrown the thing up in disgust because the game wasn't worth the candle. Until the management of the Los Angeles track becomes absolutely independent of local dealers and manufacturers and puts on races for racing and not for advertising, they will lose money and continue to be a disgrace on the motorcycle racing map. Races run independently and fairly for sport will be real advertisement for the best machine, and the one that wins. If board track managers expect to make money they have got to eliminate the manufacturers and dealers. Let them buy machines in the open market if the manufacturers will not sell them racers, and have an expert man to tune them up, and get the best out of the stock machine. The track manager who will have the sand to so buy machines in the open market that are usually sold as stock, and put them on the track will soon have the manufacturers on their knees begging him to let them furnish him with racers at a reasonable figure.

"I had occasion to tell one manufacturer last year what I thought of interference of the manufacturers in the racing game. I shall not hesitate to do this again when it becomes evident that a manufacturer or dealer is trying to use the F. A. M. unfairly or improperly for advertising ends. That is what has broken up racing in Los Angeles, and the sooner it is recognized the better it will be for all concerned. The manufacturers and dealers possibly at this time have it in their power to kill the goose that lays the golden egg and break up racing all over the country by each one trying to make out of a track an opportunity for advertising his individual machine to the exclusion of others. It is useless to jump on a referee or myself. I believe that the riders can be handled very easily, because they were handled with ease at Chicago last year, but the dealers can only be handled by keeping them off the track and out of the paddock, and by the management having enough machines of its own to be independent of any one dealer or manufacturer. I am fully convinced that Mr. Gates wants to be fair, but it would take an angel from Heaven to continue to want to be fair after a little experience with the motorcycle dealers of Los Angeles."

DE ROSIER BENEFIT RACES.

LOS ANGELES, Cal., April 1.—Despite the fact that borrowed machines figured in nearly all the races at the DeRosier benefit on the Stadium there were some tight finishes, and the spectators were given an interesting program. The feature of the meet was a mile exhibition against time by Eddie Hasha, who went the route in 39⅗ seconds, thus clipping the world's record. Summaries:

First heat, Derkum-Albright match race, a dead heat for two miles; time, 1:47⅗.

Two miles, class D race, W. Samuelson, first; Humiston, second; Albright, third; time, 1:30⅗.

Two miles, class A race, Hasha, first; Ward, second; Seymour, third; time, 1:27⅕.

Three miles, class B race, Samuelson, first; Albright, second; Humiston, third; time, 2:20.

Three miles, class A race, Hasha, first; Ward, second; Seymour, third; time, 2:04⅘.

Five miles, class B race, Albright, first; Humiston, second; time, 3:46⅕.

Four-mile free-for-all, Seymour, first; W. Samuelson, second; Ward, third; time, 2:51.

Two-mile match race, stock machines; Graves defeated Balke; time, 1:57.

Final heat, Derkum-Albright match race; won by Derkum; time, 1:33⅗.

One mile against time by Eddie Hasha; time, 39⅗.

RESOLUTIONS OF CONDOLENCE

Cleveland Club Laments the Untimely Death of Dr. Webster and Expresses Its Sympathy.

AT a special session of the Cleveland (Ohio) Motorcycle Club resolutions of sympathy on the death of Dr. A. M. Webster were adopted as follows, and a copy was forwarded to Dr. Webster's mother:

"Whereas, It has pleased the Almighty Ruler of the Universe in his infinite wisdom to invade our ranks and take from our midst our much-loved and respected comrade, Dr. A. M. Webster, and, whereas, recognizing in Dr. Webster a man of unusual ability and pleasing personality, we feel that in his death we have suffered an irreparable loss in his untimely removal from the active duties of this life.

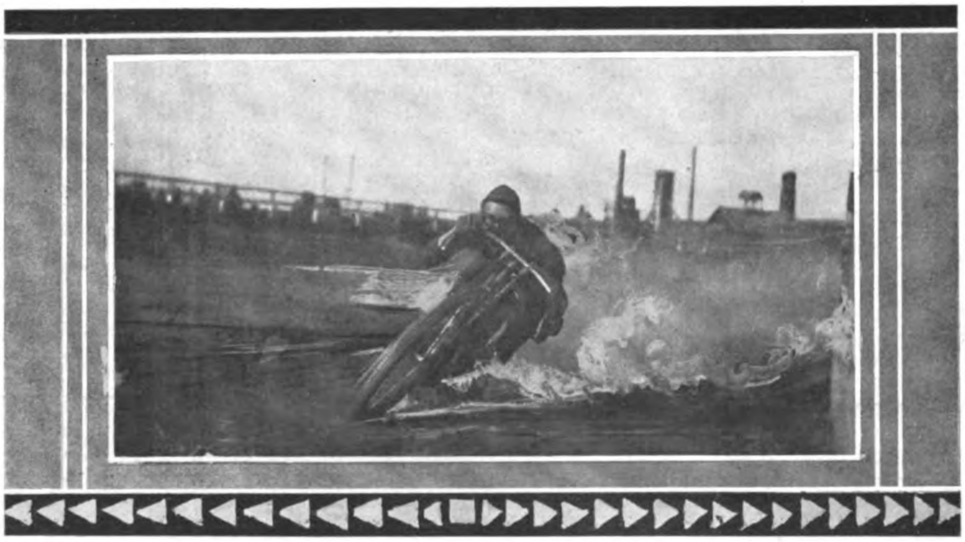
"Therefore, be it resolved; that we shall greatly miss his presence and influence in our gatherings and that we shall ever cherish his memory as one who was true to his convictions and gave his best for the furtherence of manly sports and a desire to give to each a square deal.

"Resolved; that as an organization we tender to the bereaved mother and daughter our deepest sympathy in their hour of sorrow and commend them to the care of Him who doeth all things well.

"Resolved; that these resolutions be spread on the minutes of our club and a copy be sent to his mother and daughter.

"Deem it not vain, a silent tear,
But let it kindly fall;
'Twill be a gem to deck your bier,
When death's shrill voice shall call.

"THE CLEVELAND MOTORCYCLE CLUB."

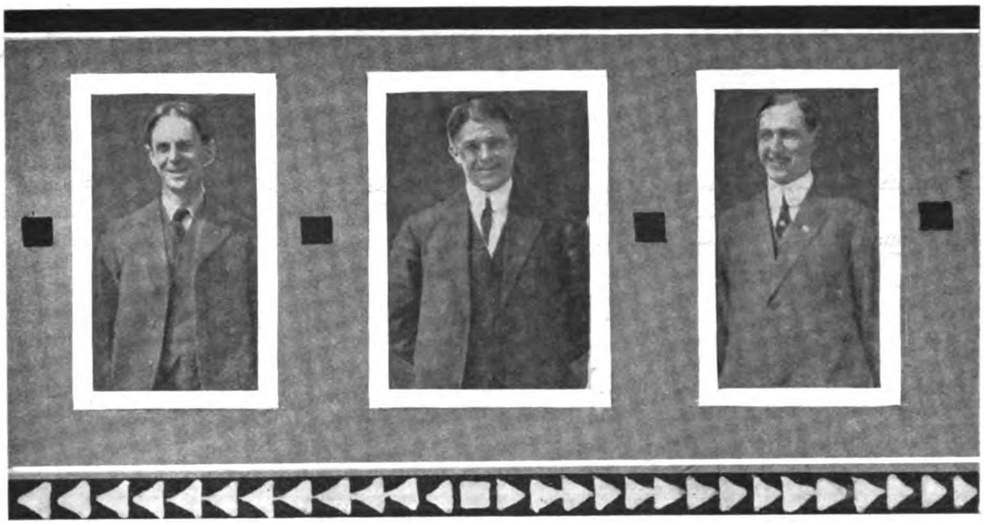


"MARTY" GRAVES

Graves, whose balking at a fine imposed by Referee Gates "started something" in Los Angeles recently, is quite popular on the Coast, he being a native of Los Angeles. Graves has become one of the fastest men on the track, and has been very successful in the races conducted until recently at the Stadium. This picture was made while Graves was going at high speed during a tryout on the dirt track at Los Angeles.

HALL A GENIAL HOST

DURING the automobile show recently held in Cedar Rapids, Iowa, H. W. Hascall, of the Harley-Davidson Motor Co., and H. M. Baird, of the Consolidated Mfg. Co., were both entertained at the home of E. H. Hall, agent in Cedar Rapids for Harley motorcycles and Yale bicycles. From this it will be inferred that the three boosters mentioned are not bothered by petty trade jealousies, and that they can find time now and then to live up to the broad doctrine of good fellowship. The accompanying photos show Baird on the left, Mine Host Hall in the center and Hascall on the right.



H. M. Baird. C. H. Hall. H. W. Hascall.

MOTORING RECIPROCITY IN NEW JERSEY

Bill Granting Concessions to Visiting Motorcyclists and Automobilists Is Approved by State Legislators and Will No Doubt Be Signed by Governor Wilson.

HAVING approved the motoring reciprocity bill recently submitted with a view to affording visiting motorcyclists and automobilists the privileges allowed tourists in neighboring States, the legislators of New Jersey are being liberally commended, and it seems certain that the new measure will have a far-reaching influence upon motor interests of the State. Having passed the Senate, slightly amended from its original form, the bill went back to the Assembly on March 28, and was there given another favorable vote, so that it is now ready for Governor Wilson's approval. That this will be forthcoming appears certain, in view of statements recently credited to the State executive.

The section of the new bill which most deeply concerns motorcycle and automobile visitors to New Jersey reads as follows:

"Any motor vehicle belonging to any person who is a non-resident of this State and who has registered such motor vehicle and has complied with all the laws of the State, Territory or Federal District of the United States in which he resides with respect to the registration of motor vehicles and the display of registration numbers and who shall conspicuously display such registration numbers as required thereby, may be driven in this State during a period of not to exceed fifteen days in each calendar year on two or more occasions not exceeding in the aggregate the period of fifteen days in any such year, without complying with or being subject to the provisions of Sections 15 or 21 of the act to which this is a supplement or either of them, or with any of the preceding sections of this supplement; provided that each day or part of a day during which any such motor vehicle is within this State shall be considered as one of said fifteen days; and provided further that the provisions of this action shall be operative as to any such motor vehicle owned by non-residents of this State only to the extent that under the laws of the State, Territory or Federal District of his residence substantially similar exemptions and privileges are granted to motor vehicles duly registered under the laws of this State."

Failure of the New Jersey legislators to adopt a reciprocal motoring law in the past has been based upon the claim that its roads are subjected to much heavier traffic than is imposed upon the roads of adjoining States. Lying as it does in the path of practically all motor traffic between New York City and Philadelphia, and being much traveled by motorists on their way to Atlantic City and neighboring resorts during the summer months, New Jersey has had to contend with a serious problem in the maintenance of its highways. It was not altogether unreasonable that the parties responsible for a great part of the wear and tear on the State's roads should be expected to help foot the bills. This was the argument advanced against granting the fairly liberal concessions that nearly all other States allow to touring motorists.

An echo of this argument is to be found in the new bill in the section relating to motor trucks. Acting in the knowledge that the heavy commercial vehicles have much to do with the wearing down and rutting of improved highways, the State legislators have written in a provision for a fee in addition to that charged under the regular horse-power rating. Commercial vehicles weighing unloaded more than 4,000 pounds will entail a special fee of $10. On the whole, however, the law is regarded as satisfactory.

TRENTON, APRIL 2.—Governor Wilson today signed the Stickel motor reciprocity bill, granting concessions to visiting motorists, and the measure at once became effective.

HANDY AND ECONOMICAL.

PRESIDENT FRED JOHNSTON, of the Toronto Motorcycle Club, has come out as a staunch champion of the motorcycle for all classes of people.

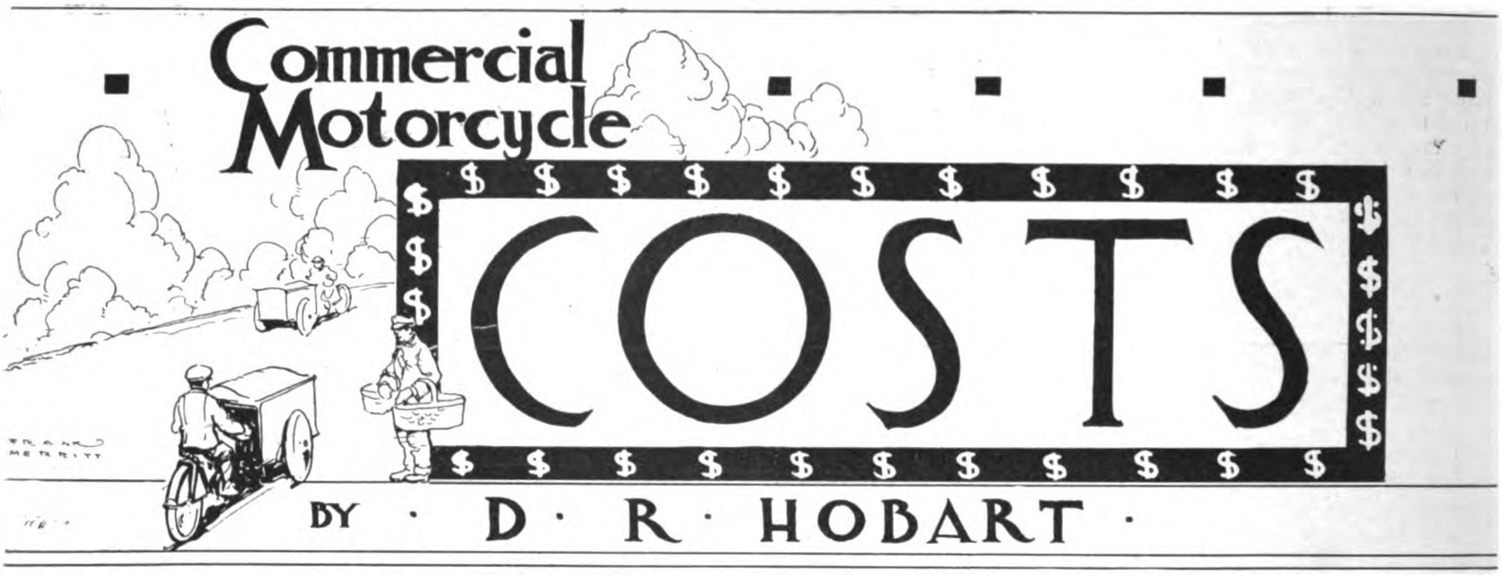
"I could afford a motor car, but I prefer a motorcycle," declared President Johnston. "I can get around more quickly on a motorcycle, the expense is far less, and what particularly appeals to me is that I do not have to put my machine in a garage when I come downtown to my office."

A NOVEL CONTEST.

A NOVEL race has been suggested for the Olympic try-outs at Toronto, Canada, on June 1. It is proposed to have a handicap race for a pedestrian, runner, bike rider and motorcyclist, allowances to be made for different speeds.

PLEA FOR SEPARATE CLASS.

RECENTLY the Hendee Mfg. Co. approached the Department of Commerce at Washington with the suggestion that motorcycles be classed as a separate item on the schedule of export statistics, and pointed out that such an arrangement would provide a readier and clearer means of reference and comparison, thus benefiting the motorcycle trade. In replying to the company's letter the Washington authorities stated that the Department of Commerce is now revising its export schedule for the coming fiscal year, and that it will be glad to consider the advisability of providing a separate class for the single-trackers. As a result of the Hendee company's action it is quite likely that this desirable action will be brought about.



Commercial Motorcycle COSTS

BY · D · R · HOBART ·

IN all fields in which the commercial motor vehicle competes with the horse-drawn or even with motor vehicles which run on rails, considerable misunderstanding and dissatisfaction have been created between the manufacturer and user by incorrect estimates of the cost of the motor vehicle per annum or during its useful life. This is due on the part of the manufacturer or his agent to considering only operative costs in making up his estimate for the user, and on the part of the user in believing what the manufacturer states until his accounts at the end of the year show expenditures which have to be covered from some outside source (sinking fund, profits, etc.). A general impression seems to prevail that after the motor vehicle is purchased it costs nothing as long as it is not operated, and this impression, which always turned out to be wrong, has been the cause of the tardy adoption of commercial automobiles up to the present time. The salesmen, badly instructed by the factory in most cases, neglected the standing costs of interest, depreciation, storage, etc., in their estimates and vehicles that were figured to cost $18 per week actually cost $20 or $21. Again, the user in comparing the motor vehicle with horse and wagon neglected the depreciation of the wagon, harness, and animal, and veterinary bills, so that the comparison was unfair. This neglect in too many cases is one of the chief reasons a small tradesman runs behind at the end of each year, whether he uses horses or motor vehicles. To cover this, credit customers are generally charged higher prices for the same goods as other patrons.

Unavoidable Costs.

No matter what the vehicle, the following are the costs which must be figured, if any correct accounting of the conduct of business is to be arrived at. The costs come under two heads, *standing* and *operating*. The standing costs begin immediately upon the purchase of the vehicle and continues during its useful life, irrespective of whether it is operated or not. The operating costs begin and continue only while the vehicle is being operated. It is therefore readily to be understood that the more work that can be got from the vehicle without unnecessarily depreciating it, the better these costs will be covered and the better the profit. The latter, in the case of any motor vehicle, includes an advertising value in presenting the user's name and business before the public by the appearance of the vehicle on the streets, etc.

Standing Costs.

No sane business man would purchase a piece of property and not figure interest on the money invested, and following the general practice of business in this country, 6 per cent. interest per annum should be figured on the value of the motorcycle, tricar or side-van outfit. In the same manner all property depreciates according to the wear and tear to which it is subjected and, in addition, to physical action (fatiguing of the metal, rusting, etc., on the part of a motor vehicle). This must be counted in also, as well as any charges for garaging, if the user does not keep the vehicle on his own premises. In the latter case, there will be maintenance charges if the driver washes down, etc., but these can generally be figured in the driver's wages. In many communities a tax is imposed on all commercial vehicles (independent of the city or State license), and this, too, figures in the standing costs. Lastly, insurance, while not necessary, is desirable, and this forms the last of these costs.

Depreciation of Machine.

It is next to impossible for anyone, no matter how experienced, to closely calculate the total costs per annum of a motorcycle, tricar, etc., but figuring the average life of an outfit used strictly for commercial purposes on average roads, five years is the limit. At or before that time, the machine will have arrived at what users of machinery call its "scrap value," i. e., its monetary value as scrap metal only. From a number of motor vehicle statistics an excellent average depreciation for the five-year period was 18½ per cent. per year, whence the scrap value would be less than 10 per cent. (7½ per cent. exactly) which is the usual figure at the end of the period.

Thus are included in the standing costs:
Interest at 6 per cent. per annum.
Depreciation, 18½ per cent. per annum.
Garaging (maintenance).
Tax.
Insurance.

Interest is figured on the value of the machine at the time when the accounts are made out, hence, for the first year on a $400 outfit, it will be $24; for the second year, $19.56 (figuring the value of the outfit at 81½ per cent. of cost as stated above); for the third year, $15.12, etc. At the fifth year, with the scrap value of the outfit as $30, the interest will be figured at $1.80 as long as the machine remains in the user's possession.

Operating Costs.

Operating costs, in addition to the fuel and oil consumed, include the wages of the driver, tire costs, replacements or spare parts, overhaul (usually annual), maintenance (when not figured under garaging), and licenses. Where the nature of the business permits, the ex-driver of a horse-wagon can often be employed at the same wages as before for the tricar, etc., but in other cases, as high as $16 to $18 a week must be counted on. The cost of tires varies according to the nature of the surfaces over which the vehicle is to travel, and more or less to the good or bad fortune of the user and the care used by his employee in driving. On a tricar or sidecar outfit, with three tires, about ⅓ cent per mile can be figured on as the cost of average replacements, repairing, etc. Replacements, other than tires, depend upon the care in driving, etc., but chiefly upon the suitability of the outfit for commercial uses. Thus, a light weight, high-powered twin, with tricar attached for loads of 300 pounds, is as suitable and economical as two brewery horses harnessed to a light one-horse delivery wagon would be. In both cases it is no reflection on the load-carrying portion of the outfit; the draught power is extravagant.

Maintenance consists in washing down, polishing, filling with oil and gasoline, making minor repairs, etc. The overhaul is usually done by the agent or manufacturer of the machine and with the maintenance is figured at 15 per cent. on the original value of the outfit each year. The license cost varies according to the locality. Thus the operating costs are:

Gasoline.
Oil.
Driver's wages.
Tires at ½ cent per mile.
Replacements.
Maintenance and overhaul, 15 per cent. per annum.
License.

Estimating Costs.

In estimating the total cost for any given year of a commercial motorcycle outfit, the annual mileage necessary for the work is first determined on. The standing costs are next calculated; then the operating costs, knowing the mileage per gallon of gasoline and oil, cost of license, and figuring the remaining costs as stated above. A typical example is here given:

Tricar; Price, $400.

Annual mileage, 12,000, or 40 miles per day for 300 working days. Gasoline consumption, 40 miles to a gallon; oil, 80 miles to a pint.

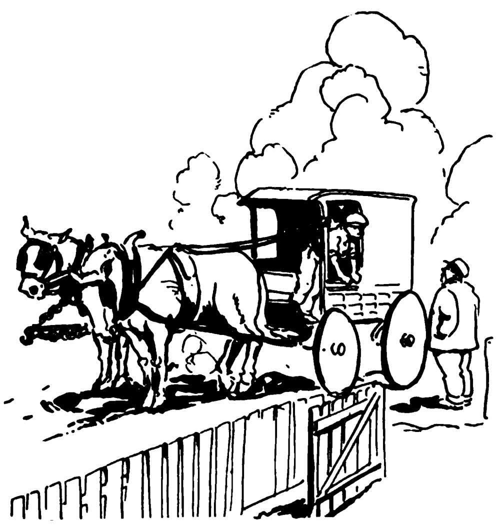
Standing Costs.

Interest on $400 at 6 per cent	$24.00
Depreciation, 18½ per cent	74.00
Garaging (kept in store)	....
Tax	3.00
Insurance	10.00
Total	$111.00

Operating Costs.

Gasoline, 40 miles to gallon (15 cents)	$45.00
Oil, 80 miles per pint (65 cents per gal.)	15.35
Driver at $3.50 per week	182.00
Tires at 1-3 cent per mile	40.00
Maintenance and overhaul, 15 per cent.	60.00
License	3.00
Replacements (estimated)	2.50
Total	$347.85
Total operating costs	$458.85

Average per mile, 3.82 cents; operating cost per mile, average, 2.89 cents; average standing cost per mile, 0.93. If the load is 300 pounds per trip, the cost per ton-mile is 15.29 cents. This ton-mile basis is that used in comparing the costs of various methods of transportation, and is figured as the cost of carrying one ton one mile. For a 300-pound capacity vehicle each load would be 3-20 of a ton per mile, hence the ton-mileage is 3,000 in this case, and the cost $458.85 ÷ 3,000.



"Two brewery horses harnessed to a light delivery wagon."

A Sensible Comparison.

The above costs look large, but they are not. The average cost per mile for a single horse and wagon in New York or like cities works out at 6.4 to 7.8 cents, and the horse is rarely good for 6,000 miles per year. The big department stores figure the useful life of a horse as 15 months; one of the largest renewing half his stable every year and working the horses in pairs to light wagons at that, with an average mileage of 19 per day, 300 days a year. The cost per ton-mile of a single horse and wagon is in the neighborhood of the 36 cents. Naturally, in smaller cities and towns and in the country, the costs will be less, but mile for mile the motorcycle, with tricar or side van, will always be the cheaper.

There is no doubt that the figures of 3.82 cents per mile could be reduced: by not insuring; where there is no tax; by the employment of a more economical motor; or where a number of vehicles are used, by the establishment of a stable or garage by the user for his own machines. If the insurance and tax items are taken off, the cost per mile will be 3.78 cents. The figures given apply to the three-wheel outfit; for a two-wheel machine, the costs would be much reduced, but the carrying capacity would be reduced also. However, in the case of the three-wheeled machines, the above figures give an idea of what the costs of operation, etc., may be to nearer the actual costs than are usually given in a prospectus, for, sad to relate, many agents are as blissfully ignorant of anything more than the mileage on fuel and oil as most people are of the canals of Mars. This is not to be wondered at, as the commercial use of the motorcycle has hardly passed out of the short clothes stage as yet, but the progress is nevertheless rapid. The results of this lack of information are to be seen in the many abandonments of tricars or two-wheelers fitted with carriers, which, having been bought under misunderstanding, are returned because they "cost more than we expected."

(*To be continued.*)

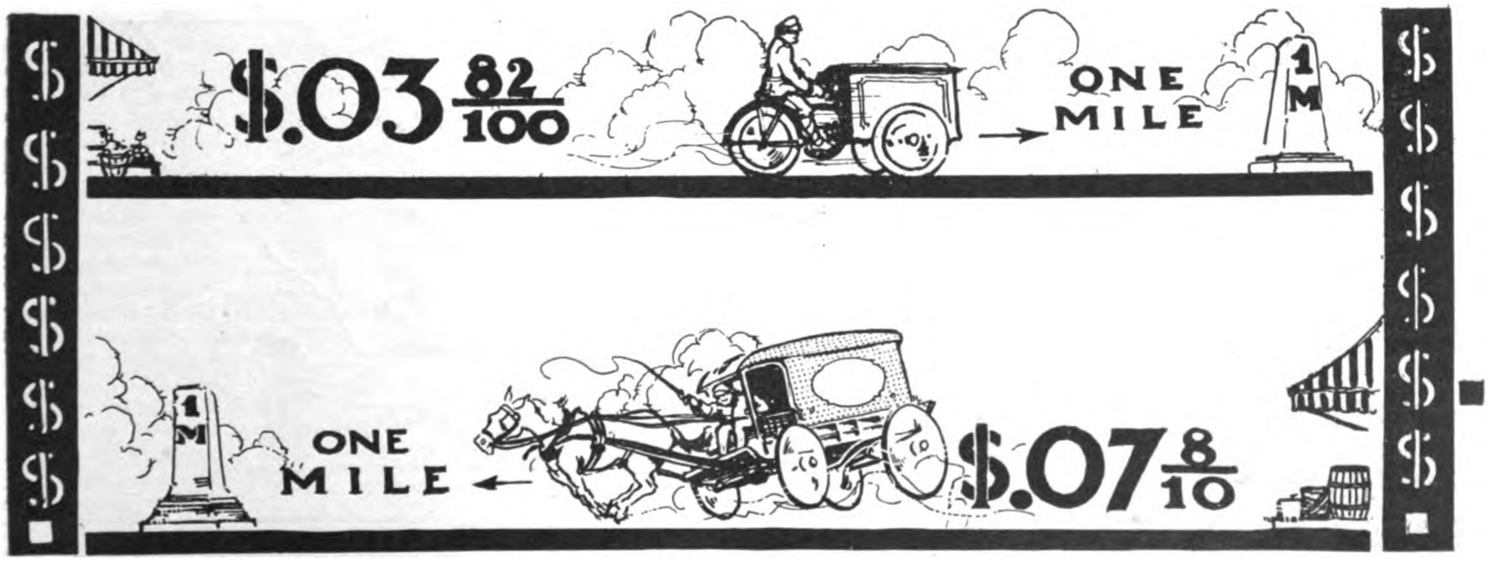
HEAVY RAINS BALK RIDERS.

INDIAN agencies have been placed in the following Mississippi towns for the coming season: Greenwood, Greenvillé, Kilmichael, Columbus, Vicksburg, Jackson, Hattiesburg and Gulfport. The road conditions are being improved slowly throughout the State and a good growth in the right direction for the motorcycle is vouched for by all of the dealers. They have had almost continual rains since Christmas which have made the roads unpassable for teams and the people who own automobiles have not had them out since before Christmas. All of this wet weather, however, is the forerunner of a good season in crops which indicates prosperity all through the State.

A FEMININE BOOSTER.

MRS. HERBERT G. PAUER is one of the most consistent boosters of motorcycle interests in Buffalo, N. Y. So enthusiastic is she over the outlook for the single-tracker that she believes a club of women riders will be formed in the Bison City at an early date.

ONE of the sites recently offered to the Rochester (N. Y.) M. C. for a clubhouse and race track was valued at $19,000. This and several other desirable properties were still under consideration by the club at latest reports.



Motorcycle van delivery costs $.03\frac{82}{100}$ *a mile; horse and wagon,* $.07\frac{8}{10}$ *a mile.*

The WORM will TURN

WELL, I've been pinched just once, and that time under circumstances that account largely for the particular delight I have since taken in putting one over on our friends of the P. D. (Should we add "Q"?) To start at the beginning takes us back to my first "buzzer." It was a single cylinder, 2¾ h. machine, of the vintage of 1905, and capable of a speed of between thirty-eight and forty miles an hour down hill. I kept the old bus in the basement of my home, and among other funny notions that came with my first machine, was the one that it was necessary to drain the old oil out of the motor-base every night before the machine was put away.

A Ten-Dollar Fine.

On the day in question I was performing this self-imposed duty by riding around the block with the pet-cock in the base about half open, in order to hurry the process, as I had had a long ride and was hungry. I was in the act of turning the corner on the first round when I came under the eagle eye of the law in the shape of two "cops" who were standing in the middle of the street leaning against their bikes. I was jogging along at about thirteen m. p. h. on the first round, and after passing their majesties I made the awful mistake of turning around to see how they liked the rear of my new machine. On the second round I paid no attention to them whatever, and evidently they felt neglected, because our arrival at the other end of the block was absolutely coincident and I was greeted with the time-worn question as to whether I "thought the city streets were built for a race-course." Upon admitting that I did not I was informed that I had "traveled at the rate of twelve miles an hour for a distance of three hundred feet," and that I "had better come up to the 'house' and tell the sergeant about it."

Wondering how I could have survived that terrific speed for such a distance, I peacefully trailed along to the station house, where I was relieved of ten perfectly good sheckels, and where I mentally vowed that the next time I would endeavor to make it considerably more interesting for everybody concerned. That happened seven years ago, and I have since been the happy possessor of six new machines, each of the latest model, and each a little faster than its predecessor. During that time I have never let an opportunity go by to get "value received" for that perfectly good ten dollar bill. I think I have succeeded fairly well, as the rest of my tale will show.

Evening the Score.

The first opportunity presented itself very shortly after the above incident took place. I was spending my summers in Greenwich, Conn., and more often than not Sunday would find me on my machine on the Post Road. That was in the days when every little third-rate country village was paying off its indebtedness by holding up nearly everything on rubber tires that came within their jurisdiction. There was one of the regulation speed traps between Greenwich and Stamford on the Boston Post Road, operated by a trio of country constables. Their scheme was to station three men about a quarter of a mile apart, the two extremes being equipped with flags and the man in the middle with a nice, husky rope. One end of this rope was attached to a stone wall and the other to a telegraph pole on the other side of the street. The idea was that when one of the lookouts spotted a car coming he would signal the man with the rope, who would take the time of the car for the measured distance, and if he found it to be faster than the village had prescribed he promptly pulled up the rope around the telegraph pole, and—good night, Mr. Automobilist, if he didn't stop promptly and shell out like a sport. I had ridden by there a good many times, and I can vouch for it that if a hundred cars passed there a day these old second-rate constables took in at least fifty, and sometimes as high as eighty, if they particularly needed the money. That surely was a tempting piece of road, and there were very few motorists that could resist it.

The Sleuths Foiled.

Well, I camped out there one beautiful Sunday afternoon and watched proceedings. For a car it was quite hopeless, but I doped it out that my machine and I could beat their game, and we proceeded to do so forthwith. But first you must understand the layout perfectly. There was, as I have already said, a rope attached tightly at one end to a stone wall, and the other end was wrapped loosely around a telegraph pole that stood in the gutter on the opposite side of the street. There was a gravel sidewalk in front of the houses at this point, and two of the houses had driveways up to the doors. After getting that stowed away in my mind I rambled through the trap going toward Stamford, at a nice slow walk, and when I was well out of sight I faced about and started back for Greenwich as if I had been sent for. There was a slight down-grade on the straight stretch just north of the trap, and by the time I hove in sight of the man with the flag I was tearing along at a rate of between forty-eight and fifty miles an hour.

I just caught a glimpse of the flag waving around as if the man behind it had a spasm and

"We doffed our caps with extravagant politeness."

then I saw the watcher with the rope pull up. He had an expression on his face as if he were throwing the switch on the electric chair at Sing Sing, but not wishing to force him into a case of premeditated murder I turned off both throttle and gas and jammed on the brake when within a hundred feet or so of the rope. My rear wheel did a Gaby glide through an angle of ninety degrees, and the old buzz waltzed up on the sidewalk, cut in around the telegraph pole and down the other side to the roadway again. If you ever hope to see a stunned rube you should have seen that near-murderer when I turned around in my saddle and waved him a fond farewell. Needless to say I did not grace that road with my presence again that season.

A Lesson in Politeness.

My next experience was of a rather different nature, but none the less amusing. The scene shifts to that notorious Isle of Doom for speedsters known to fame as Staten Island. I was on my way to Jersey in a Packard car with friends when one of the meanest and most generally disliked men of the force took us in for TWELVE miles an hour, just as we left the ferry at St. George. It seems it was his habit to take in the first car off the ferry on each trip, irrespective of the speed, so long as it was a fraction over the prescribed limit of eight miles an hour. In this case it was not so much the fact that we were arrested as the way he handled the whole matter. He did not seem to have enough decency to answer a question civilly, much as if he were displeased with the world in general and himself in particular.

The following week I decided to see if it would be possible to slip one over on him just for luck, so the following Sunday found me on the ferry from the Battery to St. George again. The boat was packed with autoists out for a good time; there were twenty-two in all and three motorcycles. Several of the owners (mostly fellows of about my own age), showed considerable interest in my mount and asked the usual line of questions. In that way the conversation became general, and I took the opportunity to relate my experience of the previous week, and to warn them against speeding before they were well out of the town.

Concerted Action.

Then a brilliant idea occurred to me (they do sometimes), and I suggested that we form in a procession just as close as we could run, and drive as slowly as the engines would go. Everybody fell in with the idea except two cars that were in a hurry to get to the ferry at the other end of the island, and away we went. Three motorcycles were in front and twenty cars of all descriptions strung out in single file in the rear, all moving at a uniform pace of less than three miles an hour. It made the saddest funeral procession you can well imagine. Our friend, the officer, was in the habit of standing just around the corner of the main square and landing on the first victim that hove in sight, and there we found him doing business at the same old stand. As each car passed in review every occupant removed his hat and made a profound bow. I went so far as to greet our friend by name and inquire as to the state of his health. Of all the witnesses to that procession there was but one that failed to see the humor of the situation, and he, needless to say, was the representative of the majesty of the law in brass buttons. I have not a doubt in the world that had he expressed in words the thoughts that showed on his face, I could have had him arrest himself for using vile language, but he was satisfied with taking it out in looking.

Some Fun in Jersey.

My next laugh in this line was staged in Jersey. It was out near Orange somewhere, on a perfectly beautiful country road that wound in and out along the banks of a canal or brook, and was a continual succession of twists and turns. This time two cops, mounted on motorcycles and in uniform, appeared. I was riding with my chum; we were both mounted on the latest model twin sevens, and really had little to fear from any country officers that started behind us, except that they knew the country better than we. Taking this fact into consideration we decided that we had better try some of the tricks of the trade rather than make a long stern chase of it. We therefore hit it up for all we were worth until we succeeded in getting out of sight around a bend in the road, and there we discovered an old unusued and grass-grown road leading off at right angles, which we promptly turned into. We got behind some thick bushes from which we could see the road and not be seen, dropped our machines and followed suit ourselves.

We were hardly out of sight when whur-r-r-r-r-r and away went the pursuit, down the road like a couple of greased streaks. The Lord only knows how far they "chased" us, because when we recovered sufficiently from laughing we pedaled up and "beat it" in the opposite direction.

A Man of Gratitude.

As in other callings, it undoubtedly takes all kinds to make a police department. During my seven years at the motorcycle game I have had some of the most congenial rides with members of the department, both on and off duty. As we will all gladly admit, most of the men of the New York Police Department are excellent fellows, but there are exceptions to all rules, as witness the following incident.

I was riding north from the city one afternoon last summer along the shore of the Hudson, and when just outside of Yonkers I spied an old wreck leaning against a fence with parts scattered around for a distance of ten or fifteen feet. At first glance I thought the rider had attempted to ride through the fence, but on inspection I concluded that it was nothing but a novice attempting to repair a puncture in the rear tire without the proper tools or experience. I have always made a practice of lending a helping hand, and this was to be no exception. I jumped off, looked over the mess and proceeded to fix things up.

Playing Good Samaritan.

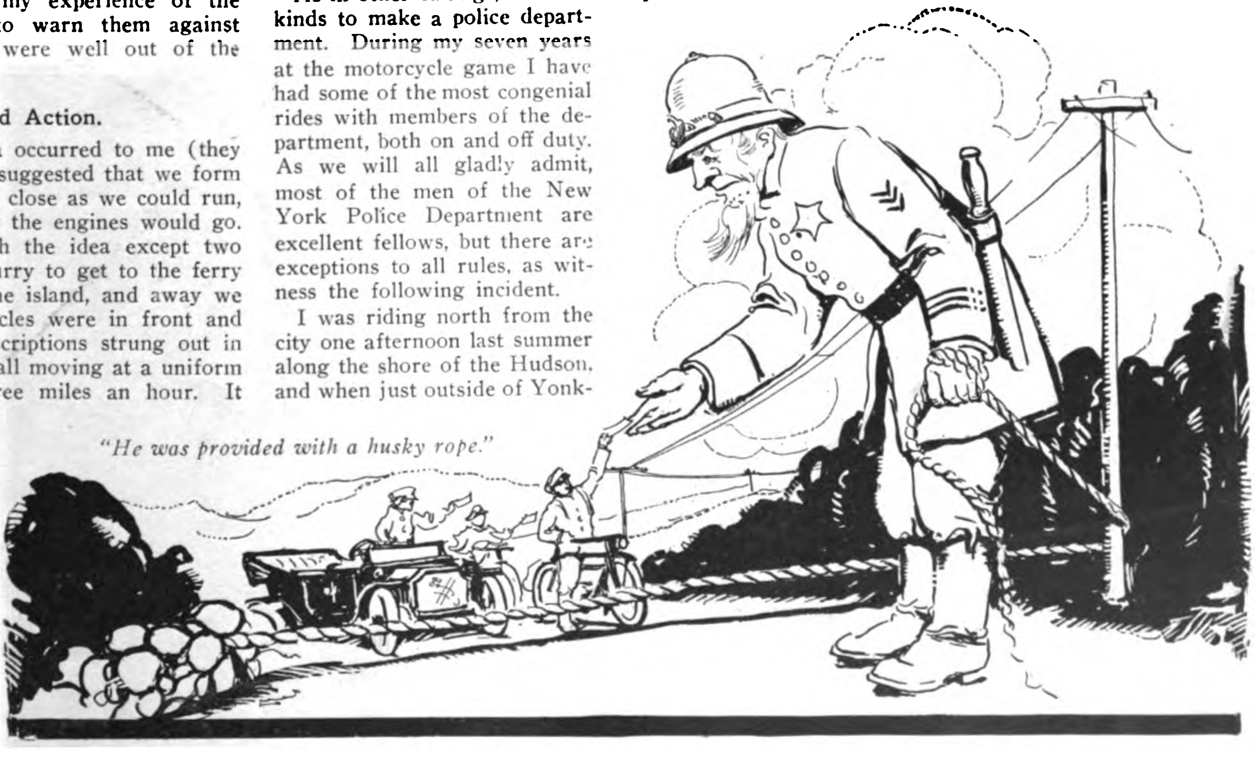
The trouble proved to be not a simple puncture, but a very nasty rim cut that took me something over three-quarters of an hour to repair.

I learned that my friend in need was an officer in plain clothes, and that his accident had happened while chasing a car. I actually could not help feeling sorry for his having to "chase cars" in that weather on the bunch of junk he dignified with the name of motorcycle. However, having finally finished my task I decided to ride a little way with him and see how my work stood up. His old rattle box chugged and puffed and wheezed and snorted for a mile or so, and then I decided I had had enough, and said so. I said "adois" and proceeded to forge ahead at possibly thirty an hour or so, and had gone somewhere in the neighborhood of a mile when I heard a noise like unto a cup race approaching from the rear, and in the midst of a large cloud of dust I beheld my friend of a few minutes back tearing up the road.

Naturally I slowed down to find out what he was trying to prove, and when he got within yelling distance I found out. "Hey, there," he shouted, "you're under arrest, what do you think this is, a race course?"

Getting a Surprise.

Well, to say that I was amused is putting it mildly, knowing that he had had a good chance to study the lines and model of my mount a short time before. The nerve of this cop certainly had not melted any while I was working over his old "crock." Just for



"He was provided with a husky rope."

that I decided to have a little amusement at his expense—not forgetting that ten-dollar fine, as well as the interest for seven years—so I let my good old boat out a notch or two, and every time he coaxed a mile out of his antiquated 'bus I would let mine have a little more. We had a beautiful time. At least I did. The road was nice and dry and dusty, and when I would look around to see if his ark had given up the ghost I couldn't find him more than half the time. I knew he was still with me by the noise. He put up a very game fight for about five miles, and must then have bethought himself what a long walk it would be going home—and quit. Here endeth that lesson.

On the Boston Post Road.

Somehow or other the speed laws of L——, on the Boston Post Road, and the way they are enforced, have always riled me considerably. Some time ago I was riding through that villa and saw coming in the opposite direction a new Pope-Hartford car with a perfect queen of a girl driving, and on the side, mounted on a perfectly good motorcycle, was a policeman. I decided that that would never do. It didn't take me two explosions to make up my mind, and I was off and at them as fast as my machine would hike, and that's some. The cop looked rather undecided for a moment, then turned to his "prisoner" and (I imagine) told her to wait. Then he turned his machine around, pedaled up and started after yours truly. This time I knew my road by heart, every bump and rut and turn, and I was game for as much as he wanted.

I guess he got it, because we kept it up for several miles (as far as Rye), and then, to avoid running into his partner that I knew was stationed ahead, I turned off on a side road and picked out a nice lonely spot, where my laughter would not disturb the inhabitants, filled up my pipe and wondered where the fairy of the car had gotten to by that time.

RIDERS ARE BACKWARD.

MAYOR SHOOK, of Lima, Ohio, has issued strict orders to the police department to arrest all motorcyclists who use the streets of that city without providing themselves with the city license which costs $2. So far only 34 out of a possible 150 riders in the city have taken out their licenses.

A REAL ENTHUSIAST.

DEAN RICHMOND, a member of the Batavia (N. Y.) M. C., donated $50 to the club at its last meeting to assist in furnishing proposed new clubrooms.

FLYER ON MOTORCYCLE.

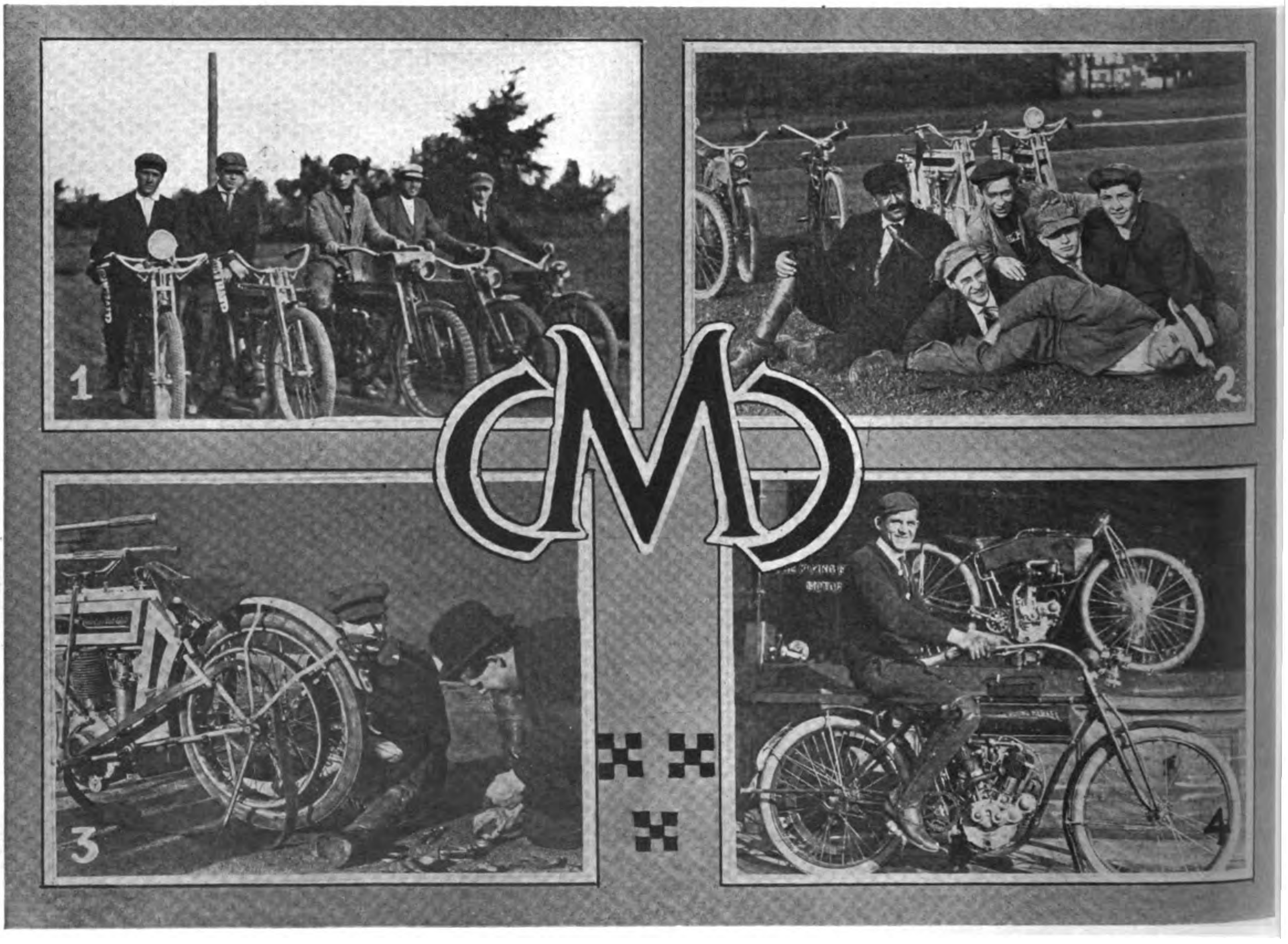
M. THEO LILLIE, the Swedish aviator, who has been making some sensational flights in Florida, recently turned motorcyclist and reeled off some fast miles on the track in Moncrief Park.

PRINCE AFTER BIG MEET?

Track Builder Hints That on Return to Indianapolis He Will Make Bid for 1912 F. A. M. Session.

W. A. GIBSON, who is to manage the half-mile board track which is to be built in Indianapolis this month, has options on three sites and is waiting for the return of Jack Prince, who is to aid in selecting the best location. The selection will probably be made within a week, and the construction work is scheduled to start a few days later. There is a rumor afloat in Indianapolis that when Prince returns he is going to start a campaign to bring the F. A. M. meet to Indianapolis this summer, and the Hoosier motorcyclists are awaiting his return anxiously.

It is reported that Prince has many of the best riders in the country under contract to ride for him this summer, and that he can obtain as many of the lesser lights as he can use when the time comes. Prince's plan now is to have a big racing circuit include Chicago, Detroit, Indianapolis and Louisville, Ky. The first three cities are all certain to be members of the circuit, while Louisville is still in doubt. Prince is to build more steeply banked tracks at Indianapolis and Detroit than he has ever built before. Concrete, instead of wood, is to be used for the chief support



1 and 2—Cleveland Club Members on First Run of the Season. 3—"Punctured." 4—"Smiling" Herman Sill, of Cleveland.

OUTLINE OF SHORT GRASS TOUR PLANS

Two Automobile Trucks, Special Racing Squad, Baseball Team and Brass Band Will Accompany Two Hundred Kansas Riders on Annual Trip Over Picturesque Route.

LATEST reports from Kansas are to the effect that plans have been practically completed for the mammoth tour of the Kansas Short Grass Club to be held during the coming summer, and that 162 applications have already been filed by riders for places in the caravan. Sixteen applications have come from Colorado, 20 from Nebraska and five from Iowa. The others are mostly from motorcyclists in the short grass district. It is announced that the Velie Truck Co., of Kansas City, Mo., will allow the use of a two-ton truck to carry paraphernalia on the tour and that the Overland Company will provide a two-ton converted truck for general service. One of the problems which confronted the Short Grass officials was that of transporting the tents, cooking outfits and other impedimenta, but the two heavy trucks will remove this difficulty.

The Julesburg (Col.) Commercial Club is planning to build a two-mile circular speedway on which a big meet will be staged while the Short Grass tourists are in the city. The Short Grass squad will have eight speedsters in readiness to compete at all meets that may be held along the route, which will add materially to the interest aroused. There will be one afternoon of racing on the four-mile speedway at Cheyenne, Wyo., and in Denver the Overland track will be used for a meet. In addition to the motorcycle speed squad the club will have two racing automobiles which will be entered wherever there are events for cars.

The pathfinding trip for the big tour will be made in May, and the applications will then be forwarded to those who have filed requests for them. When 200 riders have been recruited the list will be closed, as the club is unable to arrange accommodations for a greater number. Special attention will be given to cooking arrangements on the trip and a first-class chef will be assisted by a corps of experienced waiters in catering to the needs of the motorcyclists. The total cost of the outing per rider will be $35, including entry fees at race meets and expenses for the side trips so far planned. There will be eight divisions of riders, each under the direction of a competent captain and lieutenant, and the work of setting camp each day will be attended to by a detail made up from the ranks of the tourists.

The Old Towne Quartet, of the Star Lyceum Co., of Chicago, has been engaged to accompany the motorcyclists throughout the tour, and it is likely that a brass band will be another of the entertainment features. Arrangements have been made with the McQuary Tower Co., of Lawrence, Kans., for special uniforms to be worn by the tourists and a novel pennant will deck each machine. Half a dozen side-cars will make the trip and there will be at least 40 two-speed machines. The club will have its own baseball team and seven games, to be played at points along the route, have already been booked. All in all, the caravan that files out of Garden City next August for the annual Short Grass tour will represent the greatest undertaking of its kind that this country, and probably any other, has known. What's more the plans are still being developed.

PLAN LONG TANDEM TRIP

Detroit Motorcyclists and Their Wives Intend to Head for Pacific Coast Early in the Summer.

DETROIT, MICH.—Three Detroit motorcyclists and their wives are now planning trips which are intended to carry them to the Pacific coast, and one of the riders, Al Wellman, has practically completed arrangements for the long jaunt. Wellman and his wife count upon devoting two summers to the transcontinental tour. They propose to start from Detroit about July 10 next and riding to Toledo. From that point they will proceed to St. Louis, Kansas City, Denver and Yellowstone National Park, following the Northern Pacific Railroad to Helena, Mont., and to Mazula. At the latter point Wellman intends to put up for the winter of 1912 and work at his trade. As soon as the roads are open again in the spring of 1913 the tourists will continue their journey to the coast, aiming to arrive in time for the opening of the Panama-Pacific Exposition. In August, 1913, Wellman and his wife will start the return trip by a northerly route which he has mapped out with great care.

Reuben Winslow and wife and John Schnall and wife are the other couples who intend to travel to San Francisco by motorcycle. If they can decide upon a route that will be mutually satisfactory these tourists may remain together throughout the journey. Their plans are indefinite as yet.

RACERS ARE PLENTIFUL.

MANAGER BRAMLEY, of Luna Park, Cleveland, is receiving numerous applications from riders from all over the country to ride on the new four-lap saucer track to be built at his amusement park.

DETROIT WANTS A SAUCER

Jack Prince Visits Michigan City and Interests Dealers in Plans for Half-Mile Board Track.

DETROIT, MICH.—If present plans of Detroit motorcycle dealers and Jack Prince, the veteran track builder, materialize, the City of the Straits will soon have a half-mile speed bowl and high-class racing programs. Prince spent two days in Detroit recently and obtained options on several desirable sites for a track. Dealers of the city were so deeply interested in the project that they have taken steps to form a stock company to finance the saucer, and there is every indication that it will be erected. Prince has assured the Detroiters that he can interest outside capital if difficulty is experienced in raising sufficient funds among the promoters of the city. The track expert has decided that a site about 950 feet square will be required for the type of saucer he intends to build in this city, and that about 50,000 feet of lumber will go into its construction. It is the intention to have seating accommodations for 5,000 spectators and parking space in the center for additional thousands.

Prince has stated that he will return during the current month prepared to start the construction work, and it is expected that the local stock company will have been organized in the meantime.

WAPAKONETA WANTS MOTOR-COP.

A MOVEMENT has been started to have a policeman of Wapakoneta, Ohio, equipped with a motorcycle in order to better police the city during the afternoon and evening. An appropriation will be made for the extra man and machine in the near future.

A NOVEL TOUR

English Woman Motorcyclist Banks Heavily on Tea for Success of South African Trip.

ENGLISH newspapers are giving space to the announcement that a Miss Watson is about to undertake a long motorcycle journey in South Africa, from Cape Town to Kimberley, Johannesburg, Pretoria, Ladysmith, Pietermaritzburg and Durban. It is stated that she will strike the trail alone, despite the fact that she knows nothing of her machine and is unacquainted with the country through which she would have to pass. The proposed trip would foot up to about 2,500 miles.

With that utter absence of a sense of humor which joke-writers delight in charging against the British brethren, one English paper refers to the trip as follows: "Miss Watson will carry a light outfit, including a revolver, but as she is entirely ignorant of how to handle that weapon she concludes that it cannot be a very serious menace to herself or others. The only thing she will carry in the way of food is tea. If she finds as night approaches that she cannot reach a town, she will make a cup of tea and sleep on the veldt."

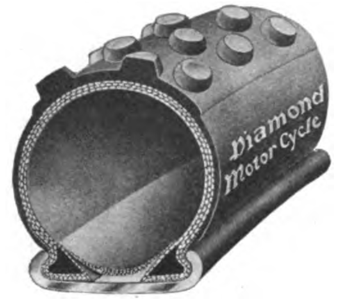
All of which sums up the intrepid young lady's preparations for a motorcycle trip across South Africa. Seems to be very simple, and if Volney Davis and other American coast-to-coasters will take a tip or two from Miss Watson they may soon be able to jog from Frisco to New York without carrying anything more than a few gumdrops.

THE Topeka (Kan.) Motorcycle Club is trying to interest the management of Garfield Park, one of the city's amusement places, in the erection of a three-lap board saucer.

Your New Machine Will Cost Less to Run On

Diamond
TIRES

The extra mileage they give makes them the most economical tires, and they are also the easiest riding tires. On account of their higher quality they cost the motorcycle manufacturer a little more but there is *no extra cost to you.*



Studded Tread Diamond Motorcycle Tire. Costs no more than Diamond Corrugated Tread.

Thirteen leading manufacturers are willing to give you Diamond Tires when you specify them. Tell your dealer to order Diamond Tires for your machine and you will get them. The fact that motorcycle manufacturers are willing to pay more money to equip their machines with Diamond Tires is proof of their superior merit.

Tire expense is the largest single item in the cost of running your machine; just as important when you get your machine as after you have had it a year. Don't overlook this point and run into a lot of grief with the wrong tires.

There is only one way to put tire expense on a minimum basis at the start—specify Diamond Tires. And if you're not getting a new machine this year, cut down your tire bills by buying Diamond Tires from your dealer.

Our illustrated catalogue tells you why Diamond Motorcycle Tires are the longest wearing, easiest riding motorcycle tires ever built. Send for it today.

THE DIAMOND RUBBER COMPANY

Akron, Ohio

Fifty-Four Diamond Service Stations do more than sell tires — they take care of Diamond Tire users

EDITORIAL

Motorcycle Illustrated is published every other Thursday at 51 Chambers Street, New York.
Home Subscriptions, $1.00; Foreign Subscriptions, $2.00; Single Copies, 10 Cents.
Entered as second class matter July 6, 1908, at the Postoffice at New York, N. Y., under act of Congress, March 3, 1879.

J. LEO SAUER
PRESIDENT

THURSDAY, APRIL 4, 1912
CIRCULATION THIS ISSUE: TOTAL 11,350; NET PAID, 10,725

H. N. CONDICT
SECRETARY

2,000 IN FOUR MONTHS.

If the circulation of Motorcycle Illustrated continues to increase at its present rate—2,000 *new* subscribers and newsstand buyers since December 15 last—well, our printer and paper makers seem to be pretty well satisfied with the prospect.

BRINGING THE FACTS HOME.

Not long ago a well-known automobile manufacturing firm hit upon the plan of sending out a field crew of demonstrators to tour several of the Eastern States and exhibit its products at first hand, thus setting the pace in a departure from stereotyped and indirect methods of advertising. Therein is couched an idea, possibly a bit in advance of present motorcycle trade conditions, but nevertheless an idea. It is quite reasonable to believe that a similar project applied to the power two-wheeler would give definite and highly satisfactory returns.

If the non-riding public persists in regarding the motorcycle as a noisy, ill-smelling, bone-shaking and complicated contraption it is not the part of generosity nor good business to allow it to continue hugging these fallacies. There is educational work to be done. The average non-rider, totally ignorant of the attributes of a modern motorcycle, would not go far out of his way to be enlightened, but if the cold, hard facts were brought home to him—left at his door, so to speak—he probably would give them thought.

The automobile company referred to plans to have its field demonstrators call upon all owners of its cars in each city visited. They will give advice, inspect the cars and make good any small defects. In short, the firm aims to convince its patrons that it has not forgotten them; that it is prepared to stand behind its products; that it is not afraid to face the music. The effect cannot fail to be far-reaching.

Applied to the motorcycle the idea would be carried still further. There are few people, even in a small town, who do not know something of the automobile, but concerning the single-tracker there is a surprising and lamentable dearth of information. In addition to appointing agents, giving pointers to riders with reference to the operation of their machines and suggesting remedies for any motor trouble which might have developed, the field demonstrator of the motorcycle could arrange for public exhibitions and accompany them with impromptu talks on the operation of the machine and its general adaptability.

No hard and fast system need be followed. When a wide-awake demonstrator arrived in any community he would find many avenues of activity open to him, but his aim would be at all times to prove to the skeptics that their ignorance of the motorcycle was costing them dollars and cents, as well as healthful recreation. Some traveling riders for motorcycle manufacturers are now working along these general lines, but the idea seems to be worthy of more systematic consideration than it is receiving.

RELIABILITY.

All the circulation records of Motorcycle Illustrated *may be examined by anyone at any time. Advertisers are invited to demonstrate to their own satisfaction the correctness of the circulation figures given above, and to refuse to pay their advertising bills if our figures are at all inaccurate.*

By the same token, readers are specially requested *to call our attention to any misstatements or misrepresentations in either the text or the advertising published in* Motorcycle Illustrated. *It is the policy of this publication to insist that the same regard for absolute truth and accuracy that characterizes our circulation statements must also distinguish the reports of our correspondents and the announcements of our advertisers. If a* single line *in this or any other issue of* Motorcycle Illustrated *lacks reliability, we shall appreciate being so advised.*

GAINING GROUND.

Following is an editorial paragraph recently printed in the Chicago *Examiner* which indicates that those who direct the policies of some of the country's leading newspapers are fast developing an unbiased attitude with reference to the motorcycle:

"Is there not too strong and active a disposition to find fault with the motorcyclist? Is it right to assume that because here and there a motorcyclist offends against the law the entire fraternity must be sweepingly and scathingly condemned? They have their laws and, generally speaking, they conform to them. They are compelled to carry city and state numbers and they comply with the regulations. After night they must carry both front and rear lights and, as a rule, they obey the command. They have a speed limit determined by law and in most instances they observe it. Why, then, should they be singled out for special rebuke and popular hatred? Under former regulations the motorcycles were often run with a measure of menace to the community and certainly with a good deal of exasperation for the quiet-loving householder. Under present rules much of the peril and all of the nuisance have been abated. Those who transgress the rules are punished, as is every other law-defying citizen. But the majority of motorcyclists keep within the law and are entitled to their rights and privileges."

It should be the aim of motorcyclists to deport themselves upon all occasions so that newspapers in every community may feel justified in adopting the broad viewpoint of the Chicago publication. One such paragraph as the above will do more to offset the unreasoning bias still existing in some quarters against the motorcycle than much activity along other lines.

The West Side M. C., of Maricopa, Cal., has established permanent quarters at the Lakeview Hotel.

With the Publisher

ADVERTISING COPY.

THE following is illustrative of the business policy of MOTORCYCLE ILLUSTRATED, relative to the acceptance of advertising copy regarding which there is the slightest question.

Under date of March 13 this paper received, with instructions to insert, copy which read as follows:

"Going to buy a motorcycle? Then write me and learn how to save $25 on the cost. I can tell you how to save from five to twenty-five dollars, no matter what make of machine you buy. When you have bought, you can send me $1 if you feel like it, to help pay for this ad."

Pending the insertion of this copy, MOTORCYCLE ILLUSTRATED wrote to the prospective advertiser insisting that, before this advertisement could be inserted, it must have full particulars as to the nature of his proposition. The would-be advertiser, evidently somewhat nettled, answered simply that he would do "exactly as stated in the advertisement." He added, "If you cannot accept the advertisement on these terms, I assure you that there are plenty of other mediums in the country who can."

Our reply to this was simply to invite him to use "the other mediums."

His proposition may be quite legitimate, but the peculiar phrasing of his copy and his disinclination to furnish a "bill of particulars," necessitated the rejection of his advertising.

NEW YORK RACING BILL.

THE simple omission of a comma made the McManus Anti-Motor-Racing Bill, recently introduced in the New York State Senate, apply to motorcycle racing. The bill, offered as an amendment to the Callan automobile law, would have prohibited motor vehicle racing on public tracks in the Empire State. There was an exception, however, phrased as follows: "This section shall not apply to the racing of motorcycles or to motor racing on private grounds to which the public are not admitted."

This sentence at first puzzled the chairman of the Legal Action Committee of the F. A. M., who decided, however, that in the absence of a comma after the word "motorcycles," the reference to motorcycle racing had the following meaning: "This section shall not apply to the racing of motorcycles . . . . on private grounds to which the public are not admitted." In other words, the prohibition would apply to motorcycle racing *in public*. The chairman consulted a lawyer experienced in motor vehicle legislation, and the latter fully agreed that this would be a court's interpretation of the sentence. Not only that, but at the hearing the introducer of the bill frankly admitted that it was his intention to put a stop to motorcycle racing.

Aside from the matter involving a question of doubt, the F. A. M. was represented at the hearing on the bill, also for the reason that it was considered good policy for the Federation to co-operate with the various automobile associations which were fighting the measure. The F. A. M. might have adopted a dog in the manger policy, arguing that the autoists would kill the measure unassisted by motorcyclists. However, the pursuit of such tactics would not be likely to create a very kindly feeling for the F. A. M. among the auto folks. Although Governor Dix may recall the legislature to reconsider some other matters, it is not likely that the McManus Racing Bill will be heard from again this year.

JOTTINGS.

AN entire week has gone by without any announcement of a new machine. What's the matter?

Still, of good ones there cannot be too many, nor yet too few of the other kind.

Dealers everywhere say they're unable to get enough of 1912 models of the reliable sort. Who said anything about over-production?

The factories that are literally "delivering the goods" these days are all storing away the stuff from which dividends are made.

Or, rather, factory extensions. Such is the confidence of the wise that planning bigger things for the future is considered better policy than realizing profits now.

Isn't that disposition significantly indicative of healthy trade conditions? Nineteen Twelve sees the art of building motorcycles blossoming into a genuine business, solidly established, sound and promising.

Our optimism may bring a smile to some lips. But each year we have seen our fondest expectations more than realized, and we are unable to discover any reason for not predicting a hundred per cent. business increase this year.

One of the best signs of the times is the evidence of a healthy improvement in retailing methods. Today's leading dealers are invariably also keen and representative business men, who have added to their practical knowledge at least some understanding of scientific salesmanship.

Dealers who are alive to their opportunities will not neglect to call upon the Dealers' Information Bureau for suggestions in the way of outlining local selling campaigns. The service is free.

Merle Sidmer, experienced in publicity work, is in charge of the bureau. His address is 23 East Ohio street, Indianapolis. He has the endorsement of the Motorcycle Manufacturers' Association, and is anxious to demonstrate the practical value of his services.

If concerted effort on the part of dealers be impracticable, then at least there remains for each individual selling motorcycles the opportunity to shine in local trade circles. The right kind of publicity is the real secret of nine out of ten instances of business pre-eminence.

Dealers, the public wants what you have to sell, but, as a rule, it does not know what you are selling, except that you keep a motorcycle store. By going about the task properly, you can create a demand for what you have, that which you aim to convert into cash, and show others how to transform it into healthful recreation or an aid to the effective transaction of business.

IMPROVING CLUB LAWN.

COLUMBUS, OHIO.—The Columbus Motorcycle Club at a recent meeting instructed the house committee to employ a professional gardener to beautify the lawns at the clubhouse, located on East Eighth avenue. The lawn is a large one, and it is the intention to use flowers and shrubbery to beautify the grounds.

NIGHT AND DAY RUN FOR DAYTON CLUB

Ohio Squad Will Hold Endurance Contest to Toledo and Return as Feature of Opening Program for Big Motorcycle Show Which Begins April 20—Route and Conditions.

ENTRIES close April 18 for the Day and Night Endurance Run, April 20-21, of the Dayton (O.) M. C. The run will be held in connection with the Dayton Club's Motorcycle Show, which opens Saturday the 20th and runs until the 27th instant. Entries are in charge of Secretary Charles Zetler, 405 Conover Building, Dayton. The rules under which the contest will be conducted follow:

All contestants must be members of the F. A. M. The right is reserved to reject any entry. Each contestant must show his F. A. M. card when checking in his machine at noon, April 20.

Classification.

Class A, private owners; class B, trade riders; class C, dealers' teams; class D, club teams; class E, factory teams; Dealers, club and factory teams shall consist of three riders each.

Conditions.

Each competitor in classes A and B will be given an initial credit of 1,000 points, and competitors in classes C, D and E will be given a total credit for the team of 3,000 points. All classes will be subject to the penalization hereinafter enumerated.

Awards.

In classes A and B gold medals will be awarded for perfect scores. Silver medals will be awarded for a score less than 1,000 points and over 900 points. In classes C, D and E embossed art bronze shields, 12 inches by 15 inches, will be awarded for perfect scores of 3,000 points.

Replacements.

Under penalty of disqualification no complete replacement of motor, carbureter, muffler, timer, tank or wheel will be permitted.

Penalties.

One point for each minute late not in excess of thirty minutes; two points for every minute late thereafter. More than thirty minutes ahead of the schedule anywhere, on or off the route, will mean disqualification.

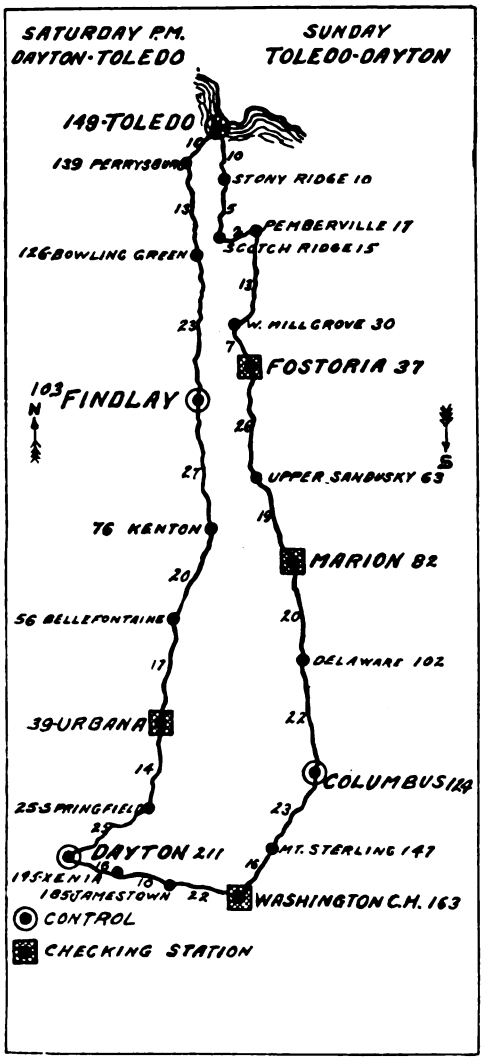
General Rules.

Do not run into any control closer than the block in which it is located until time to check in as called for on your running schedule. Contestants arriving at controls thirty minutes or less ahead of their schedule may wait within sight of control or use spare time to fill up with gasoline and oil. Machines will be held in the noon or night controls and contestants will not be allowed to touch same until time to start. Contestants may check at checking stations (not controls) thirty minutes ahead of their running schedule and depart immediately. Each contestant is warned not to run into any control or checking station more than thirty minutes ahead of schedule. Disqualification will result. The towing of machines or the carrying of either rider or machine on any part of the course will entail disqualification.

The run will be made rain or shine.

Start.

Contestants must report at the D. M. C. Motorcycle Show Building, Fourth and Main streets with their machines, on or before noon, April 20, in order that schedule and numbers may be delivered and machines inspected. The schedule will name the principal towns en route, with distances and time at which each competitor is due at controls and checking stations.



Dayton-Toledo Run.

The course will be marked with D. M. C. signs at each turn of the road, cross-roads and intersecting roads. As a further precaution the pilot car will use confetti to mark the route.

Contestants will be started in squads of two, at one minute intervals and in the order of their numbering. No allowance will be made for failure to start at time specified on the schedules.

The start of the contest will be made from in front of the D. M. C. Motorcycle Show Building, Fourth and Main streets, Dayton, Ohio, 1.00 p. m., Saturday, April 20.

Route.

The route for Saturday afternoon and night will be from Dayton to Toledo via Springfield, Urbana, Bellefontaine, Kenton, Findlay, Bowling Green, Perrysburg and Toledo, a total distance of 149 miles.

The run Sunday will be the return from Toledo to Dayton via Fostoria, Upper Sandusky, Marion, Delaware, Columbus, Washington C. H., Xenia and Dayton, a total distance of 211 miles.

Controls and Checking Stations.

The Saturday afternoon run will have a checking station at Urbana and a supper control at Findlay, with a night control at Toledo. The contestants will be due to arrive in Toledo between 10.15 and 10.45 Saturday night.

The Sunday run will have checking stations in the morning at Fostoria and Marion; noon control at Columbus; afternoon checking station at Washington C. H., finishing at Dayton Sunday evening between 5.30 and 6.00 o'clock.

The running schedules and arrivals at checking stations and controls will be based on an average speed of 20 miles per hour from Dayton to Findlay; 15 miles per hour from Findlay to Toledo and 20 miles per hour from Toledo to Dayton.

Western Union Time will be official. An allowance of three minutes will be made ahead or behind schedule at controls for the variance of watches.

BAIN SPEAKS UP.

GEORGE BAIN, a motorcycle enthusiast, of Calgary, Ont., takes exception to a recent statement in these columns to the effect that a rider who ventured out on a motorcycle with the mercury 46 degrees below zero in Calgary was frostbitten. Bain states that the temperature has not been down to 46 below in Calgary during the past winter, or in any winter within his recollection, and that for months past any hardy rider could have used a motorcycle in his district without great difficulty. "Calgary no doubt is a bit behind some other places in the matter of motorcycles," writes Bain, "but there is no excuse for abusing our climate more than the facts justify, and, incidentally, there is every indication of good business for the spring and summer in the motorcycle trade."

ST. CLOUD OFFICERS.

FOLLOWING are the officers of the newly organized St. Cloud (Minn.) M. C.: A. E. Bakeman, president; George Thielman, vice-president; Eugene Scharenbroich, secretary; Charles Harrison, treasurer; Herbert Gray, captain; Lee Peffer and Harry Sartell, lieutenants, Charles Saunders and Louis Olsen, directors.

NEW YORK ALDERMEN ACT.

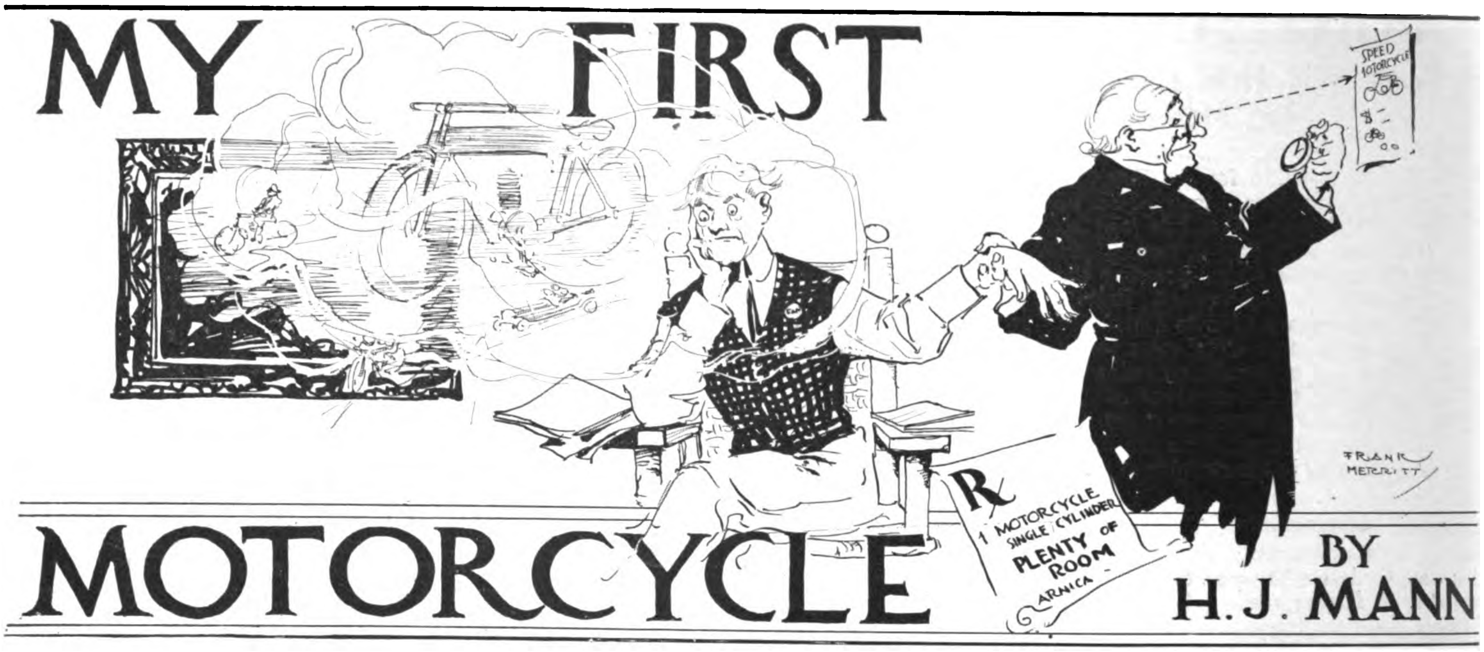
THE Board of Aldermen of the City of New York this week adopted an ordinance prohibiting the use of the muffler cutout within the city limits. The prohibition applies to all motor vehicles.

TEUBNER WILL BE THERE.

W. J. TEUBNER, the speed merchant, will attend the show in Dayton. Word was received by friends there that he would be in Dayton most of the week.

MY FIRST MOTORCYCLE

BY H. J. MANN


SPEED MOTORCYCLE
R 1 MOTORCYCLE SINGLE CYLINDER PLENTY OF ROOM ARNICA
FRANK MERRITT

IT was several years ago, in the heyday of the single-cylindered machine, that I first felt the motorcycle fever and took the portentous step which led up to the experiences I am about to chronicle. My chum, a Wall street cashier, was also interested in the single-tracker, and when he informed me one fine afternoon that he had located a bargain in the way of a machine I agreed to buy it with him on a partnership basis. Accordingly we went uptown in New York after business hours to inspect the mount. I must say that our introduction to the machine was not favorably impressive, but when one has the fever he is not likely to notice such things.

The owner of the motorcycle managed to get a few weak gasps out of it after pedaling himself into a condition bordering on collapse, and after judicious fondling of the carbureter he was rewarded by a volley of real chugs. The machine was a very old model, belt-driven, with grip spark control only. After explaining all the good points of his offering the owner suggested that we give it a trial. We did.

The First Try-Out.

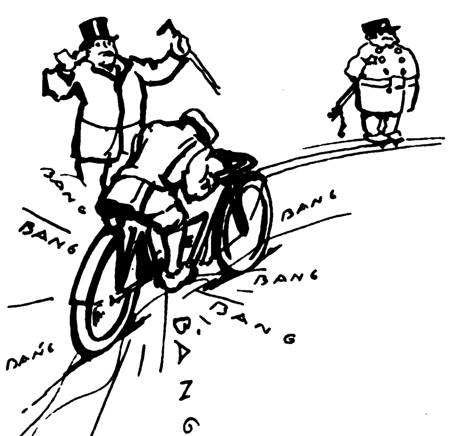
My friend climbed aboard, we gave him a push and a second later he was flying down the street, leaving a trail of smoke and explosions that suggested nothing so much as a bunch of firecrackers tied to the tail of the proverbial scared dog. From this it will be inferred that the machine was unmuffled, or practically so. However, the trial was satisfactory and we made the purchase. Then came the question of who should pilot our new possession home. I did not hanker for a ride down crowded Fifth avenue and was glad to let my friend do the honors, so without more ado he got under way.

I expected to find him at the house when I arrived, but in this I was disappointed. Nearly two hours later he came into sight, pushing the machine a few yards at a time and then resting it against the curb, as the mount was not fitted with a stand. I shall never forget the expression on his face as he wiped the perspiration from his brow and explained that he had been held up at nearly every corner on his way downtown by policemen who threatened to arrest him for speeding. He had been unable to throttle the old bus down to anything less than 12 miles an hour, with the faulty adjustment afforded, and it had finally become necessary to get off and push or wind up in court. Quite an auspicious debut!

Off for a Road Trip.

We talked nothing but motorcycle that evening and, it being Friday, we decided to make a trip together on the following day. A tandem attachment was purchased and fitted and on Saturday afternoon we took passage on a boat for Bridgeport, Conn., headed for a place called Newtown where my chum had summered a year or two before. He had explained that the scenery was beautiful and the roads beyond compare. Well, they may have been—but that's another story.

We arrived in Bridgeport about 5.30 p. m., rode the machine to a garage and then had supper. The weather was good and the night a starry one so we decided to ride on to Newtown without delay. It was a trip of about 18 miles. For about 8 miles all went well; then the stars snuffed out one by one and we found ourselves in inky darkness. Our machine was fitted with a common bicycle lamp and in order to prevent it from being jolted out every few yards we were forced to turn the wick so high that the lens sooted and we got very little light.



"Couldn't throttle her down."

Some of the "Fine" Roads.

About this time the roads began to get sandy and hilly and the going was hard. We changed places on the machine frequently as the man in the rear had to do so much pushing that he was soon exhausted. The sand in many places was over three inches deep, and to add to the excitement hordes of bloodthirsty mosquitoes surrounded us. It was about 11.30 when we finally passed a solitary farmhouse and I suggested that we should put up there for the night. My friend was eager to complete the trip, however, and we plugged onward.

A short time later we chugged head-on into a stone wall, but as we were barely moving no serious damage resulted. It developed that the road took a sharp turn at this point and that we had not made the turn. Simple enough, when you think it over. Well, we dragged the machine back to the road, burning our knuckles on the cylinder in the operation, and then decided to go back to the farmhouse above referred to and seek shelter for the night.

A Midnight Welcome.

Pushing the machine between us—we were too tired to attempt to ride it again—we made our way back to the house and knocked timidly on the door. In due time a gray-bearded farmer appeared in nightshirt and boots, with a double-barreled shot-gun in one hand and a lamp in the other. We explained our plight and offered to pay liberally for a room and bed.

"No, siree," said the rustic gentleman. "I ain't takin' in no strangers. You see I calculate to get married next Monday and my housekeeper here don't like it. She's a pesky critter, and if she had to make up an extra bed in the morning or sich-like she'd jist get plum ugly."

It was evident that our chances were slim, and in desperation I explained that we would be willing to put up in the barn. The farmer raised no objection to this arrangement and escorted us to the out-building with a lantern. We pushed the motorcycle—which by this time seemed to weigh 500 pounds—into the barn and climbed up into the hayloft.

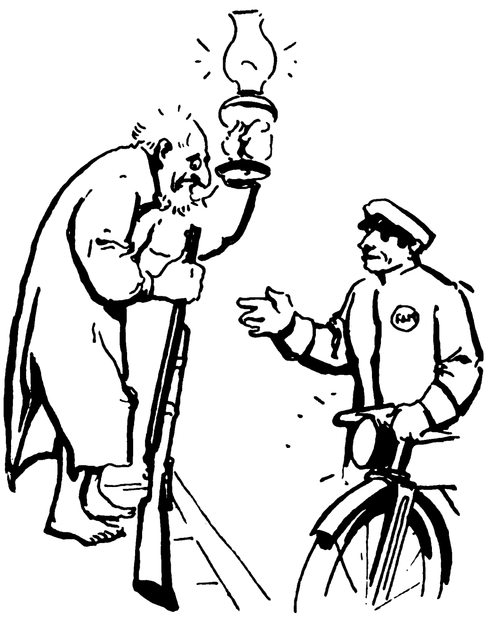
A Memorable Night.

We asked to have the lantern left with us but the farmer flatly refused. "No, siree!" he exclaimed, "I've got 20 tons of hay in this barn and I won't have no flighty New Yorkers comin' up here with their old gas carts and burnin' me out of house and home." That settled it, and we turned in without a light. The only sounds came from below where the horse was kicking about and the cows munching their cuds. It was kind of uncanny and we began to feel a bit uneasy. Almost anyone would under the conditions.

I was just about to drop off into a doze when a sound in the hay near us startled me. I grabbed my companion and shook him roughly, explaining that there must be a wild cat in the barn as I could detect two greenish eyes glaring at us from a beam. We each grabbed a shoe, the only weapons at hand, and waited for the worst. Nothing happened and the suspense brought out cold perspiration all over us.

Armed to the Teeth.

Finally, when we could stand the strain no longer, we climbed down, lighted our bicycle lamp, armed ourselves with a pitchfork and a hoe and began a search of the barn. We had taken only a few steps when we discovered a bull dog, mouth open and white teeth gleaming. Above us on a beam was a cat that had evidently figured in a chase with the dog. How we got back up the ladder is a mystery for we made frantic efforts to climb it two abreast, but we tumbled back into the loft in safety. Then sleep overcame us.



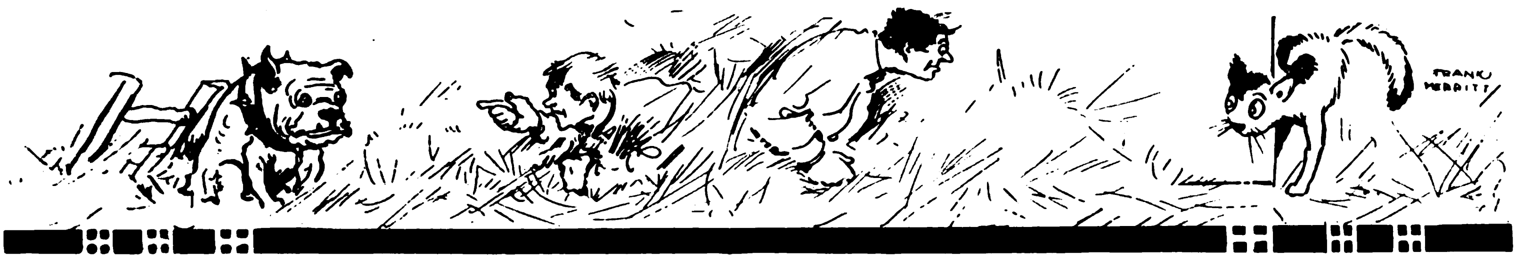
"I ain't takin' in no strangers."

The farmer called us at 5 a. m.—late for him, he explained—and escorted us into the house for a good breakfast. Later he stated that the dog in the barn was an old one and incapable of doing any real damage, but we retained our own impressions on that score. We settled for $1.50 apiece for the use of the barn and our breakfasts and then proceeded to Newtown.

Back in New York.

We enjoyed a fine dinner, strolled about the town for a time and then returned to Bridgeport, arriving without a serious mishap. We found we would have to empty our tank before taking the machine aboard the boat, but got around this rule by putting the precious gasoline in bottles which we hunted up for the purpose.

We had sufficient time for a short trip around Bridgeport and a good dinner, after which we went aboard the boat and turned in for a real night's sleep. When we arrived in New York on Monday morning we were as fit as fiddles, and all things considered, we decided that our outing had been a huge success. However, I never look at a motorcycle without thinking of our first antique bus and that pushing contest through the Connecticut sand, and above all the session with the strange bull dog and the imitation wild cat. I have made many trips since, but never go off now on long tandem outings into unknown country at night.



DEALERS FALLING INTO LINE

Manager Sidener, of Manufacturers' Publicity Bureau Now Has Helpful Campaign in Full Swing.

THE services of the National Motorcycle Dealers' Information Bureau, at 23 East Ohio street, Indianapolis, Ind., are being taken advantage of by many dealers throughout the country. Already 100 are reported to have asked for and received the first installment of "copy" and suggestions from Merle Sidener, manager of the bureau. While this material is going out, Mr. Sidener is calling attention to the advisability of co-operation on the part of the motorcycle dealers in each city.

"The motorcycling season is about to begin," says Mr. Sidener, "and the dealers could attract a lot of attention to their machines by uniting their forces and running one or two large advertisements in their home newspapers. These large advertisements should deal with motorcycles generally, and should tell the public some of the good things that can be said of all motorcycles. By uniting, the dealers could get a space large enough to attract attention and at the same time the cost of the advertisement could be thus divided. Each dealer would sign the advertisement, and the make of the machine handled by him should appear with his name. I believe it would bring fine results. Each dealer could then follow it with his own individual advertisements as often as he saw fit.

"I will be glad to prepare copy for such an advertisement for any group of dealers. It will cost them nothing, of course, for our service. All they need do is to write and say they would like to have it."

In the material already being sent to dealers who ask for it, is "copy" for small newspaper advertisements, sales-letters, follow-up letters, advertising suggestions and a chart showing the relation of such a system to their business.

Under the title of "Advertising That Pays" are the following suggestions:

"Advertising will pay you—if you are persistent.

"One ad., or one sales-letter, is pretty nearly a waste of time and money.

"The way to make advertising pay—and the only way—is to keep at it.

"The dealer who tells his story over and over again, day in and day out, will win.

"Decide definitely what you are going to do—and then *stick to it.* Find out what it will cost you to run two advertisements like those we are sending you—each week in your local newspapers. Or, even one ad. each week. Have a plan and then plug away at it. Give the plan a fair and thorough test. Decide that you will run the ads. for a period of 16, 24 or 36 weeks—and then RUN THEM THAT LONG. Don't let anything stop you.

"This applies also to your sales-letters—only there is a limit beyond which it is not well to go when dealing with one man as you do in a letter. But decide that you will send a series of at least four sales-letters to a list of likely purchasers. Then, no matter what happens, send the entire series. Go through with it, even if you don't get a single answer. You can't tell when or how the results will show up.

"We have prepared for you a plan which includes both sales-letters and newspaper advertisements. The best results will come of course if you will use both. But, either can be used alone. Above all things, though, remember that you've got to interest people—you've got to advertise in some way—if you expect them to buy motorcycles.

"As you will see, the newspaper ads. are prepared so that they will interest the public in THE MOTORCYCLE—rather than in any particular make.

"Excluding the larger cities like New York and Chicago, the cost of an ad. such as we have prepared will run, probably, from 75 cents up. It is not expensive—yet it will be seen and should get fine results if you have it printed regularly."

L. J. MUELLER has just returned from a trip through northern Ohio, where he has been placing agencies for the Indian.

MY CAREER AS A RACER

By FRANK HART

AFTER my return from Chicago I enjoyed only a short rest and then reported at Guttenberg for the races held there on June 4. Two events were put on, and I was lucky enough to win both. It may be well to state that throughout the season I used only one machine in races for the 61 cubic-inch class; this was No. 26, which carried me to victory through many hard-fought contests. In time I came to love this battle-scarred speed-box, and would have used it in the F. A. M. championships at Buffalo last July but for the fact that one of the boys drove it without oil in practice and burnt it out. I won the championships on No. 23.

On June 10 I went to New Haven, Conn., and participated in the climbing events at Shingle Hill. There were races for the 30.50, 55 and 61 cubic-inch classes. I won the first two events handily and, being first up in the 61 class I had to plough through a mass of spectators who refused to clear the way until I was within 10 feet of them.

Hard Luck in Milwaukee.

My next long trip was to Milwaukee, where I ran into the hardest kind of luck. The single-cylinder machines forwarded to me were not at their best, and later, while leading in a 61 class event, my carbureter flooded and caught fire. This forced me out of the running and the best I could do was land a second and a third out of the meet. By the way, this meet marked the retirement of one of the cleverest, gamest motorcycle racers I have ever seen—Fred Huyck. He won the big event of the day and told me later that he was going to quit the game.

At this meet I met Don Klark, another Indian speedster. He was to ride with me at Toledo the following day. Owing to poor railroad accommodations we had our own troubles in reaching Toledo, but finally arrived and made our way to the headquarters of the Indian agent. It being Sunday, the place was closed and we waited in the neighborhood until noon, when one of the mechanics appeared and explained that our machines were out at the track.

From Toledo to Detroit.

We arrived at the race course with plenty of time to tune up our mounts, and found it necessary to change to lower gears, as the machines were geared so high that they could not negotiate the sandy turns. I replaced the 14-tooth sprockets with 12-tooth ones, but even then we could not get proper speed. We did the best we could, however, and I carried off one second and three thirds. Discouraged, tired and hungry we left Toledo for Detroit, where we were to ride on July 4.

The machines we had used at Milwaukee had been shipped to Detroit, but when we arrived we could not locate them. As the next day was a holiday we figured that we would not be able to find our mounts in the general confusion, and it began to look as if we were to miss the races.

Making Close Connections.

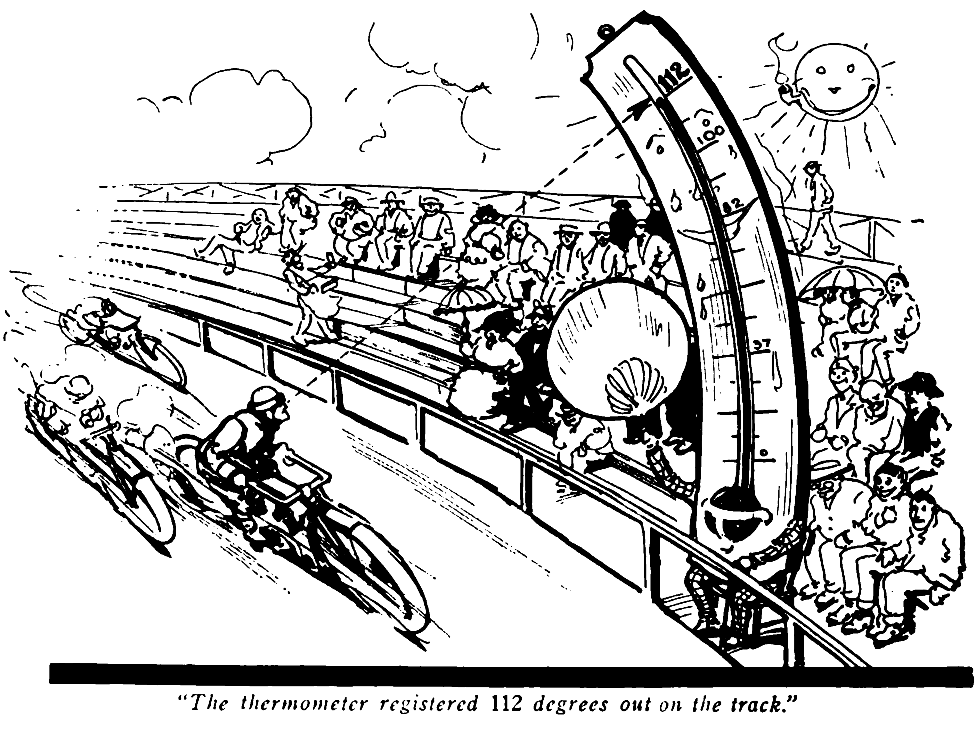
That night I slept very little, and early in the morning Klark called for me and we took up the search again. When we were about to give up in despair we located the machines in the Wells Fargo express office. Then we scouted around for a truckman and had the mounts hustled out to the track. I recall distinctly that the mercury was up to 112 degrees in the open on that afternoon. The novice race was on when we reached the track, and I just had time to overhaul my carbureter, in which the needle-valve was sticking, when we were called up for the 10-mile event in the 61 class.

I got second to Teubner in this race, Klark blowing a tire and going down for a sensational fall. He did not appear to be seriously hurt at the time, but a month later at the F. A. M. meet in Buffalo he announced that he could not ride because of injuries sustained in his Detroit spill. All of which goes to show that a racer never knows what sort of shape an accident is going to leave him in.

Clipping a Track Record.

The next event was a 5-mile race, which I won in 4:31, breaking the record for that particular track. Then came a half-hour race in which I covered 33 1-3 miles, with Teubner only a third of a mile behind me all the way. While in Detroit I received a letter from the factory asking me to go to Chicago for the opening of the new Riverview track, but as I had never ridden on a saucer I decided to pass up the chance. I was afraid that riding the boards would throw me out of the knack of skidding on dirt turns, and with the F. A. M. meet only a few weeks off I decided not to take any risks in that direction.

Then I returned to New York and arranged with my employer to take my vacation during the period of the Federation meet, the races being scheduled for July 14. Next I began to figure on which machine I would use in the big races. I knew No. 21 was the fastest mount the factory had at the time, but this was being ridden in England by De Rosier. Finally I decided to fall back on my favorite, No. 26.



"The thermometer registered 112 degrees out on the track."

At the Buffalo Meet.

On July 12 I left for Buffalo, a few of the boys going to the station to see me off. In the crowd was a popular metropolitan dealer, known to the riders as "Old Honest Tom." As our train pulled out he called to me: "Take care of yourself, Frank, and be sure to wear a head-guard. Don't forget it, boy." I didn't forget it, and for the first time I used a head covering in the F. A. M. races. Now that I think back over some of my contests I can see that I was very foolish to neglect wearing a head-guard, for these shields have saved more than one life on the tracks.

Shortly after arriving in Buffalo I found Balke, who wanted to know at once which machine I was going to ride in the races. I said I had decided to stick to old "26," but he argued that I should ride No. 23. We went to the Indian dealer's place and as we pulled No. 23 out of the case, Balke looked the machine over proudly, saying, "She's the baby," a phrase he had picked up from little Eddie Hasha.

Track in Poor Condition.

As No. 23 had just come from Chicago after the Riverview opening we decided to grind in the valves. We also changed the gear and fitted a pair of new racing tires. Then we boxed the machine again and ordered it sent out to the track. In the afternoon we went over to Fort Erie in a party and found the track in very bad shape. The sand and dust seemed to be a foot deep on the turns, and predictions were freely made that accidents would mark the races. A young fellow named Costello had already been hurt in practice. I think it's safe to say that I had never seen a track in worse condition. Later, however, some of the dirt was scraped from the center of the course.

In a short time our machines arrived, in charge of Gustafson and Spencer, and we tried them out. I made a mile in 1:05 on No. 26, and Balke went the distance in 1:10 on No. 23. That made Charley sore and he began to tear the machine apart. He worked over it for three hours and it was getting dark when we went back to the city. I'll wager that Balke didn't sleep much that night, for he was around at daylight, announcing that he wanted to get over to the track.

The Opening Events.

He had arrived at the conclusion that he could help matters by changing the rear sprocket on his machine, so he lost no time in changing from a 29-tooth to a 31-tooth sprocket. Then he went out for a trial and I rode with him on No. 26. He clipped off the mile in 59 seconds and I rode it in 1:02. After that Balke was so tickled with his "baby" that he didn't want anyone else to look at it.

However, he agreed to let me ride it and I turned over No. 26 to Willis. The first race was at five miles for stripped stock machines. I led up to the third mile, when I broke a valve and was glad to finish third. Next came the 10-mile championship. I used No. 23 and ran away from the field until the eighth mile, when my motor began to skip. I took off the filler cap and blew into the tank, and this seemed to help. I could keep up this stunt on the stretches, but had to stop it on the turns, and then my speed fell off. I finished second, much to my disappointment.

One-Mile Championship.

After this race came one for 30.50 machines. I entered it with one of the company's new four-valve singles and won. The mile championship was next on the program. I knew this race was going to be a tough one, for we had only one circuit to make and the machine that got the best start would probably win. We had a rolling start, which suited me, because No. 23 was a long stroke machine and required some time to pick up. As we lined up, my pulse must have been turning off about 180 beats a minute; the excitement was intense.

Crack! went the pistol and we were off. At the last instant I decided to hang back a bit and come up to the starting line under full power. This I did, and before we reached the first turn I was leading. I won the race in 56⅕ seconds. That closed the first day's racing. I had won my trial heats, two firsts, a second and a third in the finals, and I was in a happy frame of mind as I went back to the hotel.

Events of the Second Day.

Still I was a bit nervous when I thought of the big hour championship race that was scheduled for the next day. With it went the Bosch trophy and the Standard Welding Cup, and I was mighty anxious to win it. At this stage of the game I was three points in the lead for the Bosch cup. I had a good night's sleep, turned out early and went over to the track to tune up No. 23. Still I was uncertain as to which machine I should use in the hour race, for previous racing dope led to the conclusion that no regular racing machine could be expected to hold out through an hour grind at top speed.

One of the machines sent to Buffalo was No. 28. This had not shown any great speed, although it was a duplicate of No. 21, one of the fastest, but I finally decided that I would have a good chance to win with it. I figured that if DeRosier could ride 100 miles in 78 minutes on a machine like No. 28, I ought to be able to cover 60 miles in 60 minutes with it. Accordingly I entered the hour event on No. 28 with the amateur championship hanging on the outcome.

(To be concluded.)

SOME PERTINENT QUESTIONS.

EDITOR MOTORCYCLE ILLUSTRATED:

In your talk, "The Right Sort of Agent," in MOTORCYCLE ILLUSTRATED of March 21 you used one heading "On Diplomacy." Allow me a few lines of comment upon it.

Would you think of going to a jewelry store, where you had bought your watch, and using the firm's shop or work-bench? What would your tailor say if you went into his workshop and wanted to press your own clothes? Butchers, as a rule, charge more for sliced bacon than when it is sold in a chunk; would you buy it in a chunk and then ask the proprietor to lend you his knife to slice it with?

We have been running just such a shop as you speak of, letting our customers come in and help themselves as they see fit, and the only tools we ever missed were some stolen by colored boys when they came in to borrow a pump.

We have put on an extra man in our shop and therefore are able to give quick service and at the same time it must be the best. Incidentally we have decided to cut out the help-yourself plan; we can't stop one patron and let the others go; that would be worse than ever, so we have to stop it all. Maybe we are doing wrong, but I am sure that if your friend "The Dealer" continues in business he will have to do the same sooner or later.

Although we have the only motorcycle shop in a city of 30,000 people we try to give our customers a square deal at all times.

We would be glad to have you reconsider this and put yourself in the dealer's place.

RUFUS C. DEARDORFF,
Manager Muskogee Cycle Company.

SEEKS TOUR COMPANION.

WILLIAM CHRISTOPHERSON, of Racine, Wis., is planning a motorcycle trip to New York for the coming summer and will be glad to hear from another rider of his district who is contemplating a similar trip.

A ONE-ARMED ENTHUSIAST.

ALTHOUGH deprived entirely of the use of his right arm Ernest Sonnenberg, of Gaylord, Kan., is one of the most consistent motorcyclists of his district and a firm believer in the health-giving advantages of the motor two-wheeler. Sonnenberg now mounts a 1912 Emblem and writes enthusiastically of the ease with which he has mastered the machine. He states that he has made long trips, climbed hills and ploughed through sand without ever being seriously handicapped. The Emblem used by this rider is a stock model aside from the controls, all of which are fitted on the left handlebar, as will be noted in the photograph. The Emblem is handled in Gaylord and vicinity by Stephenson & Campbell.

MEMORIAL DAY RUN.

CAPTAIN STEVENS, of the New Jersey M. C., Newark, N. J., has about completed road plans for the club's big endurance run which is scheduled for Memorial Day. It is understood that the riders will strike westward to Trenton, then across the State to Atlantic City and up along the shore roads on the homestretch. There is a promising show of entries.

DAYTON BANQUET.

THE Dayton Bicycle Club, of Dayton, held a banquet, March 16, to commemorate St. Patrick's Day. An elaborate menu was printed on green paper. T. E. Tucker, president of the club, spoke briefly and Toastmaster Bosler recited the poem "Rory O'More." Judge R. W. Baggott spoke on "St. Patrick." The early history of the club, compiled by Bert Wiatt and H. J. Chancellor, was given, and there were other social features.

MOTORCYCLE PARADE.

MEMBERS of the Miami (Fla.) M. C. and riders from neighboring towns held a parade on Saturday, March 23, which proved highly successful. The procession was made up in two divisions, the club riders in one and the visitors in the other. They rode through the principal streets of the city to the Royal Palm Hotel, where a photograph of the squad was taken.

PLAINFIELD PENNANTS.

THE Plainfield (N. J.) M. C. has adopted navy blue pennants with yellow letters for the use of members on road trips, to be held during the coming summer.

QUEEN CITY HUSTLERS.

MORE than fifty riders are now listed with the Queen City M. C., of Cincinnati, Ohio, and steps are being taken to have the squad affiliated with the F. A. M. on a 100 per cent. basis. Although organized but recently, the club is in a flourishing condition and there are indications that it will be one of the most active squads in its district throughout the coming summer. Quarters have been arranged for in the assembly hall of the Hub Café and a permanent home will be provided in the near future if the club continues its present rate of growth.

WISCONSIN CLUB ELECTS.

P. D. ROSCHE is the newly elected president of the Wisconsin Motorcycle Club, of Milwaukee, Wis., and his associates for the coming term are as follows: A. G. Parsons, vice-president; W. Rohn, treasurer, and G. Schedler, secretary. The first of a series of races under the club auspices will be held in June at the State Fair course.

CLUB SUFFERS FIRE LOSS.

RECENTLY a fire nearly destroyed the Collonade building in Toledo, in which are located the quarters of the Toledo Motorcycle Club, and considerable damage was done to the club's furnishings by smoke and water. As a result the squad has been forced to suspend its meetings, but the building is being repaired and the regular weekly meetings will soon be resumed. The club's first run of the season will probably be held May 29-31 to Indianapolis, where the motorcyclists plan to witness the big international automobile race on Memorial Day.

WILLIAM N. SHANNON, of Atlantic City, N. J., has been appointed by State Commissioner Reed, of Camden, as local commissioner for Atlantic county.

METROPOLITAN CLUB PLANS

Riders of New York Organization Will Avoid Contests and Go in for Social Outings.

AT a recent meeting of the Metropolitan M. C., of New York City, G. P. Jenkins was elected president, E. L. Parris, vice-president, and A. P. Lane, captain. For the present the office of secretary is open, and its duties are being attended to by Captain Lane. President Jenkins has named two committees as follows: Road, A. Kreuder and E. L. Parris; membership, A. P. Lane and R. G. Taylor.

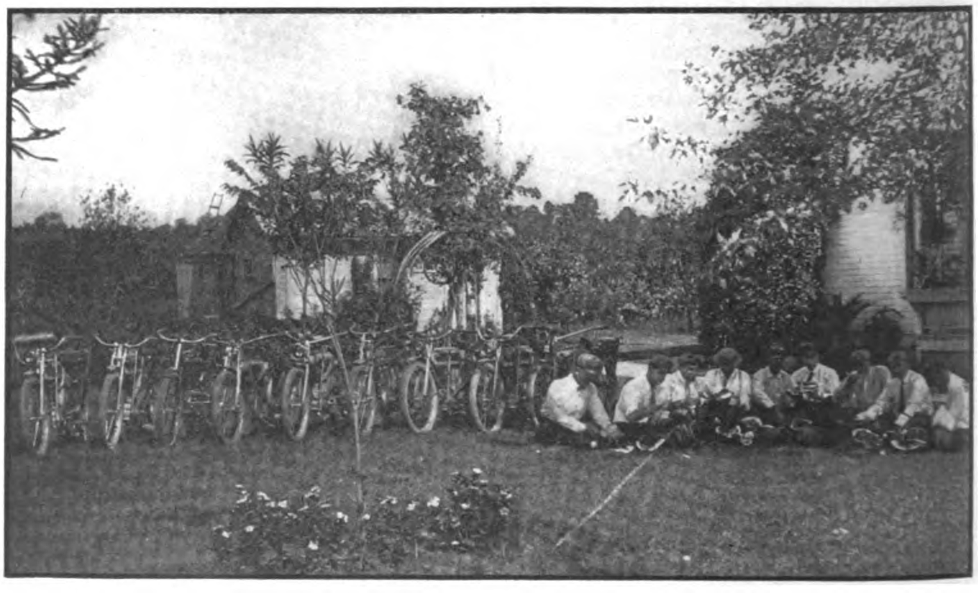
The club has decided upon a riding uniform of coat and hip leggings of khaki, and a bandana handkerchief will be worn about the neck as a distinguishing mark and incidentally as a protection against dust. It is announced that the club will not go in for road races or meets, and that all its outings will be arranged on a basis of sociability and good fellowship. The Metropolitan squad has come out decisively against the use of the muffler cut-out at any time. The quarters of the club are at 256 West 55th street.

POUGHKEEPSIE BANQUET.

SUCCESS crowned the efforts of the committee in charge of the third annual banquet of the Poughkeepsie (N. Y.) M. C. which was held on April 1, and a large number of visitors participated in an unusually interesting program. The club will hold its first official club run to Blue Stores on Sunday, April 7, and a chicken dinner will be served at the turning point.

NEVIUS IS SECRETARY.

AT the last meeting of the Central Jersey M. C., of Trenton, James Nevius was elected secretary to succeed George B. Yard, who resigned. Earle Chamberlain has been chosen as treasurer and Ernest Henk as assistant publicity agent.



A MARIETTA OUTING.

PLANS have been completed for the opening of the Marietta (Ohio) M. C. which will be held on May 30 when the club members will ride to Zanesville to witness the 100-mile race scheduled for that city. The Marietta club expects to have several seasoned riders entered in the Zanesville contest.

The accompanying photograph shows the Marietta squad enjoying a watermelon feast at the home of Mayor G. R. Yoeman, of Evergreen, Ohio, during one of the outings held late last summer. Mayor Yoeman is an enthusiastic motorcyclist. The Marietta boys spent the day at his place and rode back to the city in the evening, after promising to pay another visit.

Touring

TO AMAGANSETT.

B. F. BRYANT.—From Whitehall street ferry (New York side), go up Broadway to junction with Park Row; go north on Park Row to Bowery, then to Cooper Square, and at that point north on Fourth avenue to 34th street; turn left on 34th street and go to Fifth avenue, then go north on Fifth avenue to 57th street. There turn right and go to Queensboro bridge; cross and go to Jackson avenue, Long Island City. Cross Jackson avenue and continue out Thompson avenue to Hoffman Boulevard, on which continue to Richmond Hill. From the latter place go to Jamaica and take the Merrick road through Springfield, Valley Stream, Lynbrook, Rockville Center, Baldwins, Freeport, Seaford, Massepequa, Amityville, Babylon, West Islip, Bayshore, Islip, East Islip, Great River, Oakdale (dangerous crossings), Sayville, Blue Point, Patchogue, East Patchogue, Bellport, Brook Haven, South Haven, Moriches, Center Moriches, East Moriches, Eastport, Speonk (Remsenburg), Westhampton, Quogue, East Quogue, Good Ground, Canoe Place, Southampton, Water Mills and Bridgehampton. From Bridgehampton the road to Amagansett is poor, the route being via Easthampton.

DECATUR TO LOS ANGELES.

CLIFFORD T. REESER.—From Decatur go to Maroa and then to Bloomington; then to Danvers, Lilly, Mackinaw and Peoria. From Peoria go on through Farmington, Middle Grove, Maquon, Gilson, Knoxville, Galesburg, Henderson, Alpha and New Windsor to Milan and Rock Island, where cross the river to Davenport (Iowa). From Davenport go through Walcott, Stockton, Durant, Wilton Junction, Moscow, Atalissa, West Liberty, Iowa City, Tiffin, Oxford, Conroy, Marengo, Ladora, Victor, Carnforth, Brooklyn, Grinnell, Kellog, Newton, Colfax, Mitchellville, Altoona, to Des Moines. From Des Moines go through Waukee, Ortonville, Adel, Dale City, Guthrie Center, North Branch, Exira, Lorah, Atlantic, Walna, Avoca, Minden, Neola, Underwood, Weston and Council Bluffs to Omaha.

From Omaha go next to Millard, then through Louisville, Waverley, Havelock, Lincoln (Neb.), Princeton, Cortland, Pickerell, Beatrice, Blue Springs, Wymore, Okato Station, Everts, Huron, Lancaster, Atchison, Lovemont, Leavenworth, Lansing, Kansas City (Kan.), and cross the Kansas river to Kansas City (Mo.) From the latter city go on to Waldo, then through Martin City, Olathe, Gardner, Edgerton, Wellsville, Ottowa, Homewood, Agricola, Waverly, Emporia, Saffordville, Cottonwood Falls, Elmdale, Clements, Florence, Peabody, Walton, Newton, Halstead and Hutchison to Nickerson, Sterling and Lyons. From Lyons go on through Great Bend, Dundee, Larned, Kingley, Offerly, Spearville, Dodge City, Cimarron, Pierceville, Garden City, Holcombe Station, Deerfield, Lakin, Kendall, Syracuse, Hillwood, Granada, Lamar, to Las Animas.

From Las Animas (Col.) go next to La Junta; then to Timpas and through the Santa Fé trail to Cedar groves. From the latter place continue over the trail to the Monument, past Blooms ranch, Tyrone station, Earl station and Hoehne to Elmoro and Trinidad. From Trinidad go through the Raton Pass to Raton (N. M.). From Raton continue on to Maxwell's ranch and Springer. From the latter place go to Nolan, Wagon Mound, Watrous, Onava station, Azul, Arriba and Las Vegas. Go next to Romero, Tecolote, Bernal, San José, Rowe, Glorieta, through Apache canyon, to Canyon City and on to Santa Fé.

From Santa Fé go to Albuquerque via La Bajada, Algodones, Bernalillo and Sandia (Indian pueblo). From Albuquerque go over the bad lands to Mazeta, then to El Rito, Laguna, Cubero, La Vega, McCarty station, and along sandy roads to El Rancho del Punta de Malapais. Ride toward the Twin Peaks, and through the woods to Nation's ranch; then on past Laguna Salina de Zuñia, to Coyote Creek, passing the "Trail to Sunset" signposts. Continue on to Springerville; then to Cooley's ranch via Wahl Knoll and over Little Boghole creek. From Cooley's ranch go through Black Canyon to White River (Indian station), then to Fort Apache, past Kelley's butte, through the pass in the Natanes Mountains to Rice (Indian station). Go on to Globe and from there through the pass in the Apache mountains to Livingston and Roosevelt. From Roosevelt take the Two Bar Ridge Pass following Salt River to Frazier's; and continue along the canyon to Goldfield.

From Goldfield go to Mesa, Tempe and Phoenix (Ariz.). From Phoenix go to Cold Water, Buckeye, Palo Verde, Winter's Well; past the Harqua Hala Mountains, through Harrisburg and Salome to Vicksburg. From the latter place go on through the Palomas Mountain pass to Quartzite, and finally to Ehrenburg. From Ehrenburg go on past Patterson's road house, Ford's well, over the Chuckwalla Valley, to Mecca. (Easy road to follow.) From Mecca go to Thermal, Coachella, Indio, Palm Springs, Banning and Beaumont. (Follow signs of Southern Cal. A. C. west of Banning.) From Beaumont follow on to Redlands then to San Bernardino. Go next to Colton and Riverside; then to Bloomington, Rialto, Etiwanda, Cuckamonga, Upland, Ontario, Pomona, past the San José hills through Puente, Bassett, Elmonte, Savannah, San Gabriel (mission), and into Pasadena. Go over the Huntingdon Drive to Los Angeles.

From Los Angeles to San Francisco go via Ventura, Santa Barbara, Santa Inez, San Luis Obispo, Paso Robles, Jolon, Soledad (over the Camino Real), Monterey, Gilroy, Santa Cruz and San Francisco. It is best to get maps for this entire route, the "Trail to Sunset," from the American Automobile Association, 437 Fifth avenue, New York. The price is $1. For outfit, carry a canteen for water, an extra day's rations; first aid kit, several spare inner tubes and full repair outfit. Carry a good revolver and wear good shoes and leather leggins. An extra 1 or 2-gallon can for gasoline should be taken as well as blanket, etc. As there is plenty of sand en route (in New Mexico and Arizona) use rough treaded tires and fill up with gasoline as often as possible. Fuel is not available everywhere, but is obtained in most of the larger places. Make inquiries at all stopping places and keep the spare gasoline can full.

SEWALL (IOWA) TO STEUBENVILLE (OHIO).

VANCE LIGGETT.—You had better go to Des Moines in order to get the best roads through Iowa, Illinois, Indiana and Ohio. Follow the C., M. & St. P. road to Seymour and go to Harvard; cross to Aetna (country road), then go to Corydon, Bentonsville, Cambria, Humeston (following line of C., B. & Q.). Intermediate points between here and Des Moines are: Chariton, Oakley, Milo, Indianola, Summerset Jc., and Carlisle. From Des Moines, go to Altoona, then through Colfax, Newton, Grinnell, Ladora, Marengo, Tiffin, Iowa City, Moscow, Durant, Davenport, Moline (Ill.), Briar Bluff, Geneseo, Mineral, Wayanet, Princeton, Bureau, Putman, Heary, Sparland, Chillocothe, Mossville, and Peoria. From Peoria go to East Peoria, Groveland, Mackinaw, Lilly, Danvers, Bloomington, Gibson City, Paxton, Hoopeston, Talbot (Ind.), Boswell, Oxford, Otterbain, Montemorenci, and Lafayette.

From Lafayette go to Middlefork, then to Burlington and Kokomo. From Kokomo go to Sycamore and Marion. Go next to Petroleum, then through Domestic, Mercer (Ohio), Mendon, and Spencer to Lima. From Lima go to Adda, then through Forest, Upper Sandusky, Oceola, Bucyrus, Galion, Mansfield, Mifflin, Reedsburg, Wooster, Massillon, Canton, Carrollton, Amsterdam, and Richmond to Steubenville.

ATLANTIC CITY TO ALLENTOWN.

WM. A. HANDIN.—From Atlantic City go to Pleasantville, then to Absecon, Germania, Egg Harbor City, Hammonton; from the latter place go to Atsion, Indian Mills, Medford, Lumberton, Mount Holly and Burlington. From Burlington go to Columbus; then to Bordentown, White Horse and Trenton. From the latter city go to Pennington, Woodsville, Ringoes, Copper Hill, Flemington, White House, Clinton, Perryville, Bloomsburg, and Phillipsburg. Cross the Delaware River to Easton and go to Bethlehem (Pa.), then on to Allentown.

An alternate route returning is as follows: Allentown, Central Valley, Coopersburg, Quakertown, Sellersville, Line Lexington, Lansdadale, Spring House, Ambler Chestnut Hill and Philadelphia. Cross the Delaware River from Philadelphia to Camden (N. J.) and go to Magnolia; then through Kirkwood, Berlin, Atco, Ancora Hammonton, Elwood, Egg Harbor City, Germania, Absecon, Pleasantville and Atlantic City. Distances out route, Atlantic City to Trenton, 91 miles; Trenton to Delaware, 51.6 miles; Phillipsburg to Allentown, 21 miles. Return route: Allentown to Philadelphia, 54 miles; Philadelphia to Atlantic City, 62 miles. Total distance, out trip, 163.6 miles; return trip, 116 miles.

PROPOSED AMENDMENTS

Two of Those to Be Offered at Next F. A. M. Assembly Aim to Systematize Work of State Commissioners.

IN conformity with the provisions of the constitution and by-laws of the Federation of American Motorcyclists, notice is hereby given that, in behalf of MOTORCYCLE ILLUSTRATED, the following constitutional amendments will be introduced at the 1912 National Assembly:

Amend Article V., Sections 2 and 3, referring to the duties of district vice-presidents and State commissioners, by adding the following section: "It shall be the duty of each State commissioner to report monthly, as nearly as possible on the fifteenth day of each month: Any information he may have obtained regarding touring conditions in his State; the passage or contemplation of the passage of any local, county or State legislation affecting motorcyclists; the organization of new clubs and any other information that may assist the district vice-president or the national committees in their work. Such reports shall be submitted as aforesaid by each State commissioner to the vice-president of the district in which the former's State is situated.

"At reasonable intervals, or at once in the event of its being imperative, each vice-president shall, from the information contained in the monthly reports of his State commissioners, tabulate and mail to the chairman of each national committee all the information that may be of value to each of said committees. A copy of each report prepared by a district vice-president for a national committee chairman shall also be sent to the national secretary-treasurer and the president of the F. A. M.

"It shall be the privilege and the duty of the president to insist upon the resignation of any district vice-president or State commissioner who fails to comply with the provisions herein contained."

STEWART ON THE JUMP.

STATE COMMISSIONER I. W. STEWART, of Minnesota, has been doing some rapid-fire campaigning in his territory of late, and as a result a number of new clubs are in process of formation. The State official announces that he is collecting information bearing on motorcycle conditions in practically every town, and that club boomers will have to show results or give mighty good reasons for their inactivity. He invites club organizers to communicate with him in order that arrangements may be made for a conference, and explains that he is prepared to assist in any such movement on short notice. Commissioner Stewart was instrumental in bringing about the organization of the new club in St. Cloud, Minn.

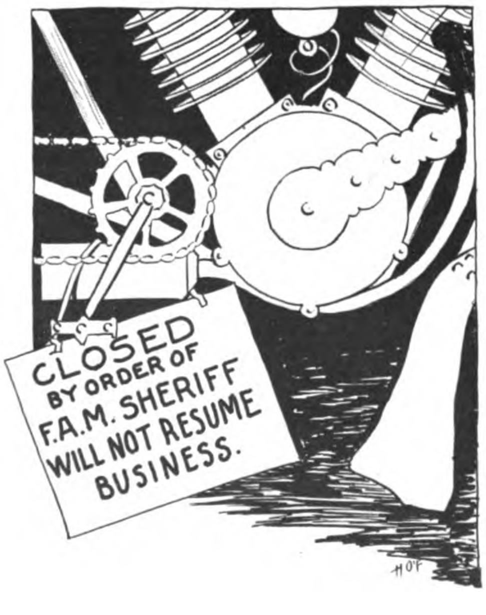
HAVE DIRT TRACK, TOO.

PLANS for the new board saucer at Cleveland, Ohio, provide for a promenade five feet wide around the top of the grandstand, so that there need be no confusion in obtaining seats. Entrance to the arena will be by an 18-foot cement tunnel, and ample repair and checking facilities will be afforded under the grandstand.

Having learned that some of the speedsters are not inclined to favor a board track for the F. A. M. championship races at the annual assembly the Cleveland Club calls attention to the fact that a good one-mile dirt track is located only 12 miles from the city on the line of the Erie railroad. This annoucement is made to forestall any sentiment which might be developed against Cleveland as a contender for the next national meet of the F. A. M.

MORE CLUB BOOMERS.

CHAIRMAN ESTABROOK, of the F. A. M. membership committee has added to his list of club workers the following enthusiasts: G. F. Hodgman, 14 School street, Concord, N. H.; C. D. Bremer, 538 Muskego avenue, Milwaukee, Wis.; E. S. Henderson, 153 Thatcher street, Hornell, N. Y.; John Wolf, Lock Box 754, Sparta, Wis.; J. Lem Titworth, Wolfe City, Texas; Wm. H. Houts, Anaheim, Calif.; Louis H. Burkhardt, West Palen Beach, Fla.; Capital City Wheelmen, Sacramento, Calif. Local motorcyclists and prospective riders are requested to communicate with the above named boosters to the end, that the sport may be advanced through speedy organization, and local motorcycling conditions improved.


CLOSED BY ORDER OF F.A.M. SHERIFF WILL NOT RESUME BUSINESS.

NO TIME TO LOSE

President Hamilton Gives Notice That Bids for F. A. M. Meet Must Be Filed Before April 25.

FOLLOWING is a self-explanatory letter from President G. H. Hamilton, of the F. A. M., relative to preliminary plans for choosing the city in which the next national assembly of the Federation will be held. It calls attention to the necessity for prompt action by club officials in cities which intend to bid for the big meeting, and is here given in full:

"According to the constitution and by-laws of the F. A. M., not more than ninety, nor less than sixty days' notice of the annual meeting must be given in the motorcycle papers, and in order to comply with these provisions it is necessary that all cities desiring to bid for the 1912 F. A. M. meet should be notified relative to the time that applications shall be received.

"This notice is to the effect that all applications for the 1912 meet to be acted upon by the Board of Directors of the F. A. M. must be filed with the president prior to April 25, 1912.

"In making applications it is requested that the best available dates for the meet be given, also a complete program of the entertainment to be offered, together with the names of the hotels and the rates of each."

AN "O. K." FROM CLEVELAND.

THAT the Cleveland, Ohio, motorcyclists are leaving no stone unturned to bring the next convention of the F. A. M. to their city is indicated by a telegram received a few days ago from officials of the Cleveland Chamber of Commerce. It tells its own story.

"The convention board of the Cleveland Chamber of Commerce wishes to second most heartily the invitation of the motorcycle club, and hopes that the Federation of American Motorcyclists will next convene in Cleveland in July, 1912."

LIST GROWS STEADILY.

AMONG clubs that have been listed with the F. A. M. of late are the following: Washington (D. C.) Motorcycle Club, G. C. Billard, secretary, 736 14th street, N. W.; St. Cloud (Minn.) M. C., E. E. Scharenbroich, secretary, 617 Third avenue, S.; Columbus (Ga.) M. C., J. B. McCullom, secretary, 13th street and First avenue; Motor Club of Modesto, Modesto, Cal., J. J. O'Keefe, secretary, care of fire headquarters.

SPECIAL sweaters and pennants are to be obtained by the Fremont (Ohio) M. C. and the squad promises to make a fine appearance on its summer runs.

With the Clubs

SECOND ANNUAL BANQUET

Many Guests Participate in Fine Program Arranged by the Utica Club—Novel Souvenirs.

THE Utica Motorcycle Club, of Utica, N. Y., held its second annual banquet on Thursday evening, March 21 at the St. James Hotel. Covers were laid for about sixty-five diners, and it proved to be one of the most elaborate and enjoyable affairs ever held by the organization. At 8:30 the assemblage filed into the banquet hall and each guest was provided with a souvenir of the occasion which consisted of a miniature club pennant, in colors, to be worn on the lapel of the coat. The hall was attractively decorated with pennants of the club, and the tables with candelabra bearing candles of the club colors. The first thing that greeted the eye of the motorcyclist as he was seated was the menu which was gotten up very attractively in book form, with the club emblem in colors on the front cover and the F. A. M. insignia on the back cover. The first inside page was headed with an appropriate motorcycle picture and this was followed by a list of the officers. The inside pages had a special border with the intials U. M. C., which surrounded the menu and toasts. On the last page were the words of some of the popular songs of the day, which were introduced throughout the program.

About 11 o'clock when the menu had been disposed of President Homer G. Bulkley, acting as toastmaster, delivered a short address and introduced as guest of honor Mayor Baker, of Utica, who responded to the toast "As Our Mayor Sees Us." Ex-president Frank F. Dutton, of the Utica Motorcycle Club, responded to the toast, "Birth of the U. M. C.," and then followed: "Our New Club Rooms," by George E. Girban; "From a Dealer's Viewpoint," by Jos. F. Coupe; "The Girl in the Side-Car," by Forest W. Chase; "Some Facts About the F. A. M.," by Arthur F. Ferriss; "Club Runs," by Burton P. Easton; "Social Life of the U.M.C.," by Otto L. Endres, and "Future of the U.M.C.," by Dayton Roth. Harold F. Turner, who was in the city in the interests of the Monarch Motorcycle, was called upon and spoke entertainingly on motorcycle camping tours.

MOTORCYCLE FILLS THE BILL.

AGENT WILLIAMS, of the Armour Packing Company, located in Freeport, Ill., has been provided with a motorcycle by the firm in order that he may cover the small towns within a radius of fifty miles of Freeport without the delays incident to railroad travel.

CHICAGO CLUB REORGANIZED.

HAVING reorganized with sixteen active members the Empire Motorcycle Club of Chicago has purchased the furnishings of the Wolfram Athletic Club and taken over the fine cottage at 1919 George street, formerly occupied by the athletic organization. The quarters embrace reading and lounging rooms for the riders, and a pool room for members who care to stay indoors. The large, well-lighted basement has been fitted as a garage and repair shop, where riders may tune up their machines. Motorcyclists who wish to obtain information relative to joining the club may communicate with C. F. Olson, secretary, 1919 George street. The club will affiliate with the F. A. M. at an early date.

OPENING RUN AT BOSTON.

ANNOUNCEMENT is made that the Boston (Mass.) M. C. will hold its first official run on April 19, Patriots' Day. They will probably ride to Worcester where a good dinner can be had, and then to Lester Hill, about eight miles out of Worcester, where hill-climbing events of an informal nature will be held. The club extends an invitation to all unattached riders of the city to participate in the outing. Special emphasis is placed upon the statement that the run will be a "slow" one, intended for pleasure and not record-smashing. Information may be obtained from F. M. Wyman, secretary, 141 Massachusetts avenue, or Dr. R. L. Colson, president, 673 Washington street.

PRACTICAL BOOMING.

PRACTICAL work for the advancement of the motorcycle and its interests is being done by the Will County M. C., of Joliet, Ill., which recently distributed a large number of circular letters outlining the rules of the road and asking for their observance. The regulations referred to are those which every road-user should know and obey, but which are too often neglected. The club is waging a broad campaign and is being encouraged in its work by the newspapers in its district, according to a recent report of Secretary H. F. Stoll.

THE ROCKFORD SQUAD.

ONE of the latest additions to the club ranks is the Rockford M. C., of Rockford, Ill., which was organized recently with a charter list of 40 riders. Officers have been elected for the opening term as follows: Fred W. Sullivan, president; Rubin A. Croon, first vice-president; Erick Erickson, second vice-president; Fay Young, captain; William Swanson, first lieutenant; David Erickson, second lieutenant; Clarence Carratt, secretary-treasurer; Elmer Friels, assistant secretary-treasurer.

PATERSONIANS ENTERTAIN

Visitors from Neighboring Cities Praised Officials of North Jersey Club for Fine Social Program.

THE North Jersey Motorcycle Club, of Paterson, held an entertainment and smoker, Wednesday evening, March 20, for the purpose of getting the motorcyclists of the city together for the coming season, and also to promote a feeling of good fellowship. The affair proved a success in every respect. Speeches made by several of the members indicate that the club will be very active this season. John Terhune, president of the Hackensack Club, was the guest of honor. He was accompanied by a delegation from Bergen county.

The program was varied and very interesting. The music for the evening was furnished by Professor A. A. Croft's symphony orchestra. Other features on the program were banjo selections, E. E. Horton; Hebrew impersonations, I. J. Kaufman; club swinging, Frank Milnes, and a recitation, H. Finn. Dr. C. Reyner, F. A. M. commissioner for Paterson, gave a short talk on the club and its work. After the entertainment refreshments and cigars were served. The committee in charge of the arrangements was made up as follows: Dr. C. Reyner, chairman; Charles Shaw, Rover Dickson, Harry Bock and F. Alexander.

DES MOINES OFFICERS.

WHEN the Des Moines (Iowa) Motorcycle Club held its annual meeting for election of officers March 25, the following staff was chosen: President, Harry Teegan; vice-president, C. A. Hoppes; secretary, Fred Stitsell; treasurer, Louis Schiebel; captain, Frank Foss, and lieutenant, Gus Anderson. It was decided last fall to suspend the club dues from December 1 until March 1 and at the last session the payments were started again.

Several important runs have been planned for the coming summer. One of these will be to Atlantic, Iowa, where the club will be met by the clubs from Council Bluffs and Omaha. Another run will be held to Marshalltown, where the club will be met by the squad from Cedar Rapids. No plans have as yet been made for speed contests, though several will be held as soon as the roads permit. Des Moines is lacking in track facilities suitable for motorcycle races, only a fair half-mile track being available.

SUCCESS attended the "ladies' night" entertainment given recently by the Riverside (Cal.) M. C., and it is likely that a number of similar programs will be arranged during the summer.

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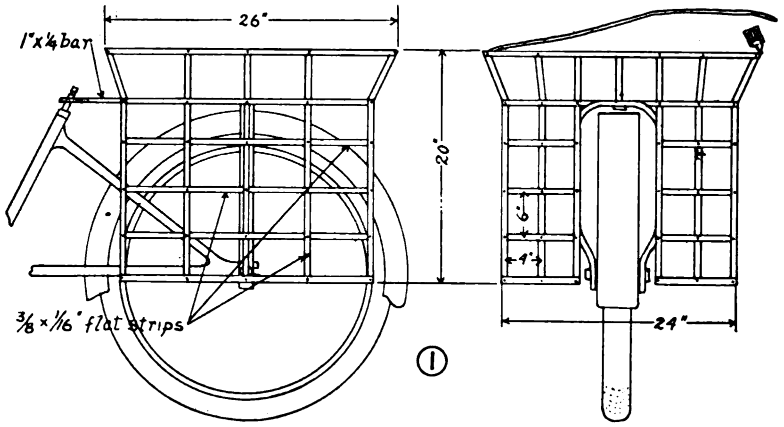

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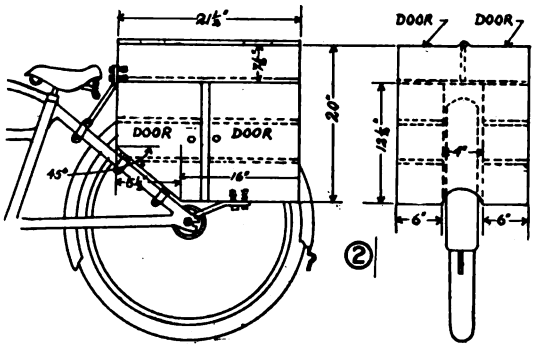

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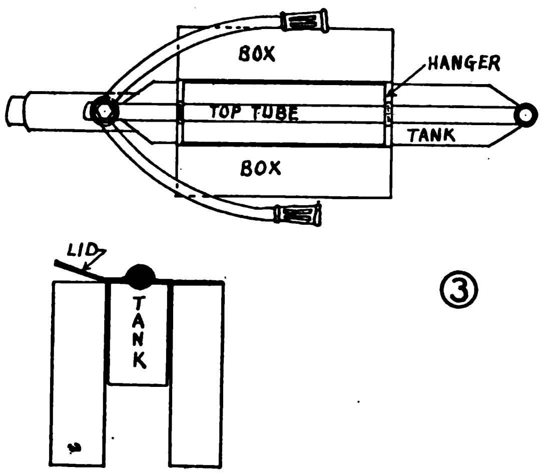

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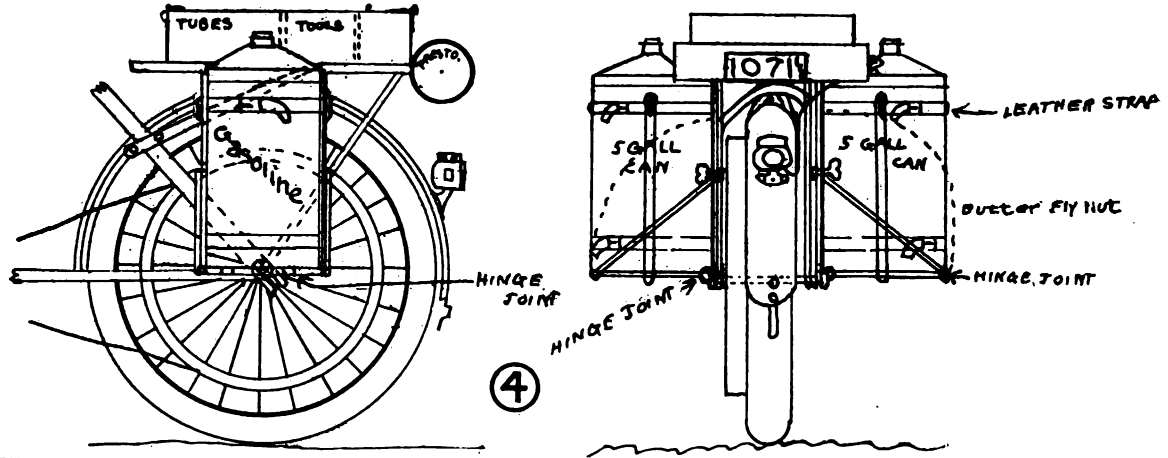
ON these pages and the following page will be found descriptions and illustr tions of just a few of the luggage carrier designs submitted since t announcement of this prize contest. An average of six a day are being receive and among them are several at least of great practical value. Already th competition has proven successful far in excess of the expectations of the pu lishers of MOTORCYCLE ILLUSTRATED. From present indications, as many one hundred designs will be turned over to the judges when the contest clos June first, and it will be no easy matter to determine the winners.

Those who have submitted the designs described in this issue will note th the specifications have been generalized, and in some cases the sketches redraw However, the *original* manuscripts will be turned over to the judges, and the decisions will be based entirely upon the mechanical accuracy and the commerci utility of the respective designs. In other words, those will be considered be which incorporate in the cleverest propositions the desirable elements of com pactness, comfortable capacity, accessibility, strength against vibration, neatne in appearance, ease of operating the machine with carrier attached, value of t carrier as an article of economical manufacture, etc. Not one, but all of the tests will be applied by the judges. The drawings need not be artistic, but t specifications should be accurate and complete in all details.

No claim is made that the designs published in this issue of MOTORC ILLUSTRATED are the best thus far submitted. On the contrary, many excell suggestions have been held over for our April 18 issue. Practically every o thus far submitted deserves publicity, and will get it before the closing date the contest.

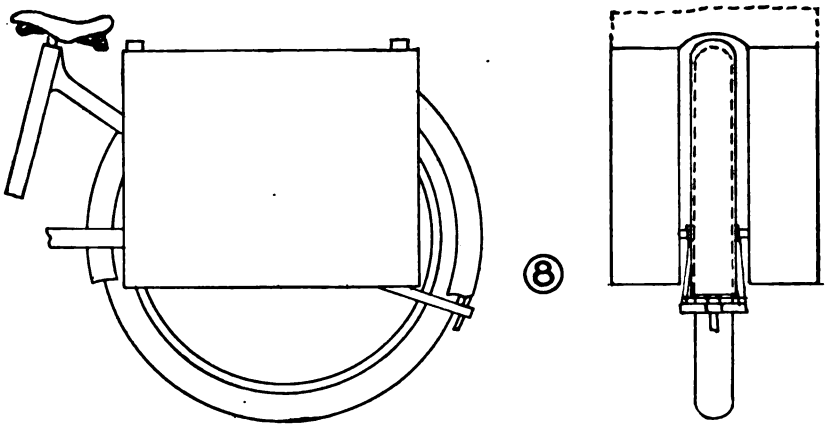
1.—Rear carrier of interwoven metal strips with flared top. Held in posit by eye in bar fitting over expanding bolt of seat post and by stays to axle on b sides. Has straps to hold parcels on top. May be lined with canvas or not i desired by user. Contributed by L. A. Osborne, Columbia Station, Ohio.

2.—Rear carrier with top and side doors fitted with shelving. Attached



④

ZE
EST
CYCLE
CARRIER



⑧

r stays and wheel axle by braces; five braces to stays and two to axle. Con-
uted by P. Lindemann, New York.

3.—Tank carrier with U-braces over top tube and tank. Position claimed
eing easier on rear tire. Device readily detachable. Lid on top of each box.
terial of sheet metal or reinforced fibre. Contributed by Ralph Bates, Day-
, Ohio.

4.—Rear carrier with folding shelves and partitioned box on top. Used for
rying tools, tubes, etc., in box and two 5-gallon cans on shelves. Attached to
r stays and axle ends. Provision for Presto tank at rear of box. Contributed
Freeman L. Hess, Chicago, Ill.

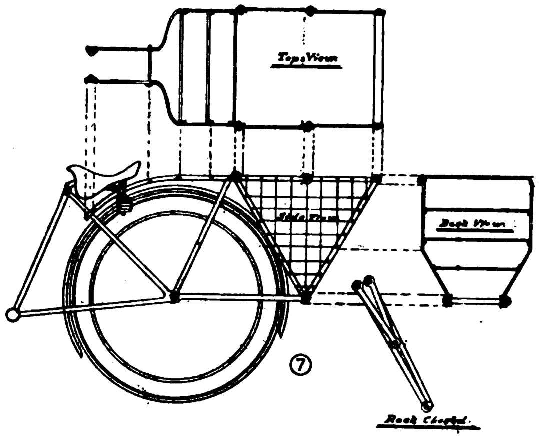
5.—Rear carrier with pannier boxes and top tray, all spring supported.
stened to rear stays at A and to braces from axles. Braces have hooks on
h side over which fit guideways on pannier boxes. Bolts and nuts B and C
ach boxes to top platform. Latter can be used for passenger carrying by re-
ving boxes and tray and putting on cushion. Side doors give access to boxes.
ntributed by C. J. Schlipploch, Chicago, Ill.

6.—Rear carrier of galvanized iron with strip metal framing. Bottom
ached to rear stays and axle ends. Cover fitted to box. Width of carrier not
exceed 12 inches; rear extends 6 to 8 inches beyond mudguard. Height in
nt, 4 inches. Frame strips to be 1 inch by ⅛ iron and braces 1 inch by 3/16
¼ inch. Contributed by R. C. Newmann, Chicago, Ill.

7.—Rear carrier of folding type fitted back of rear wheel. Braces and fram-
g of 1 inch strap-iron with strong cord side lacings or canvas sides as desired.
ck folds as shown. Attaches to rear stay and axle ends. Contributed by
lward Pommer, Minneapolis, Minn.

8.—Rear carrier fitting to axle ends and by braces to rear stays, with arched
braces for pannier boxes. Doors on top and provision for tray on top if side
ors are used. Contributed by N. S. McEwen, Port Deposit, Md.

9.—Trailer device with pivot on brackets attached to rear stays and axle.



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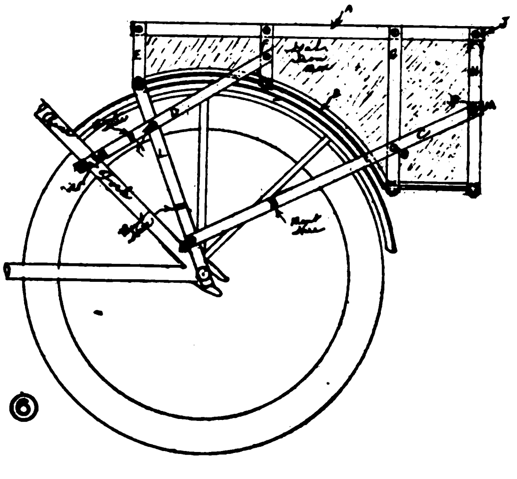

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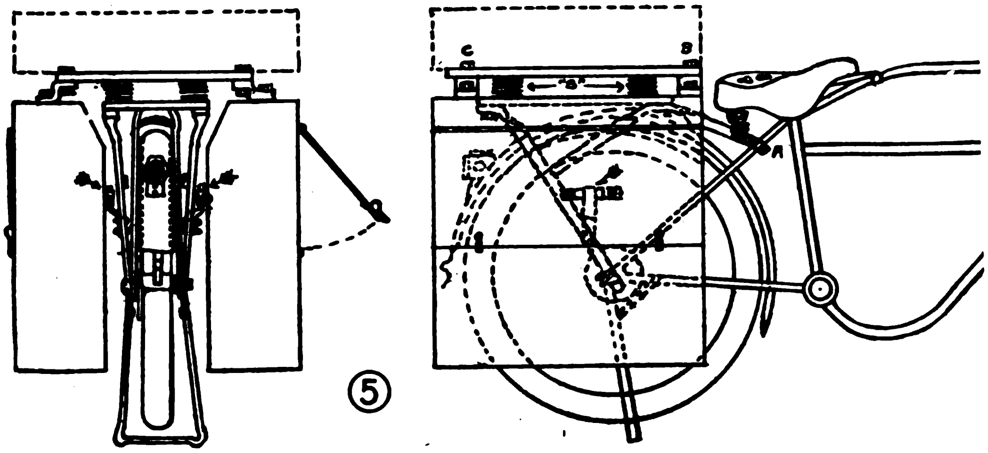


⑤

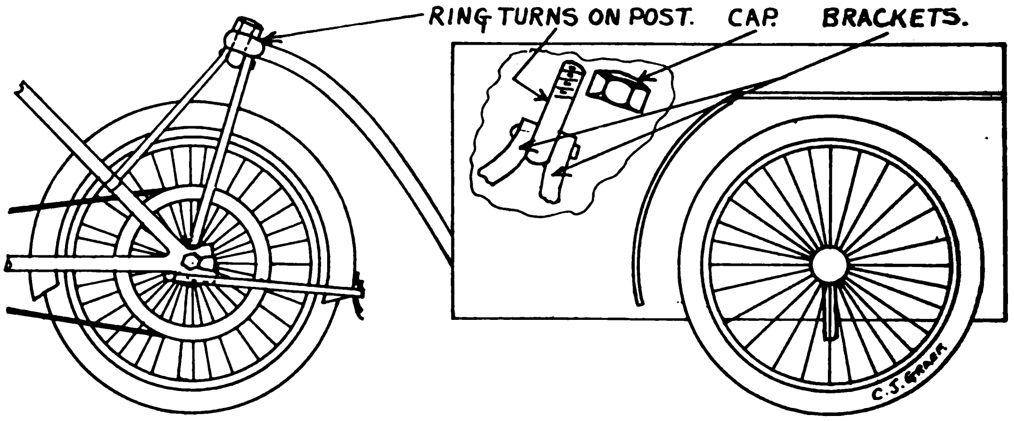
Pivot has threaded end for cap and ring on trailer arm turns on pivot. Trailer has cranked axle giving low centre of gravity. Adaptable to any machine and detachable by unscrewing cap and lifting ring off. Contributed by Chas. Graef, New York, N. Y.

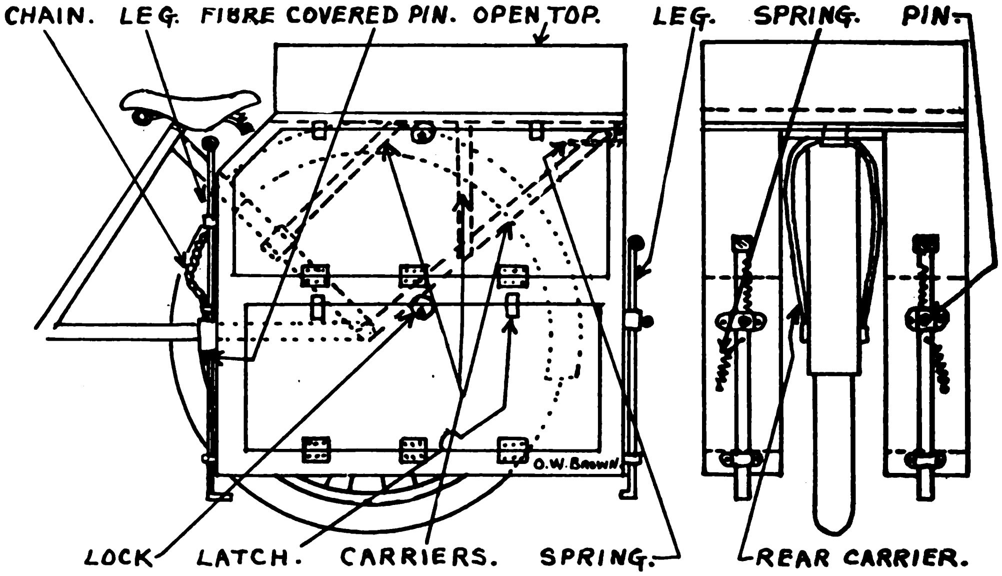
10.—Rear carrier with side doors and top tray, attached by braces to rear stays and by a hook fitting over loop brace from axle. Doors open out and down. Adjustable legs, held in place by pins for supporting device when detached. Front legs act as stand for machine when carrier is attached. These legs are released by pulling chain which withdraws pin for each leg, spring lowering the leg when released. Door fastened by spring latches and key locks. Tray has open top or canvas cover as desired. Contributed by Ora V. Brown, Dale, Indiana.

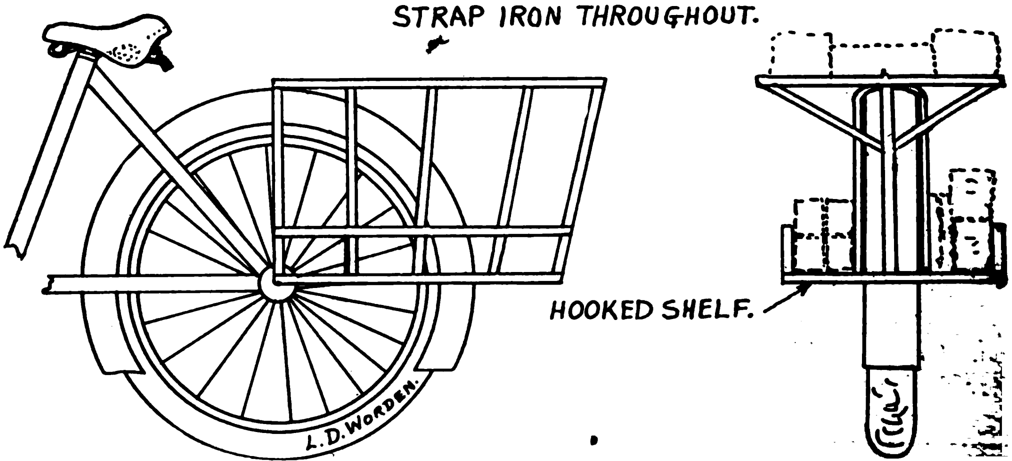
11.—Rear carrier of strip construction with folding shelves. Load carried on top by strapping. Used in R. F. D. work. Contributed by Leo D. Worden, Fayetteville, N. Y.

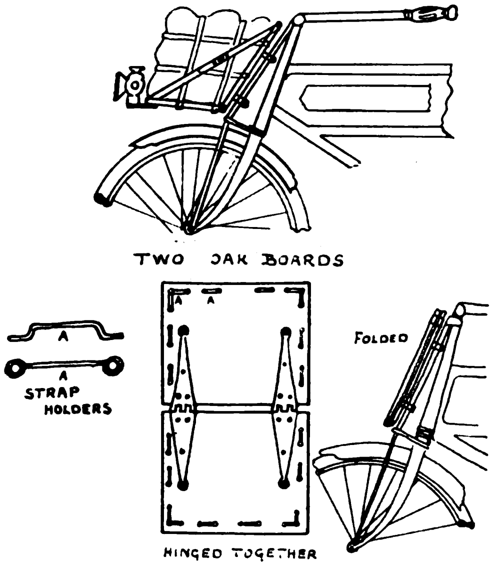
12.—Rear carrier of sheet metal, attached by braces to rear stays. No axle connections. Contributed by R. M. Charlton, St. Eleuthere, P. Q.

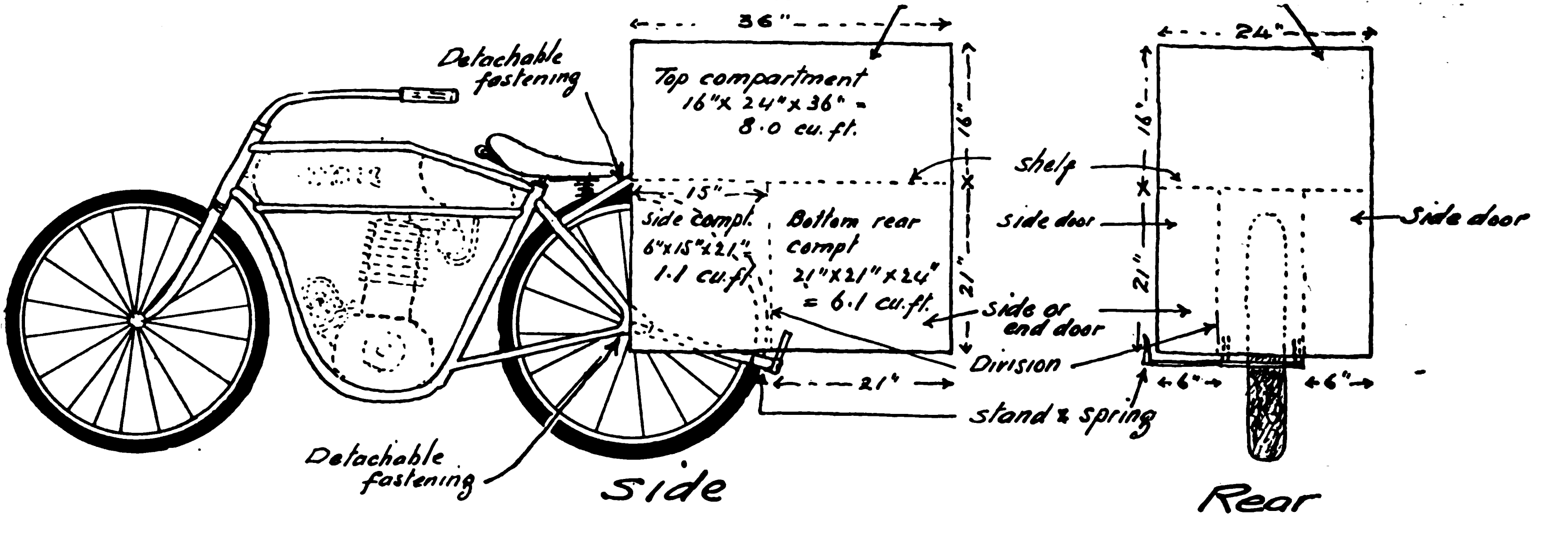
13.—Front carrier of folding type. Advantages claimed: Adaptability to various shapes (box, basket, etc.); can be seen while riding; less vibration than rear position; goods are not damaged; steering is steadier than rear position carrier; quick dismounting possible without striking the load; readily adaptable to any machine. Contributed by Alfred T. Mason, Pittsfield, Mass.


RING TURNS ON POST.
CAP.
BRACKETS.
C.J. GRAEF


CHAIN.
LEG.
FIBRE COVERED PIN.
OPEN TOP.
LEG.
SPRING.
PIN.
O.W. BROWN
LOCK
LATCH.
CARRIERS.
SPRING.
REAR CARRIER.


STRAP IRON THROUGHOUT.
HOOKED SHELF.
L. D. WORDEN.


TWO OAK BOARDS
A
A
STRAP HOLDERS
A
A
FOLDED
HINGED TOGETHER


36"
24"
Detachable fastening
Top compartment 16"x 24"x 36" = 8.0 cu. ft.
16"
16"
shelf
15"
side compt. 6"x15"x21" = 1.1 cu. ft.
Bottom rear compt 21"x21"x24" = 6.1 cu. ft.
side door
side door
21"
21"
side or end door
Division
21"
6"
6"
stand & spring
Detachable fastening
side
Rear

F. A. M. UNIFORM.

A. B. COFFMAN, by whom the suggestion was made to the Board of Directors that the F. A. M. adopt an official uniform, and Director Sauer will in the course of a few days report to President Hamilton their recommendations in the premises. The indications are that they will favor a uniform of a distinctive style and color, and then leave it to the clothing manufacturers to supply the demand to the best of their ability. Further, in order that the manufactured article may do the Federation justice, it is probable that a certain standard of quality will be insisted upon. It is doubtful whether the organization will attempt to fix prices, as the probabilities are that, in order to effectively advertise his entire line, each manufacturer will strain a point to offer particularly good value in his F. A. M. uniforms.

BURRELL FRAMED A LAW.

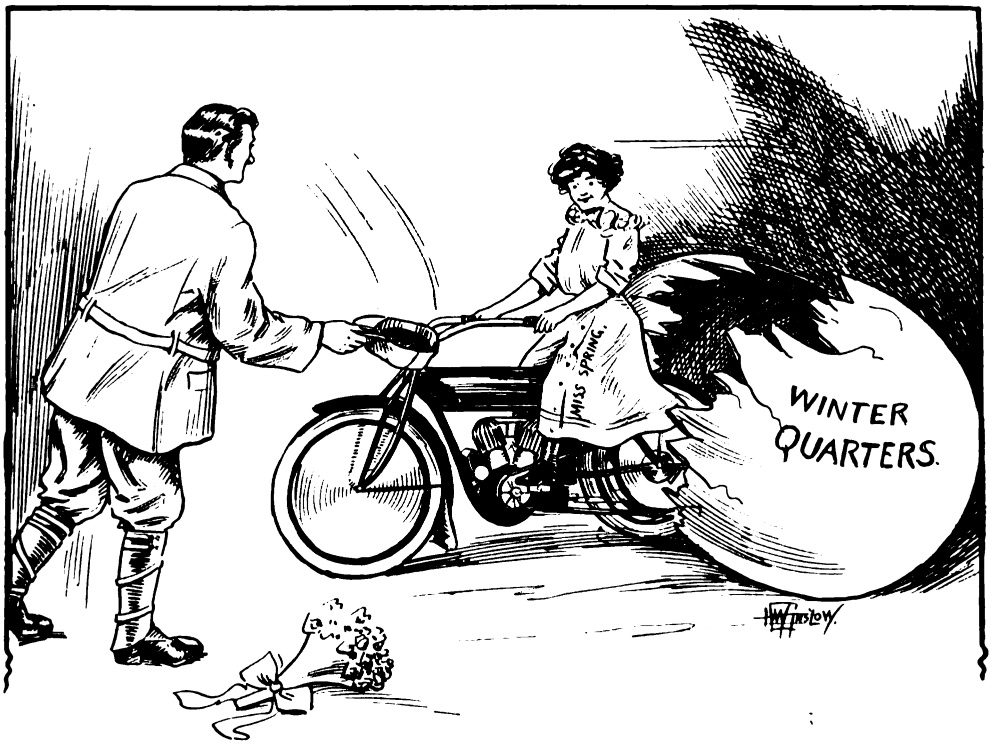
FINDING that his State was without a law to curb users of the cut-out on motorcycles, Guy Burrell, an enthusiast of Jackson, Miss., recently drew up a measure which went through the legislature and was signed by the Governor. Mr. Burrell went before the Judiciary Committee and explained the necessity for such a regulation, and has since been liberally commended for his decisive action. The new law provides that persons who use the "muffler cut-out on any motorcycle, automobile or other gasoline-propelled vehicle within the corporate limits of any municipality, within 200 yards of any place of worship during services therein, within 200 yards of public schools during school hours, or when passing, meeting or overtaking teams on the public highway," shall be guilty of a misdemeanor and subject to a fine.

REED PLANS A TRIP.

WILLIAM T. REED, State F. A. M. commissioner for New Jersey, will visit Vice-president C. W. La Salle, of the Atlantic district, early in the coming summer, making the trip from Camden to Rochester on his motorcycle.

FORMERLY A MOTORCYCLIST.

EARL SANDT, the young Erie (Pa.) aviator, who recently attracted attention by flying over Lake Erie in a Curtiss biplane and then losing his machine, and almost his life, on the return trip, became acquainted with gasoline motors and their possibilities as a motorcyclist. Sandt rode one of the first Indians to arrive in his section of the State, and established a reputation for endurance work as well as speed. He remained an enthusiastic motorcyclist until aeroplanes became comparatively common and then joined the ranks of the fliers.



ANDERSON TAKES EXCEPTION

To Charge That Toronto Club Had "Double-Crossed" The F. A. M. in Organizing a Separate Canadian Association.

THROUGH Thomas I. Anderson, provisional secretary, the newly organized Canadian Motorcycle Union has written to President Hamilton of the F. A. M. a letter taking exception to a paragraph recently published in one of the American motorcycle trade journals, to the effect that the Canadians, in organizing their own association, had "double-crossed" the Federation of American Motorcyclists. Mr. Anderson calls attention to the proposition made by the Board of Directors of the F. A. M. during a meeting held in January in the office of Director Sauer. At that time the directorate of the Federation submitted to the Canadian clubs, through Mr. Anderson, the following proposition:

"F. A. M. will grant sanctions in Canada to affiliated clubs only.

"F. A. M. will grant a general permission to American F. A. M. riders to compete at meets conducted by affiliated clubs in Canada, and by no other organization.

"Canadian riders who are not F. A. M. members shall not compete at F. A. M. meets in Canada.

"Canadian F. A. M. riders shall not compete, under penalty of suspension, at meets conducted by unaffiliated clubs.

"Board tracks may be excepted from these provisions."

Mr. Anderson, in his letter to President Hamilton, then goes on to say:

"You probably remember what I said about an exclusive affiliation being the only way the F. A. M. could give us the protection we wanted, and as your constitution would not allow that, our only way out of the difficulty was to take Dr. Thornley's advice and form a Canadian Association, you gentlemen all saying that this would be agreeable to you.

"The Toronto, Hamilton and London clubs frequently visit each other and you can easily see why we did not want any one club to affiliate with your Federation until they fully understood the situation; if one club had affiliated, their members could not compete at another's meets without being liable to suspension.

"The Canadian clubs entertain the best of feelings toward the F. A. M., but, of course, we cannot expect you to alter your constitution to oblige us—hence the Canadian Association—and judging by the considerate treatment I received in New York, the F. A. M. certainly wishes to do the square thing by us."

REGISTERED SHOPS.

DURING the week ending March 29 certificates of registration were forwarded to six F. A. M. repair shops as follows: Lemon City Motor Co., Lemon City, Fla.; Jack Horner, 33 Somerset street, Plainfield, N. J.; S. E. Purdum, 210 East Washington street, Macomb, Ill.; John L. Koontz, Front street, Marshfield, Ore.; Louis F. Bradburn, 45 Chapel street, Canandaigua, N. Y.; reissue, Dunedin Auto Co., Edinburgh, Scotland.

AN OKLAHOMA WORKER.

E. G. MILLER, of Tulsa, Okla., is working like a Trojan to organize the motorcyclists of his district into an F. A. M. club. He is also a leader in the Good Roads movement, which is slowly gaining ground throughout the State.

AN F. A. M. sanction has been granted for a meet to be held in Detroit, Mich., on May 19, under the auspices of the Detroit Motorcycle Dealers' Club.

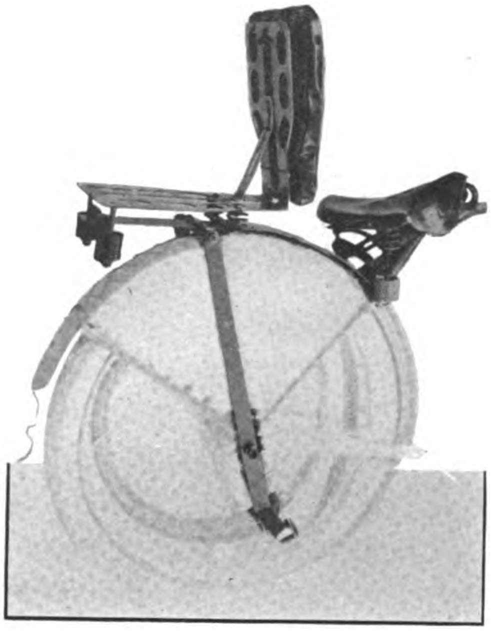
Manufacturers

ATTRACTIVE NEW SIDE-CAR

Cedar Rapids Company Will Make Two Passenger Types and a Sturdy Delivery Van.

PREPARATIONS have been completed by the Cedar Rapids Welding and Brazing Company, of Cedar Rapids, Ia., for placing upon the market an attractive side-car, which will be listed at $75 with highly finished wood body, upholstered in leather and finished to match any motorcycle, and at $60 with reed body and any standard finish. The new side-car is flexible, rocker joints being used where the chair frame attaches to the machine, and two large adjustable coil springs hold the motorcycle erect while in a straight path, but allow it to lean in its natural position when rounding a turn. This serves to relieve the strain on the motorcycle by equalizing the weight of the side-car and machine. The same springs also relieve the motorcycle of any shock which might be transmitted when the side-car strikes an obstruction.

The side-car frame is of heavy steel tubing, securely welded, and extends entirely around the body. The springs are of vanadium steel, the rear one being a scroll elliptic and the front spring a plain scroll, thus affording an extremely easy-riding car. Twenty-six or 28-inch wheels are used with 2¼-inch Diamond or United States tires. The weight of the side-car, equipped with wooden body, is 71 pounds, and with reed body 64 pounds. It may be attached or detached from the motorcycle in one minute, as the clamps remain on the machine proper. The company announces that it will also produce a sturdy and capacious delivery van.



The 1912 Fox Seat.

RUSH AT ECLIPSE PLANT.

ELMIRA, N. Y.—General Manager Ralph D. Webster, of the Eclipse Machine Company, of this city, gave out the information a few days ago that 40,000 free-engine pulleys will probably be manufactured by his firm this year. So many orders have already been received that it will be possible to keep the factory working on the pulleys alone for several months. A contract has been entered into whereby the company supplies one manufacturer with fifty a day. Motors whose combined power will equal 195 h. p. have been installed in the factory.

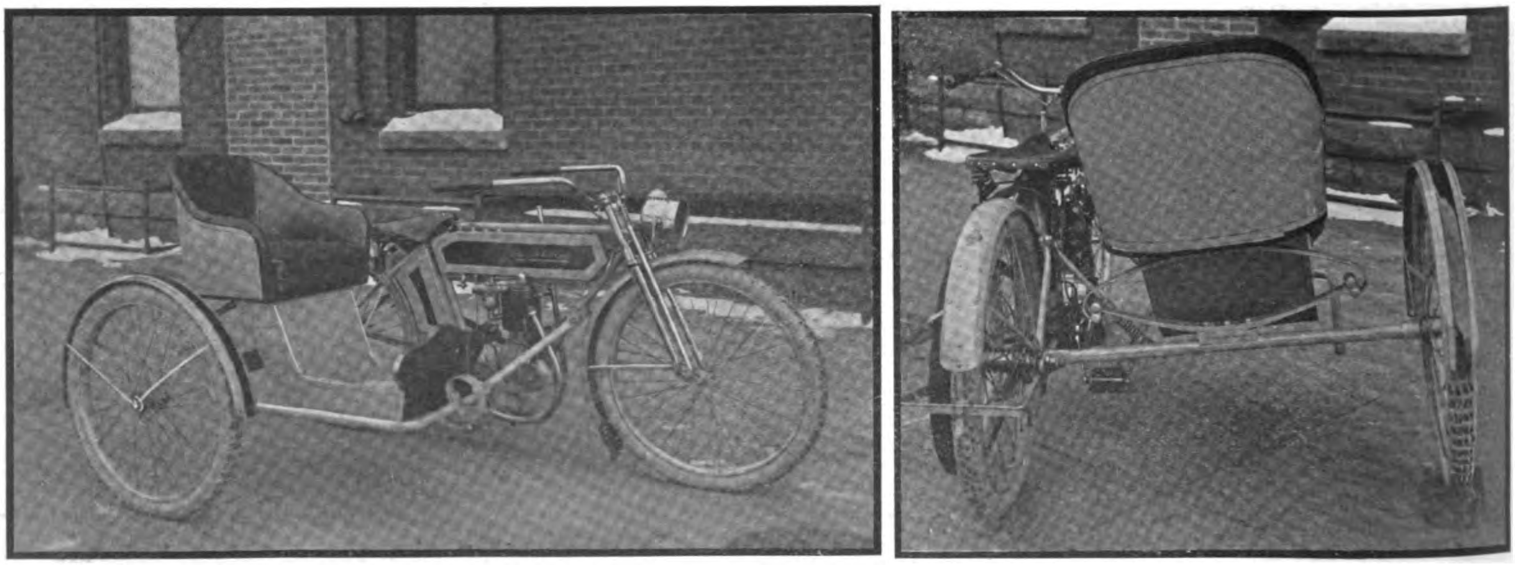
IMPROVED FOX SEAT

Ingenious Combination Device Shows Several New Comfort-Giving Features in 1912 Model.

IN March, 1911, the Fox Manufacturing Company, of Seattle, Wash., commenced deliveries of their simple and ingeniously devised "Fox Seat," and a few weeks ago they started deliveries of an improved model, built on the same principle as their first product, but refined in design and simplified in its adjustments. The device consists of a combination tandem seat, luggage rack and back-rest, so constructed that it is instantly convertible to one or more of the purposes it is calculated to serve.

In construction, the seat proper consists of twin steel plates, hinged at their forward ends, permitting the upper plate to be raised or lowered at will. These plates are mounted on three sets of springs, besides being springs in themselves. The lower plate, which in reality is a seat "table," is set on coil springs at both its front and rear ends, and the coil springs in turn are mounted on a flat steel spring, curved to the arc of the rear wheel and clamped to the frame of the machine. The rear end of this flat spring forms the equivalent of a spring-board and may be adjusted to various degrees of tension.

The twin steel plates are perforated to increase their elasticity, reduce weight and provide strap holds. The plate centers are slotted to provide a recess for the action of the back-rest prop. This prop, in the new model, is hinged to the lower plate and acted upon by a flat curved spring, fixed to the top plate, which automatically snaps it into adjustment for the back-rest when the upper plate is elevated. Under pressure, the back-rest yields to five



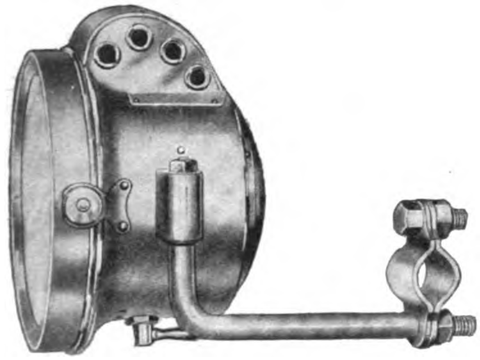
Side and Rear View of Cedar Rapids Welding and Brazing Company's New Side-Car.

distinct spring actions, besides the cushion surface; the spring in the prop, the spring in the lower plate, the front and rear coil springs and the flat main spring.

Mr. Fox, the inventor, added the final touch for comfort, by providing a laced leather casing for the cushion, which is made to carry an inner tube. An aperture in the center of the cushion accommodates the valve of the tube, where it is easily accessible for inflating by the hand pump. In case of a blowout it is merely necessary to unlace the cushion and put the tube in the tire. During 1911 the company confined their field of action to the Pacific coast and adjacent States, and had difficulty keeping abreast of orders. This season finds them with greatly increased capacity and agencies east to the Atlantic Seaboard. The Fox Seat is already patented and more patents are pending, both United States and foreign.

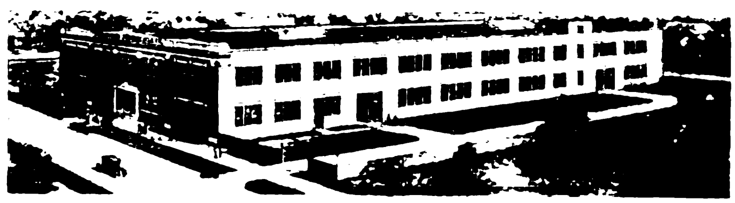
COMPACT MOTORCYCLE LAMP.

INCLUDED in the extensive lamp line of the B. & L. Auto Lamp Co., of 507-09 West 35th street, New York City, is an unusually attractive offering for the motorcycle. This lamp is produced in two styles, No. 22, with back prop and a 5¼-inch front, and No. 23, with side props and a 6¼-inch front. These models list at $4.50 and $5, respectively. The lamp is made throughout of extra heavy brass and nickel plated. It has a one-piece body, short coupled, and is fitted with a genuine mangin mirror. The generator provided with this outfit has a fine nickel finish and is made of heavy gauge brass with casting fittings.



NEW HENDERSON PLANT.

ACCORDING to present plans, the Henderson Motorcycle Company, of Detroit, Mich., will occupy its new factory building about June 1, and will then be prepared to turn out twenty-five machines daily. The factory is located on Cass avenue, near the plant of the Cadillac Motor Car Company, and has a total floor space of 21,000 square feet. The building is so situated that the company may add to it at any time, and from present indications it will not be long before such action is necessary. The company has recently placed agencies with the Newby Bros. Motorcycle Company, of Kansas City, for Jackson county, Mo.; the Jefferson Automobile Company, of St. Louis, for St. Louis county, Mo.; Elmer M. Moll, of Champaign, for Champaign county, Ill., and Killington & Dieckhoff, of Decatur, for Macon county, Ill.

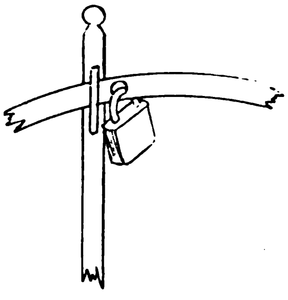


COMPACT PURDY PUMP.

ONE of the most attractive features in the line of specialties being offered for 1912 by Purdy Bros., of 529 West Garfield boulevard, Chicago, is a large foot pump, fifteen inches long and made of heavy seamless brass tubing, nickel plated. The pump is fitted with clamps so that it may easily be fastened to the front or rear fork of any motorcycle, the operation of attaching it or detaching it requiring only a second's time and a turn of a thumb screw. The hose leads from a vertical outlet in an upright position, thus avoiding the common trouble of rapid wear at the base. The hose is held in place by a spring clamp To facilitate clamping the pump to the machine the foot piece folds up against the tube.

SIMPLE CLUTCH LOCK.

MAURICE HENRIOT, of 62 Brooklyn avenue, Brooklyn, N. Y., has hit upon a simple and effective method of safeguarding a clutch-equipped motorcycle against thieves and preventing its unauthorized use when left in a garage. He has drilled a hole five-sixteenths of an inch in diameter in the quadrant on which the clutch bar slides, and through this hole the grip of an ordinary snap lock is passed as shown in the illustration. The hole is drilled close to the clutch bar when the latter is disengaged and when the lock is inserted it is impossible to pull the bar back and engage the engine. The value of this device will be recognized at once by riders who have been bothered by having their machines tampered with.



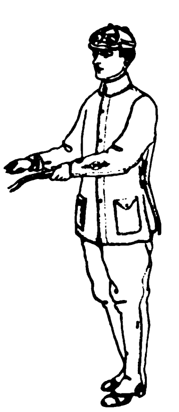
MIAMI CAPITAL INCREASED.

PAPERS have been filed with the Secretary of State of Ohio increasing the authorized capital of the Miami Cycle & Manufacturing Company, of Middletown, Ohio, from $700,000 to $1,100,000. The increased capital is all preferred stock and consists of 4,000 shares at a par value of $100 each. It is known as cumulative stock and will be divided into three series as follows: $235,500 to be redeemable after November 6, 1917, at $110; $64,500 to be redeemable after September 19, 1912, at par, and the remainder, or $100,000, to be redeemable after November 7, 1922, at par. The new capital will be used to increase the capacity of the plant at Middletown.

"MECO" SALES RECORDS.

HAMMONDSPORT, N. Y.—The sales of the Motorcycle Equipment Company tell which way the wind blows, whether a big year or a small year. In February of this year this company's sales were 54 per cent. over 1911, and the first fifteen days of March showed a few dollars more than thirty-one days of March in 1911, or a 100 per cent. increase.

ANNOUNCEMENT is made by the manufacturers that the well-known Koveraul motorcycle garment can now be bought for $9, a complete suit, consisting of coat and trousers. These suits are made from Nathan's Never Leak Cloth, a material that is impervious to water. The Koveraul garment is made to entirely cover the business clothes and is put on and off in a jiffy. No leggins are necessary. Though comfortable and serviceable in the extreme the garment is very stylishly cut. Further particulars may be had from the manufacturers, Nathan Novelty Manufacturing Company, 84A Reade street, New York, or from your dealer, who keeps them.



GOODYEAR BASEBALL TEAM.

THE employees of the Canadian plant of the Goodyear Tire and Rubber Goods Company, located at Bowmanville, Ontario, have organized a baseball club to play in the Lake Shore Circuit. Several stars from Toronto and Akron, Ohio, are included on the team, and a good season is anticipated. Following are the officers: Honorary president, A. N. McMillan; honorary vice-president, L. A. W. Tole; president, J. J. Moriarty; vice-president, Geo. H. James; secretary-treasurer, C. H. Anderson; manager, Ben Wood.

THE BLUE STREAK SQUAD.

BULLETINS received by the Goodyear Tire & Rubber Company from the Lon Angeles Motordrome show that Wolters, Ward, Albright, Peck, Hasha, the two Samuelsons and others who have been showing to good effect of late have been riding Goodyear Blue Streak tires in all their races.

BATON ROUGE, La., has been very slow in picking up the motorcycle, but at the present time there are about fifteen machines in the city and several new mounts have made their appearance so far this year.

EQUIPPING FINE PLANT FOR NEW TRIUMPH

Detroit Firm Is Installing Machinery and Laying in Stock in Large Factory Building and Hustling Executive and Sales Organization Is Complete—Men Behind the Enterprise.

Muir B. Duffield, Secretary.

Robert M. Brownson, President and Manager.

Harold Van Deusen, Sales Department.

SINCE the announcement of the organization of the Triumph Manufacturing Company, of Detroit, made in the last issue of MOTORCYCLE ILLUSTRATED, rapid strides have been made in installing machinery and equipment in the company's new plant preparatory to the commencement of active manufacturing operations. Orders have already been placed for material, and the plant is fast assuming an air of bustling activity.

Robert M. Brownson, manager of the Triumph, has exercised the greatest care in surrounding himself with an organization of old timers in the new factory, men who have had years of experience in the manufacture of motorcycles, and every piece of machinery is of the latest design, especially adapted for motorcycle work. He says that when the Triumph motorcycle is presented to the public for its approval it will, in every respect, be worthy of its name.

The plan of the Triumph factory has been laid out to secure the greatest efficiency in production. The plant occupies a five-story and basement building on East Woodbridge street, a block and a half off Woodward avenue, right in the heart of Detroit's downtown business district. It is admirably adapted for the manufacture of motorcycles. The first floor will be devoted to the machining of frame lugs, flywheel castings, frame and fork building, filing and strapping. The second floor contains the executive offices, the accounting and engineering departments and the finished stock room. The third floor is the general machine room. The fourth floor is devoted to the motor assembly, motor testing, tool and machine room. On the fifth floor will be located the nickel-plating and enameling and final assembly departments.

By this arrangement all material starts to go through the factory on the ground floor and works itself up until completed on the fifth floor. The plant is operated by electric power, with separate electric motors installed on each floor.

No formal outline of the new machine has been given as yet, but it is announced that one of the features it will embody is the spring seat-post, formerly used on Greyhound motorcycles, the Triumph folks having bought this device from the Greyhound company.

The officers of the company are: Robert M. Brownson, president and general manager; Muir B. Duffield, secretary, and George W. Sherman, treasurer and sales manager. Both Messrs. Brownson and Sherman are well known to the trade as men of experience in motorcycle manufacturing. Mr. Duffield is a member of one of Detroit's oldest and most prominent families. He is a son of Bethune Duffield, Esq., and is one of the most popular of that city's younger business men.

Mr. Duffield has been greatly interested in the motorcycle industry for a long time. He has traveled extensively and has seen the rapid growth of the industry of late years. About a year ago he joined the forces of the Flanders Manufacturing Company, at Pontiac, in order to get an insight into the manufacture of motorcycles, and when the Triumph Manufacturing Company was recently formed he quickly grasped the opportunity of making a large investment in its capital stock and becoming actively identified with its management.

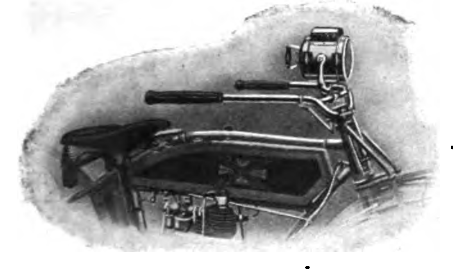
Harold Van Deusen, who is well known to the trade by reason of his untiring efforts to please dealers doing business with the different manufacturers with whom he has been connected, has followed Sales Manager Sherman from the Flanders Manufacturing Company to the new Triumph company, and will assist in the vigorous sales campaign which is about to be launched by the Triumph. Mr. Van Deusen has the detail work of a sales department at his finger's end, having had charge of that class of work for the Aurora Automatic Machinery Company for three years and the Flanders Manufacturing Company from the time they started up to the present date.

LINING UP NEW ERA ORDERS.

JES CAMPBELL, of the New Era staff, who recently returned to the factory after a business trip, reports that substantial orders have been placed for New Era machines by the following dealers: Boyd Motor Co., of Boston, Mass.; A. H. Patterson, of Brooklyn, N. Y.; Auto-Motor-Cycle Co., of Philadelphia, Pa.; T. C. Donahue, of Pittsburgh, Pa.; A. F. Ferriss, of Utica, N. Y.; W. D. Andrews, of Buffalo, N. Y.; The Casino Cycle and Supply Co., of Cleveland, Ohio, and The Sorenson Co., of Peekskill, N. Y. Arrangements have been made with the following dealers to act as distributors for the New Era machines in their respective districts: Palmer Motor Sales Co., Jacksonville, Fla., for the State; New Era Motor Co., Denver, Col., for Colorado, Wyoming, Utah, Montana, Idaho and New Mexico; Ecomon Economy Cycle and Supply Co., of Detroit, for Michigan; C. E. Armstrong, Seattle, Wash., for Washington. Mr. Armstrong was a daily visitor at the New Era booth during the New York Show, and upon his return to Seattle he placed an order for fifty machines to be delivered at the Seattle store and twenty-five for the Portland branch.

PATHFINDER LAMP

STURDILY built, pleasing in appearance and embodying several exclusive features, the Pathfinder lamp for motorcycles, manufactured by Bennett & Morse, 149 N. Fourth street, Columbus, Ohio, is a worthy addition to the list of necessary adjuncts to the single-tracker. The brackets are designed along attractive lines and so arranged that the lamp has a double swivel action, allowing the light to be thrown from side to side, and even to the rear, as well as straight ahead. A neat handle at the back of the lamp permits of utilizing the swivel action. The lamp body is of heavy gauge brass in one piece, the front door is fitted with 5½-inch removable glass, the rear door is hinged and the lens is of optical glass, carefully ground. All parts of the lamp and brackets are heavily nickeled. The outfit, including generator, is listed at $10.



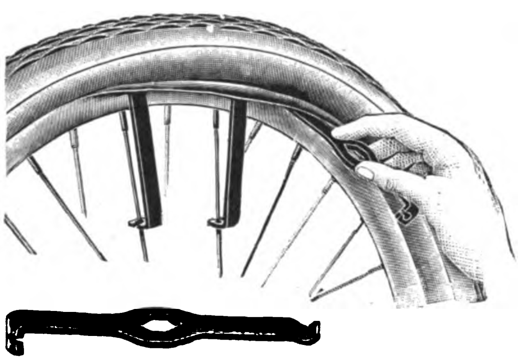
GOTHAM IN NEW QUARTERS.

FORMERLY at 116th street, near St. Nicholas avenue, New York, the Gotham Motor Company has now removed to its new quarters at 92-98 St. Nicholas avenue, where Charles Ackerman is in charge. The new establishment, where Yale machines are handled, is very commodious and ample space is devoted to the repair department below the main showroom. The Yale territory, for which this firm is headquarters, embraces New Rochelle and White Plains, in addition to that of Kings, Queens and New York counties.

THE twin machine, judging from the orders now placed with Cleveland dealers, will predominate in the Sixth City, with the two-speed as a top-notcher.

HANDY TIRE IRON.

A HANDY tool for motorcyclists is now being offered by the Simplex Machine Works, of Sixth avenue and 45th street, Brooklyn, N. Y., in the form of a tire-iron which reduces to the minimum the difficulty of removing a casing. After the working end of the iron is slipped under the bead of the tire the tool is pressed downward and a notch cut in an elbow on its lower end is hooked around one of the spokes. This holds the iron and the tire edge in position and leaves the operator free to work with both hands when inserting the second iron and completing the removal of the casting. As will be noted in the accompanying illustration the device is extremely simple, and that it will make an appeal to all experienced riders goes without saying.



THIRTY ORDERS FILLED.

IN Houston, Texas, A. W. Burgess, who handles the Indian machines, has sold about thirty machines so far this year and has placed standing orders for the season for shipments each week. He has formed an Indian Club, and races and other road events are being planned. Mr. Burgess has built himself a fine new store and expects to move in soon. The store is fully equipped for taking care of the motorcycle business in every respect.

THE COVENTRY CHAIN.

COVENTRY chains, made at Coventry, England, and for which the Sarco Engineering Co., of 116 Broad street, New York, is sole American agent, are made in a variety of sizes for the transmission of power from a motorcycle magneto up to the side chains of a ten-ton truck. The motorcycle chain, 26-G, is adaptable for sprockets of the proper pitch, etc., and has the following characteristics: Pitch, ⅝ inch; inside width, ¼ inch; roller diameter, 0.4 inch; breaking load, 2,800 pounds. Like all of the single roller chains of this make, the bushings are drilled from the solid bar and the rollers are of special composition, all treated to the proper temper. A feature of the construction is in the tapered end of each side plate throughout, this effecting an increase of 20 per cent. in strength over round-end construction. The uniformity of tempering throughout is noticeable in the side plates, also. The coupling bolt has a specially-shaped head fitting into a corresponding hole in one side plate, and the bolt is thus prevented from revolving and coming away. The breaking load gives an ample factor of safety for use on even the highest powered machines.

HAMBLEN & Huerlander, of Tuckahoe, have the agency for Yale in Tuckahoe and Mount Vernon, and the Yonkers Motorcycle Co., of 47 Warburton avenue, Yonkers, N. Y., have the Yale agency for Yonkers and Tarrytown.

THORS FOR QUICK DELIVERIES.

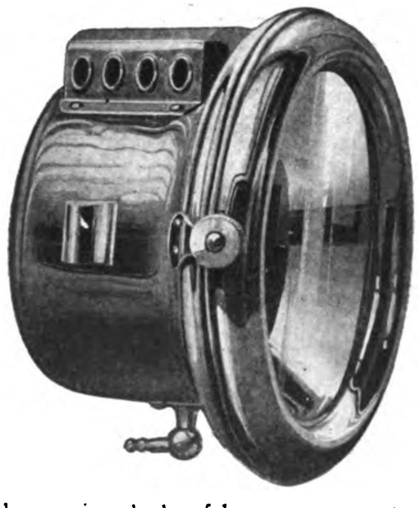
THE Casino Cycle & Supply Company, Excelsior and Thor boosters, in Cleveland, Ohio, has just closed a deal with the Motorcycle Package Delivery Company for twelve Thors, six delivered and six to be supplied in thirty days. The delivery company already has contracts with many of the large stores for special delivery work and plans to have, in a short time, at least thirty motorcycles in service.

SHOMO IN THE SOUTH.

F. D. SHOMO, traveling representative for the Hendee Manufacturing Company, accompanied by Mrs. Shomo, is now in southern territory, where he has been remarkably successful in lining up dealers and gathering orders for the Wigwam product. His present trip will carry him through Arkansas, Mississippi, Louisiana, Texas and Oklahoma.

DOUBLE-REFLECTOR LAMP.

BEING fitted with a double reflector, an exclusive feature in motorcycle lighting outfits, the Lunar lamp, manufactured by the Indiana Lamp Co., of Connersville, Ind., is capable of projecting an unusually bright, searching light for a great distance, and this property, combined with sturdy construction and a generally pleasing appearance, is finding a broad market for it. Lunar lamps are made with one-piece body of heavy gauge material, and all fitted parts are interchangeable and easily removed for cleaning purposes. Particular care has been exercised in designing the lamp to guard against the possibility of rattling and jarring loose of parts by vibration. In other words, it is built for long, as well as efficient, service. The Lunar lamp has a 5-inch mangin mirror and its extreme depth is six inches. Brackets are supplied to fit the lamp to any standard machine. Requests for literature and general information will receive prompt attention from the Indiana company.



WILHELM COMPANY MOVES.

F. J. WILHELM & CO., Toledo agents for the Thor and Haverford machines, are moving their business from Michigan street to a new store on Erie street, where they will have much larger quarters.

THE Atwood Automobile Co. has taken the Toledo agency for the Henderson motorcycle, and is making an effective display at its headquarters.

QUESTIONS & ANSWERS

THE FASTEST MILE.

M. B. MORRIS, JR.—The highest rate of speed ever achieved by a human being under official timing was attained by Bob Burman in a special Blitzen Benz racing car of 200 h., when he drove a mile in 25⅖ seconds on the beach at Daytona, Fla. In this trial Burman traveled at the rate of 141 73/100 miles per hour, but the test covered only one mile.

Glenn Curtiss is credited with covering a straightaway mile on a special motorcycle of his own construction in 26⅖ seconds, but this time was never officially accepted. All motorcycle records, official or otherwise, are eclipsed by Burman's performance.

It is extremely difficult to effect a speed comparison between the aeroplane, automobile and motorcycle. Aeroplanes, having a motor speed of 50 miles an hour, have at times sailed with a high wind and thus attained a speed of 100 miles an hour or more, but it is hardly reasonable to regard such a performance in the light of a record. Allowing full leeway in this direction, however, it is not believed that Burman's speed at Daytona has ever been equaled in an air trial.

LIGHTER PISTONS.

ANXIOUS.—Balancing this type of motor is, as far as possible to do so, generally done thus: Determine the values of the reciprocating and rotating portions of both connecting-rods, and locate a counter-weight to balance the rotating parts at a radius equal to that of the crank on each flywheel. Add sufficient weight to counterbalance the reciprocating parts. The flywheels are generally drilled opposite (across the axis of each flywheel) instead of adding weights, which amounts to the same thing. The pistons must be of equal weight.

To find the value of the rotating and reciprocating parts of a connecting-rod, support the piston end of the rod on a knife edge at a point opposite the axis of the wrist-pin; let the other end of the rod rest on a knife-edge carried from the hook of a spring balance. Keep the rod horizontal as nearly as possible, and the weight given on the spring balance will be the value (in pounds or fractions) to allow for the rotating part. The total weight of the rod, minus this rotating value, will give the reciprocating value. Probably you will find the present state of balance very little affected by the lighter pistons.

Balancing may be classed as standing and running. A motor is in standing balance only when the reciprocating and rotating parts balance each other, as on some four, six or eight cylinder constructions, and on the two cylinder opposed motor. It is in running balance when the firing strokes occur at similar intervals in some cylinders as the idle strokes in other cylinders, but the reciprocating and rotating parts do not necessarily balance each other respectively. There are a number of other conditions which involve running balance, such as taking up the reaction due to the explosion of the charge in the cylinder, and the tendency of the motor to rock to and fro. This latter in a four-cylinder motor is practically overcome by firing the cylinders out of numerical order, as in the order 1-2-4-3 or 1-3-4-2. Accurate balancing involves calculations in higher mathematics, and when performed results in very curious motor constructions. Useful methods of balancing single and twin motors were treated in a series of articles beginning April 6, 1911, in MOTORCYCLE ILLUSTRATED.

TO IMPROVE COMPRESSION.

JAKE BERINGER.—The compression could be raised by fitting the plate to the piston head, but in so doing no sharp edges should be left as these will grow incandescent and pre-ignite the charges. It would perhaps be better to have the plate electrically welded on, if the construction of the piston will permit of this, and if the facilities are available. Otherwise tap the piston head and fasten by screws, taking care that the screws or bolts are either flush with the surface of the plate or rounded off if they project. Riveting will also be effective. As to the nature of the plate, cast or wrought iron would probably be the better. Such a job is, of course, more or less of a makeshift and will probably give only fairly satisfactory results. Have you written to the makers on this point?

VALVES—LUBRICATION.

B. B. B.—Under conditions of overlubrication, an automatic inlet valve occasionally "sticks" closed, interfering with the operation of the motor. The strength of the spring may alter from time to time, when the valve will be sluggish in closing and a portion of the charge may be forced back into the inlet pipe. This form is, however, very simple in construction, and under ordinary conditions very efficient. The mechanical valve is positive, and is kept open by its cam during the full period of admission, when the gas has ample time to enter. Both types suffer from "gumming," and that neither is free from ailment any old riders can tell you. In the *Motorcycle Manual* the chapter on valves will convince you of this.

You do not state the make of motor you use, and we can only give a general answer as to the suitability of the oil in question. Oil is occasionally used to assist in cooling the motor in hot weather, but of course at the risk of over-lubrication. The brand mentioned in medium weight should be suitable for your weather conditions. Write the makers of the machine you ride on this question, and abide by their advice; they know best whether any certain oil will work properly in their motors.

SMOOTH RUNNING.

G. E. RAY.—The two-cylinder machine will naturally be the smoother in running, as there are two power strokes for every two revolutions as compared with one for the same number for a single cylinder machine. As to the question of the greatest speed of a motor, this is held by a single water-cooled de Dion (French), the piston speed being 3,916 feet per minute. The highest speed for a motorcycle is held by a twin-cylinder machine. See the 1912 *Motorcycle Manual*, just issued, for records, etc.

TOURING LICENSES.

W. C. GILMORE.—With an Illinois license you will be exempt as a non-resident rider in New York, Pennsylvania (10 days), Maryland (two periods of 7 days each), Virginia (two periods of 7 days each), District of Columbia (10 days). There is a hearing now going on in New Jersey regarding reciprocation with other States, and it is probable that this reciprocation will become part of the automobile (and motorcycle) law. At present a $1 fee is charged for non-residents in New Jersey for a 10-day privilege. The *Motorcycle Manual* is published by us, and is priced at 25 cents per copy, prepaid.

MAKERS OF MOTOSACOCHE.

ANDREW ROSEN.—The machine referred to is the Motosacoche, made by H. & A. Dufaux, of Geneva, Switzerland.

SPEEDY ROAD TRIP.

JULIUS ELFTMAN and Ellwood Hollinshead, of Rock Falls, Ill., announce that they recently made a road trip of 38 miles in 47 minutes on a Sunday outing. The roads were in fair condition, but even with this advantage the riders feel that their record is a bit out of the ordinary.

OAKLAND CLUB GROWING.

THE Oakland (Cal.) Motorcycle Club is taking in new members at every meeting, and the squad is on a strong social and financial basis. The club's pool rooms are very attractive and many motorcycle enthusiasts can be found in them during the day, as well as in the evening.

INTERNATIONAL HIGHWAY

Plans Practically Completed for Continuous Route from Quebec, Canada, to Miami, Fla., Along Seaboard.

BALTIMORE, MD.—The International highway, extending from Quebec, Canada, to Miami, Fla., which for so many years has been desired by the thousands of tourists who annually make their pilgrimages to and fro, is to become a fact. Already assurances have been received from the several States which this highway will traverse, that the work of building will begin this spring and before the close of the year the great road which will wind its way along the Atlantic Seaboard, will be complete.

That this work of connecting all of the principal cities of the Atlantic Coast, with a splendid boulevard to be carried through, is due largely to the united efforts of the Quebec-Miami International Highway Association, which was formed in Richmond, Va., last October. This association had its conception in Baltimore when Howard D. Hadley visited this city and held a conference with the officers of the Greater Baltimore Committee, and the Automobile Club of Maryland before going to Richmond to attend the meeting of the National Good Roads Association. Mr. Hadley, at the conference, spoke of what a splendid thing it would be to connect up the Atlantic Coast States and form an International Highway. He told of the many advantages of such a road and said that he was sure that if the people of the United States would do their share, the Canadians could be counted upon.

TOURING CLUB ELECTS.

AT a recent meeting of the Motorcycle Touring Club of New York, Inc., Jerome Shaw was elected vice-president and some of the other officers were retained as for 1911. Mr. Shaw suggested that a financial secretary be named to assist the treasurer, and Harold A. King was elected to the office. John Cox and Edward McClintock were candidates for the office of captain, which, on a vote, went to Cox. Joe Buckingham, Edward McClintock and M. MacAnerney were the candidates for lieutenant, McClintock winning out on a ballot, although only one vote in the lead of Buckingham. The latter and MacAnerney were named for second lieutenant and Joe captured the office.

The club will hold its next meeting on April 15 at the establishment of T. J. Sixsmith, when plans will be completed for the first spring run to be held on April 28, to Lake Mahopac. Those in attendance at the last meeting were Oscar Brandt, Marshall MacAnerney, John Cox, Jefferson Rogers, Basil Broadhurst, Harold King, James Edwards, M. Wientraub, Edward McClintock, Jerome Shaw, William Beach, Robert Buttlar and Frank Hart. Hart acted as secretary.

BUILDING EMBLEM FLYERS.

L. S. TAYLOR, formerly connected with the American Machine Company, of Columbus, Ohio, and more recently connected with the Emblem factory at Angola, N. Y., was a visitor in Columbus recently when he announced that he was at work on several racing machines which he expects to use during the coming season.

MONEY FOR PRIZES

Chairman Thornley Anxious to Get Rid of $158.95 Which He Holds in Trust for Eleven Riders.

MOTORCYCLE ILLUSTRATED is in receipt of the following letter from Chairman Thornley, relative to the disposition of certain prize money which he has on hand:

Several years ago there was so much trouble about the collecting of prizes and so many well-founded claims of fraud on the part of promoters who appeared to be in league with merchants in the matter of getting rake-offs, that I established a prize fund for the benefit of the riders so that they would be quite sure they would get what was promised them on the entry blanks and programs. The scheme worked out as follows:

If after a promoter had published an entry blank giving the cash value of the prizes, the rider wasn't satisfied that the prize was of the same value as stated on the entry blank he could insist that the money be sent to me, where it would be credited to his prize account in this office.

While this scheme may have encouraged some of the riders to pot hunt, it struck at the root of a very crying evil, and in some localities put a stop to the promoters deceiving the riders by promising them prizes of value far in excess of the actual articles delivered.

I have handled a great deal of money for the riders. They have been allowed to buy prizes with this money wherever they chose. All I asked was that the bill be sent to me, and by return mail the check would be sent to the dealer without any question. Now I want to clean up my accounts for the year, and begin anew for the coming season. I hold for the following men the amounts opposite their names: J. U. Constant, $85; Walter Goerke, $2.67; Wm. Kreiger, $5; W. J. Teubner, $29.25; Wm. Major, $5; C. H. Thompson, Jr., $5; Epstein, $2; Thomas Rice, $2; Frank Hart, 3 cents; H. Klebes, $3; H. W. G. Cox, $20—total, $158.95.

I also hold here for delivery and subject to demand of the owners, three bronze medals, one won by J. Fredericks and two won by George Haas.

These men must one and all immediately buy prizes with this money, sending me the bills for whatever they want, whereupon it will be paid at once. If by the 15th of this month there are any names left on this list who haven't bought their prizes, I shall proceed to buy prizes for them and forward the same to them at once. In the case of Frank Hart, who has only three cents, I don't know what I can send him, unless it be a handsome steel engraving of George Washington on a postage stamp. J. P. THORNLEY,
Chairman Competition Committee.

CLEVELAND BUYS MACHINES.

THE city of Cleveland has just placed an order with L. J. Mueller, local Indian representative, for four single-cylinder Indian machines. The Lister Motorcycle Company was also awarded an order for three single-cylinder Harley-Davidson machines. More machines will be added from time to time. These motorcycles will be used in connection with the work of the building inspectors. It is estimated that the use of motorcycles in this department will do away entirely with the old horse and buggy system.

GOODRICH TOURS

Elaborate System Is Followed in Selecting Routes for Posting With the Company's Markers.

RAYMOND BECK, formerly of the touring department of the Automobile Club of America, is now in charge of the Touring Bureau of the B. F. Goodrich Company, and since taking up this work he has made rapid progress along the broad lines which are being followed by the company. Years of experience in outlining tours have admirably fitted Mr. Beck to direct such a project, and his first-hand knowledge of many of the leading tour routes of the country stands him in good stead. A remarkably complete set of maps and road descriptions is at his disposal.

In selecting a route to be posted it is the desire to choose the most traveled roads, with the best touring connections for side trips, so that the markings will benefit the greatest possible number of tourists. When the route has been decided upon maps covering the entire region are obtained and wherever possible government typographical sheets are referred to. State and county officials, Chambers of Commerce, automobile clubs and many individual motorists lend their aid, and if it is found eventually that there is no satisfactory survey of the proposed route the Goodrich bureau prepares one. All in all, the bureau is one of the most potent agencies for the advancement of touring in the United States and it is as popular with motorcyclists as with car owners.

NEW ORLEANS BULLETIN.

REPORTS from New Orleans state that all the dealers are busy, and it has been rumored that one of the large factories will place a branch in the city, but as yet this cannot be verified. New Orleans has some fine roads that have just been finished and prospects are good for a road directly north out of the city to the northern end of the State, passing through all of the principal towns. The Henderson machine has made its initial appearance in the city and is creating quite a little interest. The Sauer Bicycle Co., that handles the Flanders, reports a number of sales; The Ferrin Machine Co., that handles the Thor, has one of the new "White hopes" in the city which is drawing a lot of attention from the advocates of the single-cylinder machines, and M. Zilberman, who handles the Indian machines, is complaining that he cannot get them fast enough and has placed machines with people who have never looked with much favor on the motorcycle previous to this year.

GALVESTON INDUCEMENTS.

GALVESTON (Tex.) dealers are pleased with the business outlook and report more sales and good prospects than ever before. One reason for this is the fine beach which they have both for racing and pleasure riding and this, together with a fine new Hotel, The Galvez, and the excellent bathing and meals to be had, makes it a pleasure to take a spin out to the beach after the business of the day.

IT is announced that the efforts of the Evansville (Ind.) M. C. will be concentrated in a few weeks upon the improvement of roads in its vicinity. It is admitted that highways in the Evansville district are now among the worst in the State.

Commercial Department.

DAVIS SAVED THE DAY.

WHEN it was necessary that important legal papers be taken from Louisville, Ky., to Nelson county within a short space of time, with the mercury at 12 degrees below zero and no trains running in that direction, R. L. Davis, the pioneer motorcyclist of Louisville, jumped on his mount and "delivered the goods." The route led through deep snow and over numerous small ponds covered with ice, but he made the forty miles in 1 hour 45 minutes.

HARD ON THE SPEEDERS.

RECENTLY published statistics of the New York police department show that of the charges made by motorcycle officers against speeders 96 per cent. resulted in convictions. From June 1 to the close of the year 3,710 summonses were issued for violators of the traffic rules and the convictions footed up to 3,552. The fines amounted to $17,816.

QUICK DELIVERY IN DES MOINES.

WITH F. R. Jenkins as president, and J. P. Everett as manager, a new motorcycle delivery system has just been started in Des Moines, Iowa. Parcels and messages are carried speedily to all parts of the city. The prices for deliveries range from 10 to 25 cents, according to the distance covered.

NO TRAIN FOR HIM.

ONTARIO, CAL., can boast of a motorcyclist who is a real enthusiast. When L. Rabe and his wife and children wanted to make a trip to Fresno, some distance away, Rabe sent his family on the train and rode his motorcycle to his destination.

UNITED STATES Farm Inspector Walter F. Davis, of Austin, Tex., recently obtained a motorcycle to enable him to cover his district and call on the farmers at least once a month.

FOR EMERGENCY CALLS.

OFFICIALS of Lexington, Ky., are considering purchasing several motorcycles for the use of officers who are called upon to patrol outlying districts and answer emergency calls.

EIGHTY-FIVE motorcycles are being used by the various departments of Chicago's city government.

ABOUT twenty-five members of the Galveston (Tex.) M. C. recently made a run to Houston, where they were entertained.

CONCERTED ACTION.

DES MOINES, IOWA.—A great deal of interest has been taken here in the announcement that the East Des Moines Commercial League will work with the farmers living between this city and the town of Ankeny, about fourteen miles away, for the improvement of the road between the two places so that Des Moines will have a good road entering it on the East. It has been noted that the roads throughout the State are in good condition until the city limits of Des Moines are reached. This city is on the line of the "River to River" road across Iowa, and good roads to and from it are a necessity.

WANT F. A. M. LITERATURE.

"MOBILE, Ala., is picking up fast," writes a traveling enthusiast, "and a more gentlemanly set of riders one seldom sees. They are active and boost for the local dealers of the machines they ride. A club is being formed at the present time and it would be a good idea for the F. A. M. secretary to send literature to this city and help along in every way possible. It may be sent to O. Overton, 519 Dauphin street."

MOTORCYCLE IN SOCIETY.

THAT the motorcycle is gaining steadily in popularity among feminine devotees of motoring is proved by the announcement that a number of young society women of Chicago have purchased single-trackers for the coming season.

MOTORCYCLES are now being used by the post office authorities of Youngstown, Ohio, for distributing special delivery letters and it is reported that the machines are doing excellent work.

RURAL mail carrier O. W. Bosman, of Urbana, Ohio, is one of the latest recruits to the ranks of R. F. D workers who depend upon the motorcycle for prompt delivery of their mail.

EVANSVILLE, Ind., motorcyclists have summed up their working policy in the motto: "Once a rider, always a rider." In other words, they feel it is only necessary to make a recruit and the fascination of the sport will do the rest.

GEORGIA RACE PRIZES.

THE directors of the Augusta (Ga.) Club met on March 23 and decided upon a program for the race meet to be held on April 26. There will be seven events, six for amateurs and one for professionals. The value of the prizes offered in the amateur events will total over $300. In the professional race, which will be for ten miles, $50 in cash is offered as first prize, $25 as second and $5 as third. This will bring the total value of the prizes close to $400. A cup of handsome design, valued at $50, forms a most attractive prize in the ten-mile stock race, which will be the principal amateur event of the day.

Much publicity is being given the meet through the Augusta newspapers, and the club is in receipt of many inquiries from prospective competitors. From present indications this will be one of the most important racing programs ever held in the South.

PITY THE POOR BURGLAR.

BETWEEN motorcycles and telephones there is no longer any joy in life for the burglar. Recently a hurry call was received at the Denver (Col.) police headquarters at 2 a. m. An officer vaulted into his saddle and arrived at a residence in a distant part of the city in time to nab a burglar as he was climbing out of a window. The whole operation required just six minutes.

IMPRESSED 'PHONE MEN.

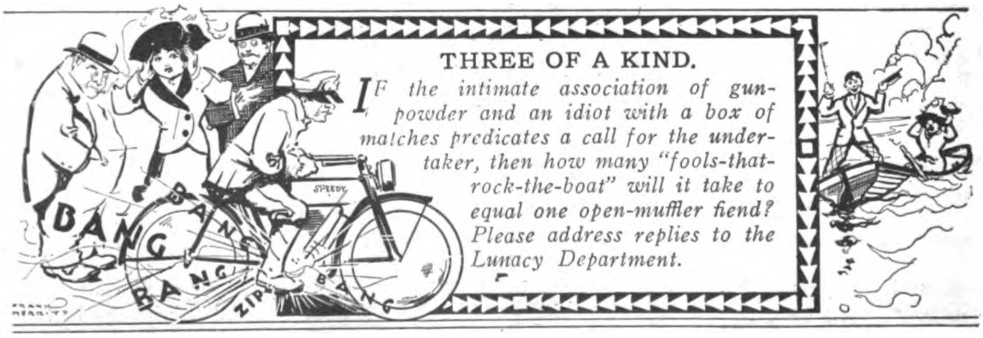
JENKINS & CO., of Des Moines, Iowa, had a motorcycle exhibit at the three-day convention of the Iowa telephone men in this city recently. The exhibit was composed entirely of Indian machines.

OBJECT TO NOISE.

RESIDENTS in the Vailsburg section of Newark, N. J., are preparing to wage a fight against the erection of the new Motordrome proposed by the Eastern Motor Racing Association on the grounds that they will be seriously annoyed by the noise of the motors. The track promoters are convinced, however, that they will be able to show that the annoyance along these lines will be negligible.

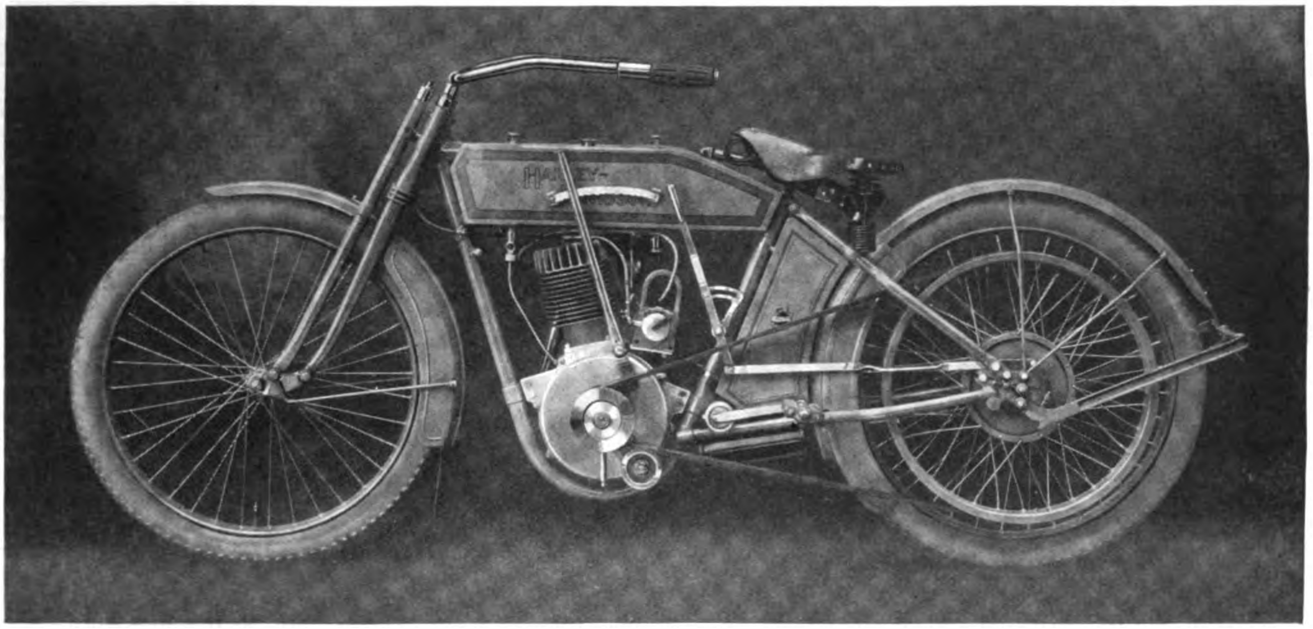
FIVE motorcycle enthusiasts of Oshkosh, Wis., recently made a trip to St. Paul, Minn., despite the fact that some of the snow drifts on the roads were several feet deep.

MOTORCYCLISTS of Atchison, Kan., will assist in the Good Roads movement.



THREE OF A KIND.

IF the intimate association of gunpowder and an idiot with a box of matches predicates a call for the undertaker, then how many "fools-that-rock-the-boat" will it take to equal one open-muffler fiend? Please address replies to the Lunacy Department.



86 Harley-Davidsons sold in 71 consecutive days

That's the story of the almost instantaneous success of H. L. Peters, our Buffalo dealer, who has had the Harley-Davidson agency less than a year

Big business like this would be impossible if the Harley-Davidson was not built right and if the factory organization back of it was not "there with the goods"

Harley-Davidson Motor Company

194 C Street Milwaukee, Wisconsin

Dealers Department

PITTSBURGH'S BUSY EXCHANGE.

PITTSBURGH, PA.—The Motorcycle Exchange, of this city, is now permanently located in its new home at 5606 Penn avenue, East End. This is now the largest agency in Pittsburgh. The storeroom floor space is 40 x 110 feet, and the shop is half that size. The storage rooms in the basement hold 300 machines. A small supply warehouse, situated in the rear of the main building, contains a goodly supply of gasoline and oils. Up to date this agency has put out over three hundred new and used machines for 1912, and there is at all times a selection of approximately 200 machines to choose from. A. G. Schmidt, manager, and H. McK. Payne, proprietors of this exchange, are the agents for Allegheny County of the Indian, which is the only machine handled by them. They are authorized to appoint sub-agencies, which are well distributed throughout the county. This agency has been the leading home of the Indian in this district for the past three years and has been more than successful in its effort to increase the demand for motorcycles. Much of the enthusiasm shown in this city can well be attributed to the zeal with which these young men work. This year the demand was greater than ever, and it was found necessary to order supplies by the carload, something which has never before been practiced in this city.

The Department of Public Safety, of Pittsburgh, shows confidence in the Indian by supplying the motorcycle police squad with new 1912 sevens. The Indian has been used by the police in this city for the past two years.

INDIANS ON DISPLAY.

THERE was a large attendance throughout the four days of the Louisville (Ky.) automobile show, held March 6-9, and the single display of motorcycles attracted no end of attention. The only firm exhibiting the single-trackers was the Sutcliffe Company, which showed a full line of the new Indian models. Frank B. Marshall, the well-known speedster of Terre Haute, Ind., was in charge of the display and he succeeded in rounding up many orders.

POHL IN TOLEDO STORE.

H. G. POHL, formerly with the Pierce Cycle Company, of Buffalo, has accepted a position in the Toledo (Ohio) store of the Consolidated Mfg. Company as assistant to Manager H. D. Capron. Pohl will give special attention to the sales and testing departments.

WESTERN NEW YORK AGENCY.

ONE of the most complete motorcycle establishments in New York State is that presided over by H. L. Peters, in Niagara Falls, from which Harley-Davidson machines are distributed for Western New York. Mr. Peters and his son, O. H. Peters, appear in the photograph, the latter being in charge of the sales department. A. H. Peters, who does not figure in the picture, has charge of the repair department. The firm's repair shop has an excellent equipment of machinery, including electrically driven lathes, drill press, grinders, brazer, air blower, etc., making it possible for Mr. Peters to turn out any machine part should he fail to have it in stock when needed. This rarely happens, however, as a recent inventory of parts in stock totaled over $1,400. It is one of Mr. Peters' boasts that he never tolerates the use of a monkey-wrench on any machine, open-end wrenches being used exclusively.

LOCKSMITH • ELECTRICIAN
MOTORS
330
330

Mr. Peters reports that he has placed upward of eighty machines since the first of the year and that his 1911 sales will probably be doubled before the close of the present season. He invites touring riders to drop in at his headquarters even though they may not be in need of his services.

MACHINE BARGAINS.

THE Green Purchasing Agency, 1589 Broadway, New York City, is doing a good business in both slightly used automobiles and motorcycles. The large stock embraces practically every kind of automobile and motorcycle, which are well displayed in their extensive floor space. They offer to send the enquirer a description and price list of their various attractive offers.

SHATTOCK TURNED SLEUTH.

DETROIT, MICH.—Robert Shattock, Detroit agent for Emblem machines, proved himself a bit of a sleuth recently when he found that his safe had been robbed of about $500. When Shattock arrived at his place of business one morning he found the door of the safe unlocked, but gave this no serious thought until he discovered that the cash drawer was empty. At once he turned to a certain employee and questioned him closely. The latter explained that he had found the door open when he arrived, but his answers did not satisfy Shattock, who continued the "sweating" process until the employee confessed that he had taken the money. It was found hidden in a woodshed in the rear of the store.

FIRST IN THE STATE.

THAT the Motorcycle & Supply Co., of Little Rock, Ark., the first firm of its kind in the State, fills a long-felt want, is being proved by a rush of orders and heavy demands upon its repair department. The company was formed only a short time ago and the business transacted to date has far exceeded the expectations of the proprietors. In addition to handling the Flanders machine the firm carries a line of accessories and slightly used motorcycles and operates a well-equipped shop. Homer Adkins and W. F. Moorhead are at the head of the company.

PURDUM NEEDS ASSISTANT.

S. E. Purdum, of Macomb, Ill., has sold a half interest in the motorcycle department of his business to Ray Kline, who is well known to riders throughout his district. Purdum is still sole owner of the novelty and repair departments of the establishments, but the motorcycle trade developed so rapidly that he found it advisable to take a partner.

NEW BUFFALO FIRM.

PAPERS of incorporation were filed recently by the Excelsior Sales Co., of Buffalo, N. Y., which is capitalized at $10,000, to deal in Excelsior motorcycles and Flanders automobiles. William F. Hanavan is general manager of the company which has opened quarters at 730 Main street.

BARR ON BUSINESS TRIP.

FRED J. BARR, of Davenport, Ia., distributor of Flying Merkel machines in seventeen counties in Iowa and Illinois, returned recently after a visit to the big factory of the Miami Cycle and Manufacturing Company, at Middletown, Ohio.

HOW LANG STARTED.

C. H. LANG, Harley-Davidson agent in Chicago and one of the most active motorcycle boomers in the Middle West, was a manufacturer of tools for piano tuners in 1904. His vocation was so confining that he turned to a power two-wheeler as a means of healthy recreation, obtaining one of the first three machines turned out by Will Harley and the Davidson brothers, who at that time did not dream of the massive plant which is supplying the company's 1912 output. Lang tells the story of his first machine with pardonable pride.

BAKERSFIELD SALES.

CARL WILKES, proprietor of the Pioneer Gun Store in Bakersfield, Cal., announces that he has sold thirteen Indian machines since February 15 and that he could have increased this number if the motorcycles were in stock to satisfy immediate demands of prospective riders.

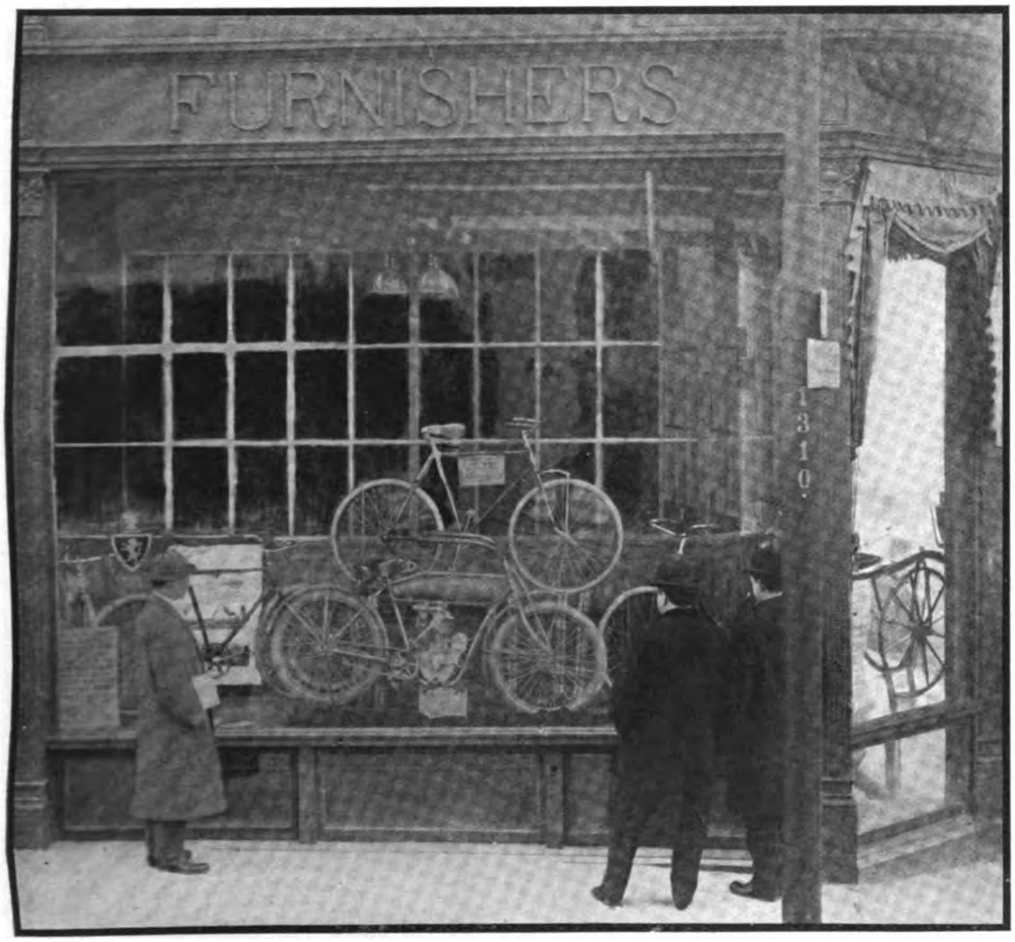
BROWNING BROTHERS, of Ogden, Utah, have signed up for a quantity of Emblem motorcycles. They will handle the retail end in Ogden and will appoint sub-agents in various parts of the State.

HEARTY WELCOME FOR A. B.

A. B. COFFMAN, of the Consolidated Manufacturing Company, was given a cordial welcome by the motorcyclists of Savannah, Ga., when he paid his annual visit to that city recently. After conferring with his local representative, L. R. Oakman, Mr. Coffman called upon other agents in a social way and was the guest of the dealers in general on a day's outing. He congratulated the Savannah boosters upon the results they have obtained and exhorted them to keep up the good fight. Mr.. Coffman was deeply impressed with the progress that has been made throughout Georgia during the last year.

HANDY STOPPING PLACE.

ARTHUR LA ROE, Indian agent in Perth Amboy, N. J., has opened an establishment in Smith street, near the Staten Island ferry terminal. His place is the only one in the city devoted exclusively to motorcycle supplies, and being located on the main avenue of motoring traffic between Staten Island, west Jersey points and the shore resorts, it should prove quite handy for touring knights of the single-tracker.



AN "EVOLUTION" EXHIBITION.

THE Pope Manufacturing Company, of Hartford, Conn., recently hit upon the idea of arranging an "evolution" exhibit in the show windows of the Stackpole, Moore, Tryon Company, in Hartford, with a view to showing the progress that has been made in the production of motorcycles and bicycles, and the display attracted much attention. One of the machines shown was of the "hobby-horse" type, dating back to 1818, and the contrast between this and the up-to-date models provoked many a smile. The display included one of the latest Columbia chainless bicycles, equipped with every comfort-giving device, a Columbia chain bicycle, representing the highest type of that make; a woman's bike and several roadsters. Needless to say, the new model of the Pope Motorcycle occupied a prominent position in the exhibit.

OHIO TRADE BULLETINS.

THE Harley-Davidsons won two out of three games in the Columbus Motorcycle Bowling League series at the contests held March 18. Their opponents were the Indians, who won the middle game. The scores were: Indians—767, 910, 851; Harley-Davidsons—853, 810, 852. The Flying Merkels won three games from the Excelsiors by the following scores: Excelsiors—659, 801, 682; Flying Merkels—848, 836 and 804.

W. H. Snyder, manager of the American Machine Company, of Columbus, returned recently from a trip to the Emblem factory at Angola, N. Y., where he went to hurry up deliveries.

The George T. Stream Company, of 78 West Main street, Newark, has taken the agency for the Indian.

A. D. Farrow, of 271 East Jefferson street, Nelsonville, has taken the local agency for the Harley-Davidson for 1912.

The city auditor has received a shipment of 1912 motorcycle tags, and all motorcyclists are expected to call at his office and pay the license fee of $2. Police Chief Vermillion has issued orders for the arrest of all riders who fail to obtain the 1912 tag.

In connection with the automobile show given by the Wedge Garage at Zanesville recently, a number of motorcycles were exhibited. Williams & Co. exhibited several Indians and Flanders, and Pope machines also were shown.

Z. L. Bedford, of Lima, has taken the local agency for the Harley-Davidson.

Walker Bros., 105 Court street and 205 North Main street, Bowling Green, have taken the agency for the Indian.

EMBLEM AGENCIES.

SOME of the new Emblem agencies placed recently are: Taylor Bros., Oklahoma City, Okla.; A. F. Mueller, Evansville, Ind.; Moultrie & Maginni, Yonkers, N. Y.; J. C. Stafford, Fort Wayne, Ind.; Clinton E. Carpenter, Grand Rapids, Mich.; W. A. Doubleday Company, Syracuse, N. Y.; E. E. Fenn, Bloomington, Ill.; Smith & Wolfe, Denver, Col.; H. J. Kingsbury, Kalamazoo, Mich., and William Lintner, South Bend, Ind., in addition to many smaller towns.

NEW YALE AGENCY.

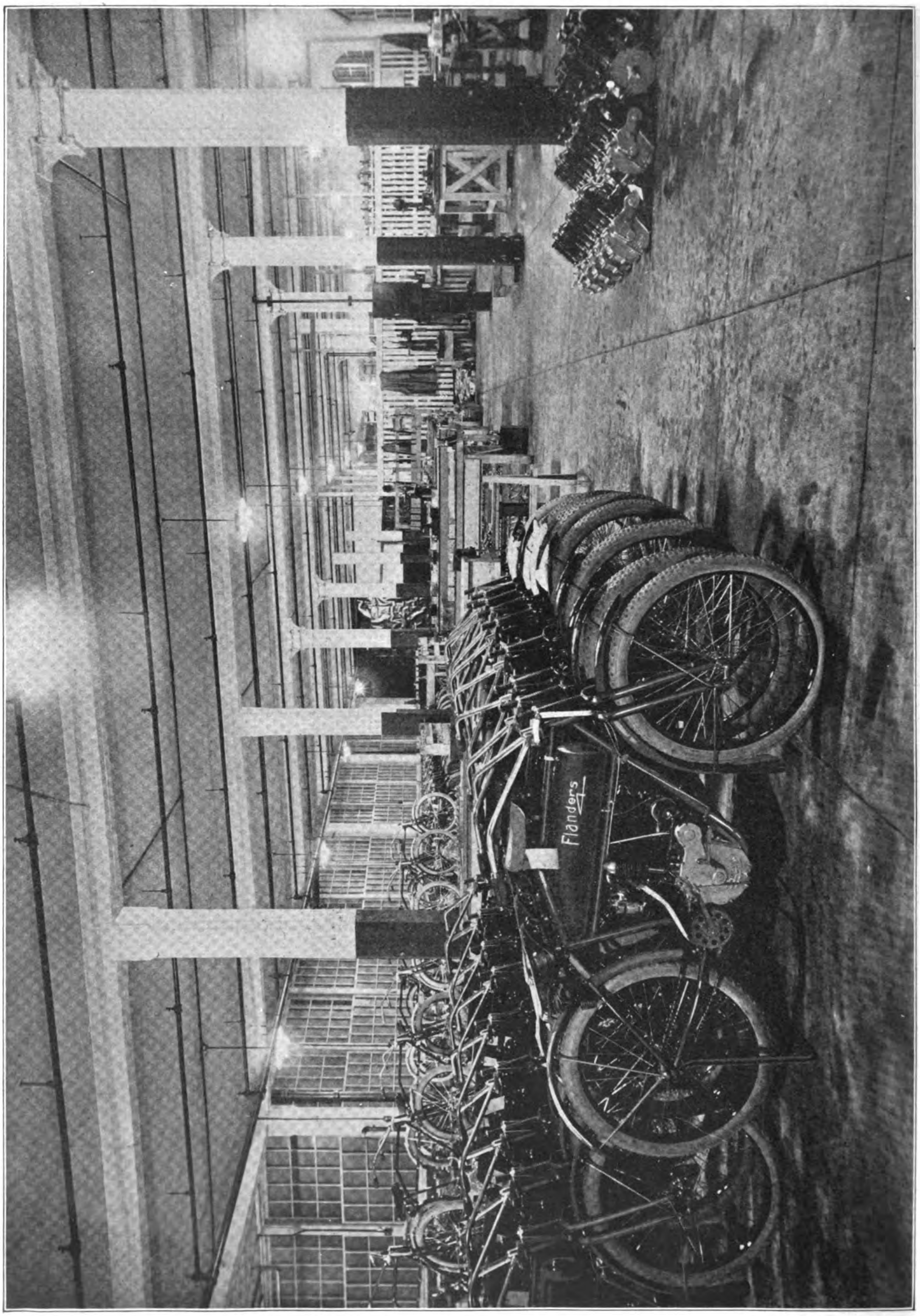
RAY BROTHERS, of 308 W. Jefferson street, Louisville, Ky., have taken the agency for the Yale machines. They have been active workers for the development of the motorcycle field in Louisville and vicinity for some time past and have built up a promising business.

HARRISBURG AGENCY.

HEAGY BROS., located at 1204 North Third street, Harrisburg, Pa., handle a full line of sporting goods in addition to selling Harley-Davidson motorcycles. Although only about a year in the field they have built up a promising business.

PIERCE and Flanders machines are being sold in Detroit, Mich., for 1912 by L. A. Stetcher, of 1281 Michigan avenue. Stetcher has had 12 years' experience in the motorcycle and bicycle business.

RACE fans in Coshocton, Ohio, are practically assured of motorcycle speed events in connection with an aviation meet which is being planned for July 4-5.



CORNER IN FINISHING ROOM—FLANDERS' CHELSEA PLANT

ON THE OPPOSITE PAGE is a photograph of a small corner in the factory in which

THIS IS IN OUR CHELSEA PLANT, which covers [illegible] acres, represents an investment of more than one million dollars, and which is devoted exclusively to the manufacture of motorcycles and steel balls.

YOU SEE WE MAKE every part of the Flanders "4", including even the balls.

OUR PONTIAC PLANT covers 19¼ acres, and represents an investment of one and one-quarter millions. Here we make parts of the motorcycle—forgings, castings and gears—and also make the famous Flanders Electric.

PERHAPS YOU'VE HEARD the ridiculous story, "Flanders intends to abandon motorcycles!" If so, just consider for a moment the tremendous investment we have in it—and answer yourself.

THE WISH IS FATHER TO THE THOUGHT in the minds of those who tell such foolish tales. On the contrary—

WALTER E. FLANDERS himself will devote the major part of his personal time to the Flanders Manufacturing Company—his favorite child, the one named after himself.

HIS GUARANTEE GOES with every motorcycle—and you know what that means.

$175. WITH FREE ENGINE PULLEY AND MAGNETO.

MORE LATER.

FLANDERS MANUFACTURING COMPANY

PONTIAC and CHELSEA, MICH.

BIG INDIANAPOLIS SHOW UNDER CANVAS

Motorcycles Figured Prominently in Million-Dollar Exhibition of Motor Vehicles Which Was Held Under Huge Tent Covering Sections of Three Streets in the Indiana Capitol.

INDIANAPOLIS, IND.—Housed under an $11,000 canvas covering in the Vermont street section of the million-dollar automobile show which opened here Saturday, March 23, and which continued until Saturday, March 30, the Indianapolis motorcycle dealers held their first combined motorcycle exhibit. The automobile show, in conjunction with which the accessories and motorcycle dealers were shown, was also the first to be held in Indianapolis, and no account of the lack of a large enough coliseum, the exhibit was held in the streets on three sides of University Park. The smooth asphalt, covered by green carpet, made an excellent floor. The decorations under the big canvas were uniform. Festoons of laurel and incandescent lights, stretching from the top of the canvas down to the sides, and American flags hanging from each center pole, formed the chief decorations.

The G. H. Westing Company, agents for the Indian, with a thirty-foot frontage, had the largest motorcycle display. A long showcase, filled with accessories, formed the centerpiece of the Indian booth. On top of the showcase rested another case containing over thirty silver trophy cups won by E. G. Baker, of Indianapolis. Benches were arranged on both sides of the cases, with large Indian blankets thrown over them. Five brand new Indian machines of different models were artistically arranged upon stands. The T. T. and two-speed models attracted more than usual attention. In charge of this exhibit were: G. H. Westing, F. W. Hassler, R. H. Sturm, C. R. Foley, E. P. Whitmer, C. R. Sheets and D. E. Dunn. Mr. Dunn, who is a special Chicago representative of the Hendee Company, went down to Indianapolis especially to help out at the show.

The George Detch Wheel Company's stand, showing makes of Pierce, Pope and Reading-Standard motorcycles, was in the charge of A. G. Detch, E. R. Lawson and C. H. Pohler. Detch exhibited the first 1912 7 h. model Reading-Standard to reach this city, with the new foot brake control. In the center of the Detch display space was a table covered with accessories and engine parts. The motorcycles were mounted on decorated stands.

The first Emblem and Iver-Johnson motorcycles to reach Indianapolis were exhibited by John Thompson. Besides Mr. Thompson, Roy Price was on deck at the display.

Another Indianapolis newcomer who showed under the canvas was F. D. McCord, of the Motorcycle Sales Company, agent for the Flanders. McCord exhibited five Flanders "4" motorcycles. P. C. Bowen, of Detroit, a special Flanders agent, was chief aid of McCord at the show, and succeeded in closing a number of dealers' contracts for different parts of Indiana. James Ruby, G. W. Boycort and E. E. Jones were aids at the Flanders booth.

The Gus Habich Company, represented by Alex Byerly and Frank Wolf, had an attractive display of white Thors and the latest Excelsior models. One of Joe Wolter's racing machines was on exhibition and attracted unusual attention.

John E. Merz, handling the Flying Merkel, had a booth decked up in yellow, to match the color of the "flyers." On a table in the center there was plenty of Merkel literature and some accessories. Assisting Merz was F. P. Lee, R. Frost and E. Pollard. Lee is from St. Joe, Mo., and is special agent for the Merkel people.

The Harley-Davidson exhibit, in charge of Harry Dipple and Harry Steward, was composed of three machines, two of which were singles. Dipple had the honor of selling the first machine of the show.

All of the dealers report that business was very good. Up to Thursday each of the dealers reported the sale of a machine or two, while every one stated that he had at least three or four "sure prospects" in view. On the whole, the dealers claim that the show is one of the best things that has ever been staged in Indianapolis and it is referred to as a pronounced success.

INDIANS FOR PACEMAKING.

INDIAN motorcycles will be used during the coming season, as in the past, for pacemaking purposes on the Newark (N. J.) Velodrome Bicycle Track, as Manager Chapman has placed an order for four new machines for this purpose. Mr. Chapman has been actively connected with bicycle racing longer and more successfully than any other man in the business, and has experimented with every description of motorcycle for pacemaking, with the result that for several years he has used Indians exclusively for this purpose.

Pacing bicycle races imposes much more severe conditions than is generally imagined. The main requirement is absolute reliability, for the failure of a pacemaking machine in an important race means not only the marring of the event, but the disappointment of crowds of interested spectators, and as a business proposition the management can take no risks of such a mishap.

Heretofore the largest machines used by Mr. Chapman have been 5 h. twins, but this year he will install 7 h. machines as his new outfit, and these as usual will be in charge of Charles Turville, the veteran pacing expert.

EARLY trips planned by the South Bend (Ind.) M. C. will take the riders to St. Joe, Mich., and to Kalamazoo, each run totaling about 80 miles.

A SERIES of races will be held in Milwaukee in June under the auspices of the Wisconsin Motorcycle Club.

"His Hair and Moustache Were Sandy."

A Leap Year Inquiry: "Young Man, Is There a Minister, Judge or Justice of the Peace in This County?"

MATCH RACE IN LOUISVILLE.

FRANK MARSHALL, of speed fame, has clinched an agreement with Irwin Baker, of Indianapolis, for a match race to be held on the Douglas mile dirt track in Louisville, Ky., some time in the near future. Marshall says the track is fast and that he intends to use it for a 100-mile record trial later in the season.

JULY 4TH MEET AT CORTLAND.

THE Cortland (N. Y.) M. C. will hold a race meet on July 4 at which New York State Commissioner Robert Morton will act as referee.

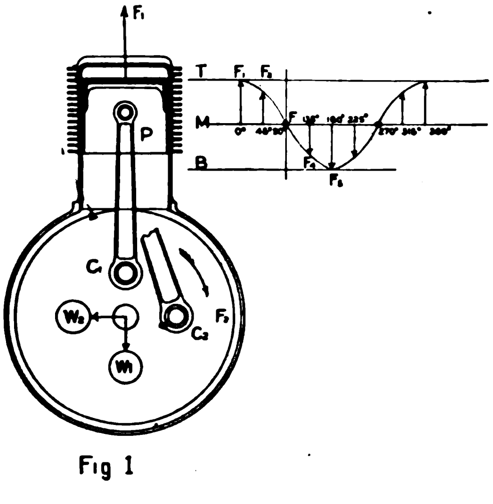


Fig 1

THE BALANCE PROBLEM

Mechanical Engineer Discusses Advantages of 90-Degree Twin from This Important Viewpoint.

FOLLOWING is an interesting dissertation on the problem of balancing motorcycle engines, with special reference to the results obtained from the use of the 90 degree twin as fitted on M.M. doubles, produced by the American Motor Co., of Brockton, Mass.

The article is prepared by L. E. French, who has given much time to the study of balance conditions in gas engines. By referring to the accompanying diagrams the reader will obtain a clear conception of the points made by Mr. French. He writes as follows:

"The vibration in an engine is caused by unbalanced forces. It takes force to start and force to stop the piston. These forces act in one direction only and that is along the line F-1, W-1 in Figure 1. The force varies in different parts of the stroke from a maximum at the start, to zero at the middle, and a maximum at the bottom. This variation is shown by the diagram in Figure 1. It is impossible to balance the force F in a single cylinder machine by a revolving weight W, because the force F always acts in one direction, while the force W acts in all directions, as it revolves about the center. At the position of the crank C-1, the weight W-1 balances the force F-1, but at the position C-2 weight W-2 acts at right angles, which shakes the motor sidewise instead of vertically.

"In Figure 2, we have another cylinder, placed at right angles to the first one. When the crank is at C-1, the weight W-1 balances the first piston P-1, while at the position C-2, the weight W-2 balances the second piston P-2. The two pistons can both be balanced by one revolving weight, where a single piston cannot. This is true only when the cylinders are placed at 90 degrees, because in this position one piston is at the top of the stroke, while the other is in the middle of the stroke."

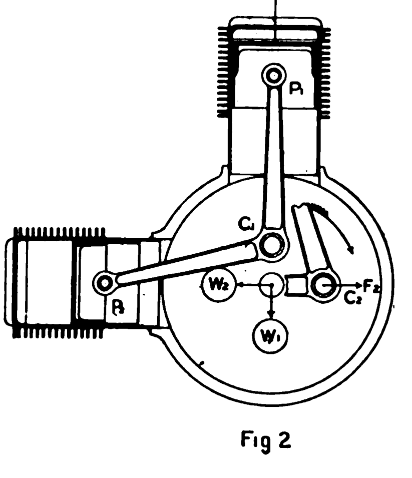


Fig 2

COAST DEALERS CLAMOR FOR NEW MODELS

Shipments Are Tardy and Agents Assert That Inability to Make Prompt Deliveries is Cutting Into Their Business Seriously—Trade Notes of San Francisco and Vicinity.

OAKLAND, CAL.—W. P. Williams, the hustling motorcycle dealer of Oakland, in a recent interview lamented the inability of manufacturers to cope with the remarkable demand for new models on the Pacific coast, and stated that failure to receive shipments promptly has kept practically all the agents of the State on the anxious seat for weeks past.

"This has been one of the finest winters I have ever known for the motorcycle trade on the coast," said Mr. Williams, "and there is no good reason why I should not have been selling motorcycles practically every day since the first of November, 1911. We have had but few rainy days, and times appear to be good, so that the ranks of motorcycle enthusiasts have grown beyond all expectations. In my opinion the motorcycle manufacturers err in advertising in the fall that they are making material changes in their models, and then failing to make prompt spring deliveries. One cannot blame the purchaser for demanding the new models and holding off until he can be supplied with them, but this imposes a great hardship upon the dealer.

"The automobile manufacturers are already talking of their 1913 deliveries," continued Mr. Williams, "and as yet we have not received our first 1912 machines. No doubt the folks at the factories are putting forth every effort to help us out of our dilemma, but it would seem that the time has arrived for the inauguration of a delivery system which will insure the shipment of motorcycles at a time when the riders want them. The prospective purchaser who is compelled to wait weeks, and even months, for a new machine will, in some cases, become disgruntled and decide that he doesn't want to make a purchase."

BEN BRESEE, agent for Harley-Davidson machines in Fresno, is one of the most active dealers in the State. He reports having sold seventy-four Harleys to date, and states that he is just getting warmed up for his sales campaign. Fresno offers an unusually attractive field for motorcycles.

CARLOAD OF INDIANS.

THE San Francisco branch of the Hendee Manufacturing Company recently received a carload of the new models—forty-one machines in all—and they are going rapidly. It is worthy of note that quite a few of the mounts are equipped with the new Goodyear 3-inch tires. These are the first machines to reach San Francisco carrying the new size of tires.

R-S DEMONSTRATOR ARRIVES.

JOHN T. BILL & CO., of San Francisco, have received their Reading-Standard 7 twin demonstrator, and it has attracted considerable attention on its tryouts. A shipment of the 1912 R.-S. machines is expected by the firm at an early date.

SHOW IS POSTPONED.

ANNOUNCEMENT is made that the motorcycle show proposed by the San Francisco M. C. has been indefinitely postponed owing to the inability of the dealers to obtain new models for display purposes. Promoters of the show are keenly disappointed, but it is asserted that they have not given up the idea of having an exhibition when conditions are more favorable.

FREED INCREASES STAFF.

OWING to unprecedented business A. Freed, Pacific coast distributor for Thor machines, has been obliged to add to his sales and repair shop forces, and there are indications that he will soon be called upon to make extensions in his establishment.

HAVE JOINED FORCES.

PUTZMAN & CASTNER is the firm name on a new sign at 1625 Market street, San Francisco, where a rushing business is being done in enameling motorcycles, bicycles, rims, mudguards and automobile parts. Mr. Putzman was formerly a member of the firm of Putzman & Hoffman in Alameda, and Mr. Castner was for many years associated with C. C. Hopkins, Indian agent in San Francisco, as a repair expert. Charles Henrikson, one of the most experienced enamelers on the coast, is in charge of the new shop.

WILL LEAVE SACRAMENTO.

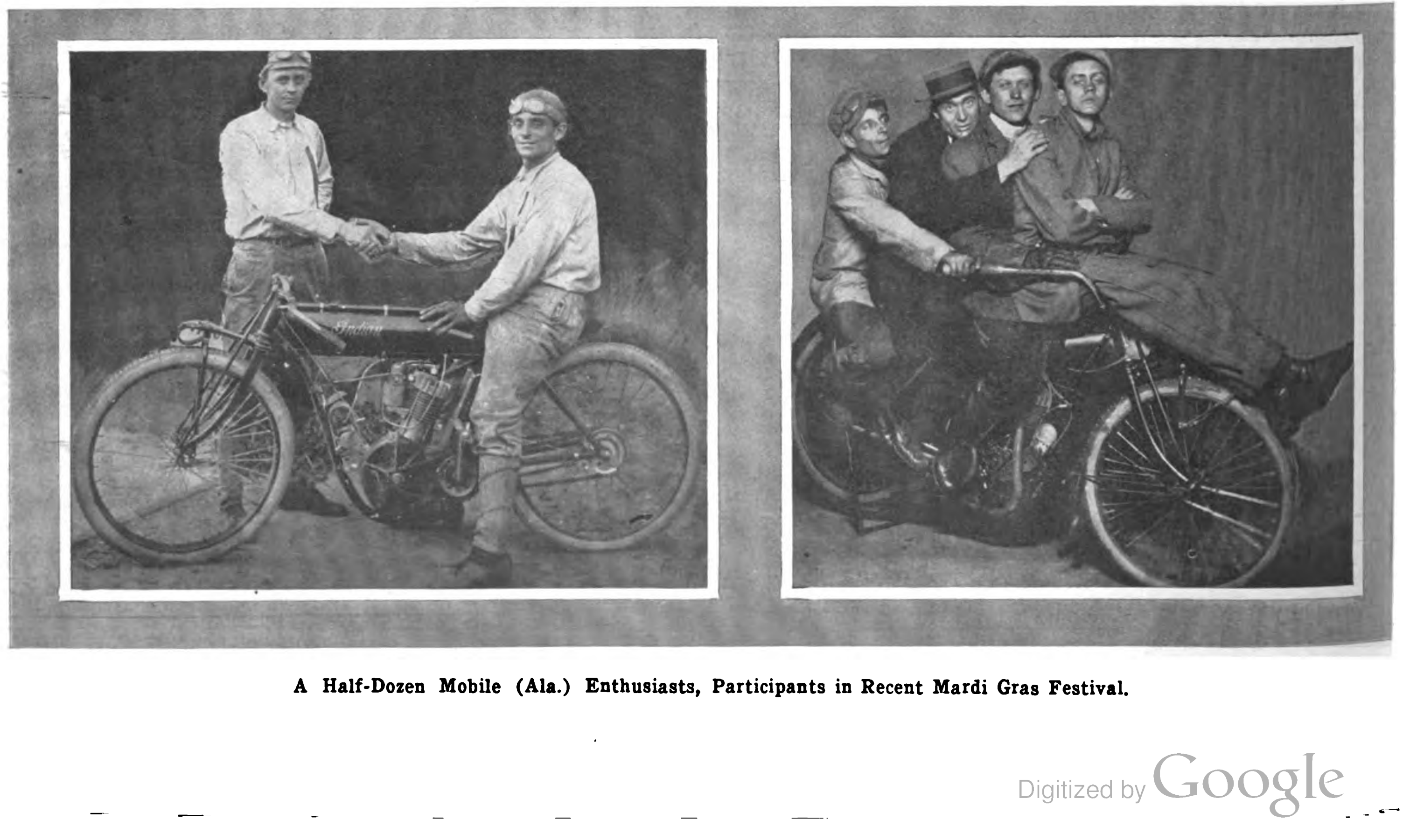
F. M. JONES announces that he will move his wholesale motorcycle and bicycle business from Sacramento to Oakland, and make this his distributing point. He has the agency for the Flying Merkel machines.

HANDLING TWO LINES.

GEORGE F. FAULKNER is one of Oakland's busiest agents this year. He is carrying the Harley-Davidson and Pope lines and finding plenty of orders for both. Of late he has improved his repair shop and added to his general facilities for handling orders promptly. The Faulkner shop is in charge of Lewis Ike, who for several years was associated with C. F. Salomonson.

ADDS THE YALE LINE.

C. F. SALOMONSON, a consistent worker for the upbuilding of the motorcycle trade in Oakland and vicinity, has taken the Yale agency for 1912 and will handle it in conjunction with the Reading-Standard agency.



A Half-Dozen Mobile (Ala.) Enthusiasts, Participants in Recent Mardi Gras Festival.

DEMONSTRATING THE THOR.

J. AUNNE, proprietor of a well-equipped establishment in Oakland, has received his Thor demonstrator and is giving it frequent tryouts for the benefit of prospective buyers. Aunne also reports unusual activity in his repair shop.

NEW OAKLAND STORE.

J. KRANE has opened a new motorcycle store in Oakland and taken the agency for the Emblem machines. In addition to his motorcycle line Krane intends to carry an assortment of bicycles and supplies.

HAS FLANDERS AGENCY.

W. H. HARRISON, of Sacramento, has taken the agency for Flanders machines and reports lively business. He has been a dealer in Sacramento for many years and is carrying an extensive line of bicycles and supplies in addition to the motorcycles.

IN NEW QUARTERS.

BANTA & DURST have moved into new quarters in Sacramento, where they are finding a big demand for Yale motorcycles. They have made arrangements to handle a heavy repair trade.

MAY SELL MOTORCYCLES.

WRIGHT & VAN BUSKIRK, who have been very successful dealers in bicycles in Lodi, are contemplating entering the motorcycle field, and it is stated that they intend taking up the agency for a leading motor single-tracker.

SALESROOM ENLARGED.

WAUCHOPE BROTHERS, who are boosting Excelsior sales in Lodi, have just completed extensive improvements in their salesroom and additional facilities for handling repair work have also been arranged.

RACES AT FRESNO.

THE Chambille Cyclery Company, of Chico, which is doing a record business this year with the Thor, reports that during the summer there will be some excellent racing pulled off at Fresno. The motorcycle club at that point is already making plans for the meets. The Chambille Cyclery has a fine repair shop in connection with the salesroom.

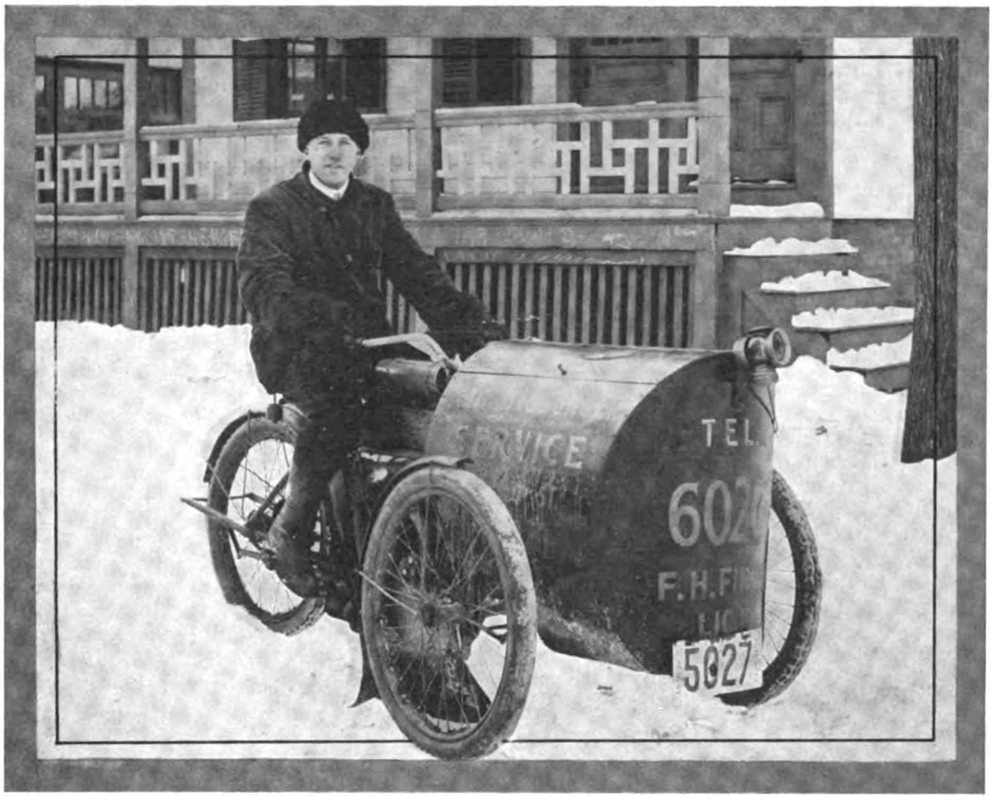
JOBBING TRADE LIVELY.

THE Kimball-Upson Company, of San Jose, is the distributors in northern California for Pope motorcycles, and is handling the heaviest trade this year that the firm has ever known. This energetic company carries a large line of tires and accessories and caters to a large jobbing trade.

W. F. Bracker, the Excelsior agent of San Jose, has just enlarged his shop, and is carrying a large and complete stock of accessories and tires.

LINQUEST TO HAVE BRANCH.

A. L. LINQUEST, who for years has been in the bicycle business at Chico, has relinquished his bicycle trade and taken up motorcycles. Mr. Linquest will handle the Thor for this territory. He will also open a branch at Marysville, where he intends to put in a number of Thor machines and a line of accessories.



TEUBNER ON THE ROAD.

W. J. TEUBNER, known to race followers as "Billy," has gone on the road in the interests of the Indian, and will travel the States of Ohio, West Virginia and Kentucky. This will explain the statement recently made that Teubner had abandoned racing, and his many friends will undoubtedly be glad to welcome him in the business field.

BY way of proving that their city is a lively motorcycle center, club workers of Columbus, Ohio, state that they will have nearly 1,000 riders in line before the summer is over.

MOTORCYCLE races will be among the amusement features at a centennial celebration to be held in Findley, Ohio, in the near future.

A STURDY OUTFIT.

THE accompanying photograph shows an Indian twin that is being used in package delivery service by F. H. Firman, of Springfield, Mass. It has not been out of service a single day throughout the past winter and has successfully competed with automobile and wagon delivery systems in handling all goods of moderate weights. It is also worthy of note that Firman commands a better rate than others in his field because of the fact that he specializes on rush orders. The van used is one of the old style Indian attachments and is soon to be replaced by one of greater capacity.

SOME'HORSEPOWER!

A NEWSPAPER announcement which is being copied over a wide area states that the officials of South Bend, Ind., have made arrangements for the purchase of a "75-horsepower motorcycle" to be used in checking speeders. Roughly speaking, this machine ought to be quite some little speed box, but there are reasons for believing that it will be minus about 70 of the aforesaid horsepowers when it arrives in South Bend. All of which will be just as well for the officer who mounts it and the general tranquillity of the neighborhood.

SQUAW RIDES MOTORCYCLE.

MINNIE SKEY EAGLE, a full-blooded Pawnee Indian squaw, is undoubtedly the first woman of her race to pilot a motorcycle. She uses a single-tracker on the government reservation at Geronimo, Okla., having been attracted to the mount by a machine which was ridden to the reservation by George H. Chase, a well-known Oklahoma motorcyclist.

WORCESTER WHIST PARTY.

AN unusually successfully whist party was given by the Worcester (Mass.) Motorcycle Club on March 25, at which twenty-one tables were in play. Seventeen attractive souvenirs were awarded to the players making the highest scores, and the program throughout proved most enjoyable. When the cards were laid aside the floor was cleared for dancin. The club's plans have been completed for a run to Concord and Lexington on Patriots' Day, April 19. The outing is open to all riders of the district and will mark the opening of the riding season for the Worcester squad.

MERCHANTS ARE AWAKE.

IN Dallas, Texas, motorcycles are now being used for deliveries by drug stores, clothing houses, meat markets, the police department and the electric and gas companies, all of whom report satisfaction and this is verified by the fact that new machines are being constantly sold to business houses as well as to riders for pleasure only.

WATERLOO, Ia., now has about 350 motorcyclists, and it is believed the ranks will be increased by nearly 200 riders before the close of the present season.

MARCH GROWTH OF F. A. M.

NATIONAL SECRETARY GIBSON reports the following increases in F. A. M. membership for March by districts: New England, affiliated, 48, unaffiliated, 8, renewals, 13; Atlantic, affiliated, 132, unaffiliated, 37, renewals 74; Peninsular, affiliated, 26, unaffiliated, 9, renewals, 8; Lake, affiliated, 99, unaffiliated, 34, renewals, 47; Gulf, affiliated, 24, unaffiliated, 5, renewals, 10; Central, affiliated, 54, unaffiliated, 14, renewals, 9; Southwestern, affiliated, 78, unaffiliated, 19, renewals, 12; Pacific, affiliated, 30, unaffiliated, 4, renewals, 5; Canadian, affiliated, 3, unaffiliated, 1, renewals, 4.

The new members have been listed by States as follows: Massachusetts, 48; Connecticut, 6; Rhode Island, 2; New York, 66; Pennsylvania, 55; New Jersey, 27; Maryland, 6; District of Columbia, 13; West Virginia, 1; Alabama, 5; North Carolina, 2; Tennessee, 4; Georgia, 14; Mississippi, 1; Florida, 9; Ohio, 38; Illinois, 28; Missouri, 2; Indiana, 30; Michigan, 32; Wisconsin, 3; Kentucky, 2; Louisiana, 1; Texas, 25; Arkansas, 1; Nebraska, 5; Iowa, 6; Kansas, 41; Minnesota, 14; South Dakota, 1; North Dakota, 1; California, 94; Colorado, 2; Washington, 27; Montana, 1; Idaho, 1; Nevada, 1; Oregon, 5; Canada, 4; total, 625.

BROOME COUNTY BANQUET.

MEMBERS of the Broome County M. C., of Binghamton, N. Y., held their annual banquet and election of officers on March 21. Cups will be awarded the riders who attend the most meetings during 1912.

DAYTONIANS TALKED SHOW

Mingled Business with Pleasure at Smoker by Planning for Coming Motorcycle Display.

NEARLY one hundred motorcycle riders, of Dayton, Ohio, attended the smoker and luncheon of the Dayton Motorcycle Club in the sun parlor of the Algonquin Hotel on March 27, at which the newly-elected officers of the club were installed. The evening's business was laid over for the next meeting, except as regarded matters pertaining to the week's show which the boys are planning for the week of April 20. This matter was discussed at length, and details of the arrangements were talked over. Manager Charles Zetler reported that the club members had been much encouraged by the manner in which manufacturers were coming to the front in the matter of space for exhibition purposes. He stated also that he had received word from several trade publications stating that they expected to have representatives at the show.

Manager Zetler stated that the show was assuming fine proportions, and he expects that thousands of people will inspect the machines. The show is to be exclusively for motorcycles. A great deal of publicity is being given the show in Dayton, and from the manner in which the club members are taking up the work of preparation the exhibition promises to be a hummer.

WITH THE CLUB BOOMERS.

CONVINCING proof of the growing popularity of the F. A. M. and the sport of motorcycling may be found in the following large list of new club organizers who have taken up the work of forming clubs in their several localities during the past week. Chairman Estabrook has listed them as follows: R. Walker, 132 Manor road, West Brighton, Staten Island, N. Y.; Wm. J. Rehrig, 47 East Main street, Somerville, Mass.; Hans F. Neil, 208 Taylor street, Findlay, Ohio; C. C. Vaughn, Brunswick, Ga.; M. A. Kilpatrick, Stamford, Tex.; Herbert L. Fisher, Beardsley, Minn.; William Maresh, 212-214 Washington street, Iowa City, Ia.; L. W. Conly, Herkimer, N. Y.; Edwin A. Hall, 76 Main street, Dansville, N. Y.; Samuel A. Hamm, 2520 North Broad street, Philadelphia, Pa.; Garwood Storer, Bedford, Ind.; Wm. Demler, 18 Kennedy street, Bradford, Pa.; Stuart Tracy, care of Graves, Cox & Co., Lexington, Ky.; Burwell Richards, Box 994, Gulfport, Miss.

LATE ARRIVALS.

IN March twelve new clubs affiliated with the F. A. M., the newest acquisitions being as follows: Plainfield (N. J.) Motorcycle Club, W. De W. Miller, secretary, 33 Somerset street, 17 members, 100 per cent.; Lemoore (Cal.) Motorcycle Club, C. R. Fox, secretary, care of Clifford Cyclery, 14 members; Muskegon (Mich.) Motorcycle Club, F. A. Meeker, secretary, Heights street, 20 members, 100 per cent.; re-issue, Queen City Motorcycle Club, Cincinnati, Ohio, Clarence Rossiter, secretary, 2272 Adams avenue.

One time, 3 cents a word; twice, 2 cents a word each insertion.

MOTORCYCLE MART

Agents' cards, 5 cents a word; twice or more, 3 cents a word per issue.

WANTED—100 motorcycle cylinders. Put a new one on your machine and get more speed and power. Sell me your old one and the piston for half price. Write quickly and tell me what you have. Wallace Stewart, 475 Cedar street, St. Paul, Minn.

AGENTS ONLY—I have an article that every motorcycle rider will buy. It gives the engine more power and speed and makes it last longer. Write today if you are an agent. Wallace Stewart, 475 Cedar street, St. Paul, Minn.

FOR SALE—Marathon—1911 model; 6 h. p., twin, two speed, sliding gear, shaft drive, free engine, $200. Run less than 100 miles. Want to buy auto. P. H. Chase, 393 Halsey street, Newark, N. J.

FOR SALE—M. M. 1911 magneto twin, 28-inch wheels. Also side-car, 323 Washington avenue, Brooklyn, N. Y.

FOR SALE—Indian tricar attachment, good as new, $50. For particulars, address R. B. Clark, Fayerweather street, Cambridge, Mass.

FOR SALE—1911 7 h. p. Flying Merkel with speedometer and extra tire to quick buyer for $185. Will make a mile a minute. Suite D, 1400 West 27th street, Cleveland, Ohio.

FOR SALE—One 1910 Curtiss motorcycle, good as new, $80. One new side-car attachment $30. H. Kaskel, Spencerville, Ohio.

FOR SALE—Brand new 3-lead Splitdorf motorcycle coil, $3. C. A. Wolfe, 1538 State street, Schenectady, N. Y.

EXPERIENCED MOTORCYCLE and supply salesman going to California would like a line of specialties and good medium-priced machine to represent there. References. Address "Specialty," MOTORCYCLE ILLUSTRATED.

FOR SALE—Yale motorcycle—4 h. p. 1911 model in perfect condition. $110 takes it if sold at once; must sell. Address John M. Borem, 805 N. Sexton street, Rushville, Ind.

FIRST CERTIFIED CHECK for $25 takes a complete 10 h. p. Cadillac single cylinder engine, completely overhauled, new rings and bearings, complete with transmission, carbureter, coil, oiler, crank, pump, radiator, gasoline tank, 3 chains, in fine running order. Dick Burdy, Decatur, Ind.

GOING TO SWEDEN—Would like to introduce a good and cheap motorcycle. Well acquainted in sporting stores. Address C. P., c/o MOTORCYCLE ILLUSTRATED.

FOR SALE—7 h. p. Indian two-speed and free engine clutch, 1911 model, run less than 1,000 miles; guaranteed perfect; write for particulars. Clarence Lacksore, Hayfield, Iowa.

FOR SALE—1911 Indian De Luxe, 7 h. p., two-speed, clutch foot controller; starts on stand; 1911 carbureter, $200. Jack Horner, Plainfield, N. J.

GAS ENERGY

An interesting, illustrated, practical and indispensable monthly magazine for those who make, use or sell gas or gasoline engines. 50c. per year. Sample copy, 10c.

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"THE ELECTRICAL MAGAZINE FOR EVERYBODY"

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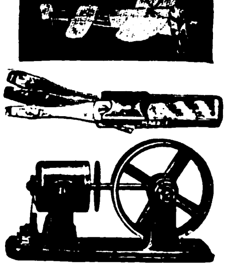
THE magazine to read if you want to keep up to date on wireless and progress in electricity. With one year's subscription to Modern Electrics for a limited time only we are making the following:—



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1 BLERIOT MODEL MONOPLANE —GUARANTEED TO FLY. FREE.

2 MARBLE'S POCKET SCREW DRIVER and Prest-O-lite Key. Three sizes of blades locked in nickel plated handle which closes up like a knife. Closed 3 1-2 in. Open 5 1-2 in. Just out and it's a dandy. FREE.

3 DOUBLE MAGNETIC REVERSIBLE ENGINE WITH SPEED CONTACT LEVER 1000 to 2500 revolutions per minute. FREE.

SEND $1.50 TO-DAY in cash, stamps, or M. O. and get MODERN ELECTRICS for one year and your choice of the above offers postpaid ABSOLUTELY FREE.

Money refunded immediately if not pleased in every way.

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15c per Copy (Act quickly as our supply of the above is limited.) $1.50 per Year

M. M. MOTORCYCLES—1912 LINE

Single cylinder, 4 h. p., Battery, $140.
Bosch Magneto, $160.
4½ Magneto, Free Engine, $200.
Two cylinder, 8 h. p. Bosch Magneto, $225.
Immediate delivery.
Full line of accessories.

G. P. JENKINS
256 West 55th Street, near Broadway New York City

FOR SALE.—1911 7 h. Indian, in perfect condition; lamp gas tank, new, three-inch tire. A bargain at two hundred dollars. S. B. Lane, Farmington, Ill.

MOTORCYCLE TIRE BARGAINS.—A. C. C. A. PRICES TALK! Diamond, Goodrich, G. & J. and other standard makes; guaranteed. Gridiron, Basket and Bailey Treads, 28 x 2, $4.95; 28 x 2¼, $5.70; 28 x 2½, $6.20; 26 x 2¼, $5.45; 26 x 2½, $6.20. Guaranteed tubes priced proportionately low; shipped on approval. Don't buy until you receive your price list. The Automobile and Cycle Company of America, Dept. X., 1769-1787 Broadway, New York City.

WILL EXCHANGE camera and outfit for good motorcycle. L. J. Hyer, Cuyler, N. Y.

F. N. 4-CYLINDER, shaft-drive, magneto; new tires; first-class running condition; cheap if taken at once. Borden, Campbell, N. Y.

FOR SALE.—Brand new 1912 4½-5 h. p. M. M., $175.00; also slightly used 1911 4 h. p. magneto M. M., same as new, $150.00. Both machines have 28 x 2½ tires. Box 85, Staffordville, Conn.

FOR SALE.—Brand new 1912 Harley-Davidson motorcycle with magneto, free-wheel, spring seat post. Used about fifty miles. Must sell; $200. Also best offer over $160 takes New Excelsior twin. Used about 100 miles. Arthur J. Henderlong, Crown Point, Ind.

1912 INDIAN 7.—Brand new; never uncrated. Will sell for $225. Write for particulars. Address "Bargain," Motorcycle Illustrated, 51 Chambers street, New York.

"WHOOPEE!" Schebler carbureters, $7.75; "Speed" special belt dressing for racing machines. gallon, $3.25; Troxel saddles, $4.95; platinum points, 35c.; platinum replaced on screws and springs, 45c. Discounts on wholesale orders Thos. King, Kingman, Kan.

MISCELLANEOUS

MACHINIST, lathe, boring mill or bench hand, would like a position in motorcycle factory. Is willing to go anywhere in or out of United States. Address Mich. Csernus, 86 Church street, New Brunswick, N. J.

SIDE-CARS—SIDE-CARS

Write for advance List of Illinois Side-cars, Fittings, Chasses and Bodies. ILLINOIS MOTORCYCLE & ACCESSORIES CO., 1835 South Sawyer Ave., Chicago.

WANTED.—Old copies of MOTORCYCLE ILLUSTRATED previous to the year 1909. State what numbers you have and at what price you will sell them. Address "H.," care Motorcycle Publishing Co., 51 Chambers St., New York.

FEBRUARY, 1912. THIRD ANNUAL MAGNETO BARGAIN

sale imported high tension magnetos at less than cost of importation. Our third annual genuine inventory sale of U. & H. Master Magnetos, made in Germany, is now in progress. All H. P. sizes and types for 1, 2, 4 and 6 cylinder motors, suitable for motor cars, motor wagons, motor boats, motorcycles, stationary engines, etc. Write now, before they are all gone, for circular and price list. The sale is a real Magneto money saver. J. S. Bretz Company, 250 West 54th Street, New York.

DEALER'S CARDS, Etc.

"BOB" BRAZENOR, "Specialist on Repairs." Brooklyn agent for Harley-Davidson. Parts for Excelsior, Indian, etc.; supplies. 1507 Bushwick avenue, Brooklyn.

SCORED M'CYCLE CYLINDERS REPAIRED, $3 each by autogenous welding. This includes grinding to make bore smooth and round as before scoring. Be sure to send piston with cylinder. Our method is both better and cheaper than reboring because it avoids the necessity of fitting special oversize pistons and rings. We also repair broken cylinders and crankcases at about one-quarter cost of new ones. Abundant references and testimonials supplied if you require proof Waterbury Welding Company, Waterbury, Conn.

B. & C. TWO-SPEED and free engine gears for chain-driven motorcycles of the counter-shaft type Bushnell & Cannon, 1268 East 80th street, Cleveland, Ohio.

T. J. SIXSMITH, expert repairing; agent for R.-S., Indian and Excelsior motorcycles. 203 W 100th street, New York.

THE LATEST AND BEST guaranteed Motorcycle Supplies at lowest prices will be shipped same day your order is received. You get satisfaction in every package. Write for largest Motorcycle Supply Catalog ever printed. Motorcycle Equipment Co., Hammondsport, N. Y.

MOTORCYCLES.—Save dealers' profits; buy direct from the owners. I have all makes on my lists. Indians and Marshes from $20 up. Hundreds of other machines at comparatively low prices. Get my prices before purchasing. King, automobile broker, 217 West 125th street, New York City.

SECOND-HAND MOTORCYCLES.—75 of them, $25 up; three tri-cars, $125, $300 and $350, respectively; expert repairing, experimental work, aeroplane supplies. New York Motorcycle Co., Inc., 318-320 West 48th street, New York.

PARTS in stock for F.-N., Curtiss, Royal Pioneer, Indian, Thor, Marsh, Griffon and others, and sundries. Tiger Cycle and Aeroplane Co., 782 Eighth ave., New York.

FULL LINE of N. S. U. and Flanders "4" motorcycles; N. S. U. repairs and parts, two speeds, motorcycle accessories. The Sun Motor & Supply Co., 206 West 76th street, New York.

YOUR BROKEN MOTORCYCLE CYLINDERS and crankcases made good as new by autogenous welding at an average charge of about one-quarter cost of new parts. No charge made unless weld is satisfactory. References cheerfully given. Waterbury Welding Company, Waterbury, Conn.

A. H. PATTERSON

1080-82 Bedford Avenue Brooklyn

Agent for the

Indian, Pierce and New Era

Demonstrations at all times

Motorcycle Parts and Supplies

Complete and Up-to-date Repair Shop

M. M. 4 H. P. MOTORCYCLE, 1910 flat belt, Schebler carbureter; good condition; big bargain, $50.00. Richard Ward, 1215 Haddon Ave., Camden, N. J.

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25 CENTS

FOR THE

1912 MOTORCYCLE MANUAL

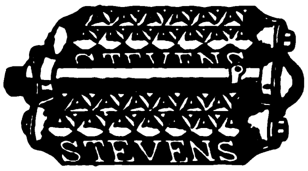
See Page 80 of This Issue

THE SILENT M. M. KING OF MOTORCYCLES

Some open territory still left

Agents speak quickly

AMERICAN MOTOR COMPANY BROCKTON, MASS.



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Celebrated Motorcycle Pedals

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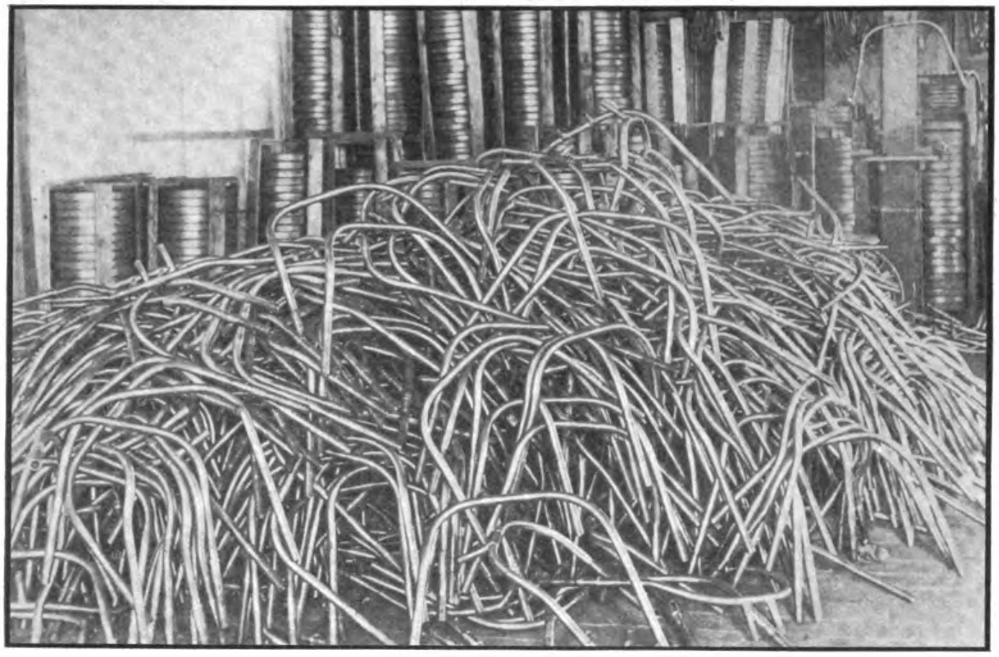
CASH

for your motorcycle. Nothing too old, nothing too new for us to buy. We will buy one or a hundred. Box 13, Station G.
New York City

The Federation of American Motorcyclists

Two cents per week is all it costs to be a member of the F. A. M., the national organization of motorcyclists. Its strength and influence and the value of the service it can render you are directly proportioned to the number of its members. Join and ask your fellow riders to do likewise. The F. A. M. is worthy of your support. Write

Chairman Membership Committee, F. A. M.
Bangor, Maine



HANDLEBARS, NOT NOODLES.

PERSONS fond of macaroni might think, at first look, that the accompanying picture shows a heaping plate of their favorite food. But look again. It is not macaroni and it is not spaghetti; neither is it a pile of noodles.

"Them's handlebars," some one shouts.

The guess is correct. The photograph shows a heap of handlebars in one of the stock rooms of the Harley-Davidson Motor Company at Milwaukee. The apparently tangled mass contains more than 4,000 handlebars destined for use in guiding Harley-Davidson motorcycles this season. At one time there were 5,000 handlebars in that particular stack in the stock room, but the past few weeks have necessitated heavy inroads on the stock.

TO MARKET NEW MACHINE

Canadian Company Will Enter Motorcycle Field and Produce Attractive Line of Single-Trackers.

CANADA can at last boast of prospects for a strongly-organized and well-established motorcycle industry, the Canada Cycle and Motor Company of Toronto, manufacturers of automobiles and bicycles, having decided to enter the motor-wheel producing field.

A handsome new addition to the company's manufactory, which will give four and one-half acres of floor space for the wheel departments of the concern, is in the process of erection, and the installation of equipment for the turning out of 1,500 motorcycles yearly is contemplated. The output of the firm will be confined to lightweight machines for the present, but the factory will be in full operation before 1913. The new models, which will be named the "Russell" in honor of the company's president, will include both light and heavy machines of single and twin-cylinder design, the power of the different brands ranging from 1¾ h. for the gentlemen's style, to 7 h. for the "heavies."

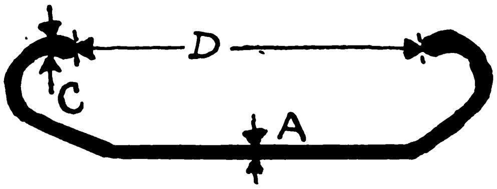
Twelve traveling salesmen will look after the marketing of the product in Canada.

RACE MEET SERIES.

ANNOUNCEMENT has been made that the North Shore M. C., of Chicago, will conduct a series of three race meets on Memorial Day and the Saturday and Sunday following. The races will be held on the Hawthorne mile track and an effort will be made to obtain one of the F. A. M. championship events as a feature of the holiday card.

TIRE CLASSES.

FOLLOWING the contour of the standard automobile rim, motorcycle tire rims have been standardized by the Clincher Tire Association, there having been three classes determined upon. These are, respectively: the "A-A," for 1¾ and 2-inch tires; the "B-B," for 2¼ and 2½-inch tires, and the "C-C," for 2¾ and 3-inch tires. The tire-seat diameter will be twice the cross-section of the larger of the two sections that fit on the different rims, subtracted from the tire diameter. Thus, the tire seat diameter of the 28 x 2¾ or 3-inch size will be 22 inches or 2 x 3 subtracted from 28 inches. The other dimensions are given in the table.



Size.	Distance between clinches (D).	Stock at clinches (C).	Stock at rim body (A).
"A-A"	1.12	⅛	1/16
"B-B"	1.42	⅛	5/64
"C-C"	1.76	⅛	3/32

The thickness of the rim at other points than those mentioned is left to the option of the rim manufacturer.

(For the letters (A), (C) and (D) see the cut accompanying.)

This information is based on data furnished by the Standard Welding Co., of Cleveland.

THE new saucer at Luna Park, Cleveland, is to be ready by the middle of May.

DOUBLES IN DEMAND

Toronto Dealers Sell Many Twin-Cylinder Machines in City, and Send Singles to the Country.

THE cities of the United States are not the only ones which are enjoying a season of motorcycle activity, judging by the reports of the dealers of Toronto, Canada.

"Last summer about 500 motorcycles were in use in this city," said Herb Kipp, of Toronto, the Hendee representative in Canada, in telling of prospects for the coming season, "there are now about 800 machines, and before the leaves fall again, there should be at least 1,100 riders—or twice as many as in 1911."

The great demand in the Canadian center seems to be for twins, although single-cylinder mounts are quite popular in the rural districts adjacent to the city. One Toronto dealer estimates that fully 90 per cent. of the city buyers are taking twin-lunged machines, while the prospective country riders want singles. "The latter will want twins when they buy their next machines," he declared. Country shipments include only about 30 per cent two-cylinder machines.

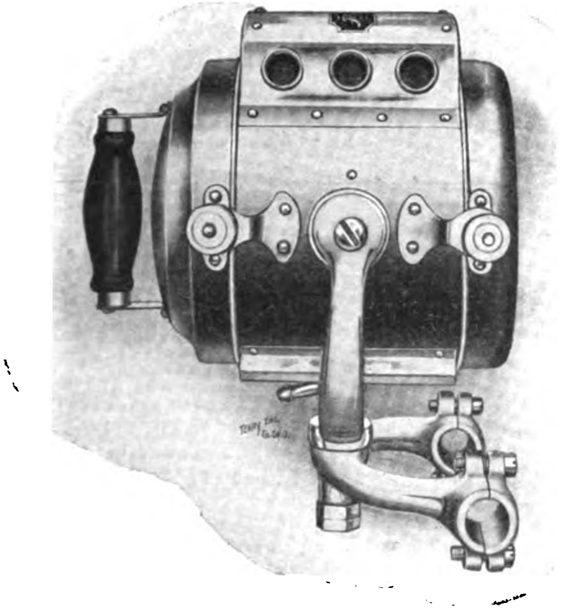
In spite of difficulties, the leading agents of the city are reporting big sales. The coal strike in England has shut off shipments of motorcycles from the old land, so that the dealers in English mounts have been hard hit. It has been impossible for them to secure machines, and just at the time when deliveries have been promised. One or two agents for American products have also found difficulty in getting a sufficient number of motorcycles to keep up with the demand.

During the first three months of 1912, the Indian agencies at Toronto have disposed of no less than fifty machines to the local market, while that many more have been sent to the country towns of the province. Percy A. McBride, the Excelsior dealer, has booked orders for twenty machines, and has sold four side-cars. He has twenty more side-cars on order, and expects to sell every one this spring.

M. Amoss, the Flanders and Rudge Whitworth agent, has also done a big business. He has sold twenty of the Michigan machines, four Rudges and five side-cars. This includes deliveries to sub-agents. Walter Andrews, who handles the Pierce and Indian, has already sold more machines than he disposed of all last summer. S. Licence, Harley-Davidson, is far ahead of last season's sales, while Joe Bourne, who retails the Flying Merkel, sold five more machines during the first three months of this year than in the corresponding period of 1911.

The T. Eaton Company, Reading-Standard agents, has done a tidy business, aided by an extensive advertising campaign. W. Dunne, Thor representative, has been handicapped by late factory deliveries, but has secured his share of business.

L. B. LYMAN, of Akron, Ohio, has been appointed direct factory representative for the motorcycle tire department of the Diamond Rubber Company.



WE LIGHT THE WAY

Next to sunlight comes the

Pathfinder

SEARCHLIGHT

The finest lamp yet designed for the motorcycle.

The lens is accurately ground and silvered, 5 in. in diameter, and the best that can be made.

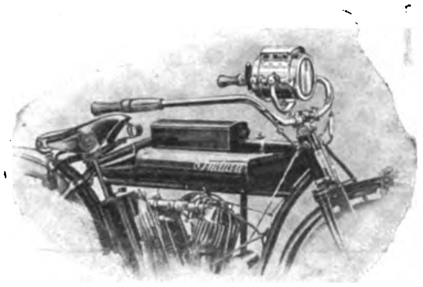
The double swivel brackets permit of turning light in any direction while riding. Opens back and front for cleaning or lighting.

A REAL SEARCHLIGHT.

In ordering give make of machine as special brackets are made to FIT each make of machine, placing the lamp in a protected position.

Write for booklet.

Shipped express paid on receipt of price, $10.



Manufactured by

BENNETT & MORSE
COLUMBUS OHIO

A Motorcycle is no Better Than its Motor

Perry E. Mack designed and perfected the **WAVERLEY** motor and then designed the

P. E. M. Motorcycle

to be as good as the motor. The leading points of superiority in the **WAVERLEY** motor are:

OVERHEAD VALVES, located directly in the cylinder head, giving maximum efficiency and assuring perfect cooling. They cost more to build but are worth the money. Other manufacturers use them only in special motors built for racing purposes. We use them in all Waverley motors.

VANADIUM STEEL connecting rods, crank shafts, piston pins and other important parts.

IMPORTED BALL BEARINGS—Another feature generally limited to special motors, but standard equipment in the Waverley.

EXTRA HEAVY FLYWHEELS, perfectly balanced to overcome vibration and insure steady running at low speed, making the P. E. M. the greatest hill climber on the market.

The Proof of Quality

The real proof of quality is accomplishment and the Waverley motor has already made good.

Ralph Sporleder with a regular stock Waverley motor won a ten-mile race at Milwaukee, Wis., July 1st, last, in 9 min. 46⅘ seconds, making intermediate miles in 56 seconds.

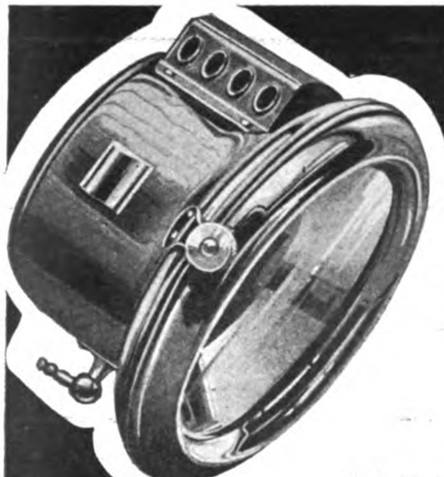
Another Waverley motor shipped to Dublin, Ireland, won the 100-mile race of the Dublin Motorcycle Union, defeating 13 other machines of prominent American and European makes.

The SUPERIORITY of the WAVERLEY MOTOR is real and fully explained in our catalogue, which will be freely mailed upon request.

If you want a machine for your own use write for catalogue and special terms to buyers in open territory.

If you are a live dealer and want a machine that will stand strictly up to the guarantee, write for terms and open territory.

WAVERLEY MFG. CO., 103 Waverley Place, Jefferson, Wis.
Chicago Branch, 440 Marquette Building. Telephone Randolph 5748



Lunar MOTORCYCLE LAMPS

The Strongest and Most Penetrating Lamp on the Market

The name "LUNAR" on a Motorcycle Lamp carries with it a guarantee for highest quality possible—quality in both material and the workmanship put into the constructive details that go to make up the whole. **"LUNAR" Motorcycle Lamps** are equipped with a ground glass **MANGIN MIRROR** which throws an extremely bright ray of light ahead while Inside Reflector **DIVERGES RAYS**, lighting both sides of road.

"LUNAR" Motorcycle Lamps are made of heavy gauge material throughout with **one piece** body. All parts are interchangeable and easily removed for cleaning purposes. Extra heavy glass front; constructive principles eliminate absolutely all rattle and vibration.

TURN NIGHT INTO DAY

SPECIFICATIONS—Diameter of MANGIN MIRROR, 5 inches; Diameter of Flange, 8 inches; Extreme Length, 6 inches. Brackets adjustable to fit any motorcycle. Nickel finish will be furnished regularly. Other standard finishes at no extra cost.

Price, Complete with Brackets, $7.50

RIDERS—Insist upon "LUNAR QUALITY" Motorcycle Lamps. No machine complete without one, no tour is completely enjoyable without a "LUNAR."
DEALERS—Send for full information. Write factory direct.

INDIANA LAMP CO., Connersville, Ind.

No Need to Soil or Injure Your Hands

When a tire blows out—when your engine balks—keep on your Grinnell Gloves. They are soft and pliable—won't hamper your hands. When soiled you wash them out in soap and water or gasoline. They dry out clean and pliable. They never harden, crack, shrink or peel. Made of soft velvet coltskin, insuring non-slip grip on handle bars. Wear twice as long as ordinary gloves. In

Grinnell Gloves
For Motorcycling

you get thoroughbred style. You get the patented *"Rist-Fit,"* the *Ventilated Back*, and other exclusive features of comfort—one of which is the "Grip-tite" double reinforced palm.

Get a Pair on Approval

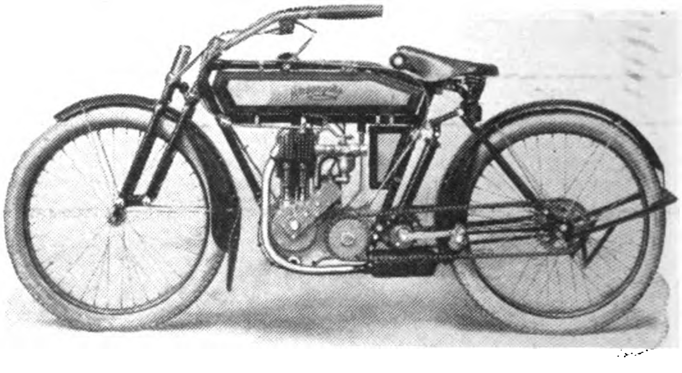
See Grinnell Gloves at your dealer's. If he hasn't them, write us his name, mentioning size, your preference of color—black or tan—and style desired. We'll send *pair on approval, prepaid.*

Style Book and Samples of Leather on request

MORRISON-RICKER MFG. CO.
27 Broad Street, Grinnell, Ia.
Originators and Patentees of Ventilated and "Rist-Fit" Gloves.

"RIDE ONE AND SEE"

THE MINNEAPOLIS BIG 5 MOTORCYCLE
Is The Machine You Want



AN AUTOMOBILE ON TWO WHEELS.

Read the following letter and write us quick

Abilene, Tex., September 22, 1911.

Minneapolis Motorcycle Co.,
Minneapolis, Minn.

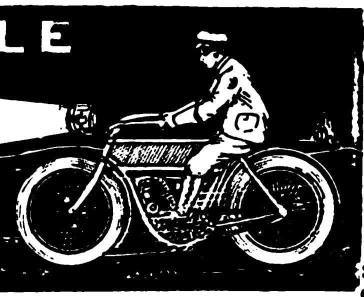
Dear Sirs:—The machine that you sent has been in constant use since received and is running fine. Party is well pleased and says he would not take $300 for it if he couldn't get another. It is without doubt the best machine in this country and takes all of the hills around here without any gas, something these twin ——— can't do.

Yours truly, L. C. Hoffman, Agent.

Send for Catalog—Good Agents Wanted

THE MINNEAPOLIS MOTORCYCLE CO., Inc., Manfrs.
517 South Seventh St., MINNEAPOLIS, MINN.

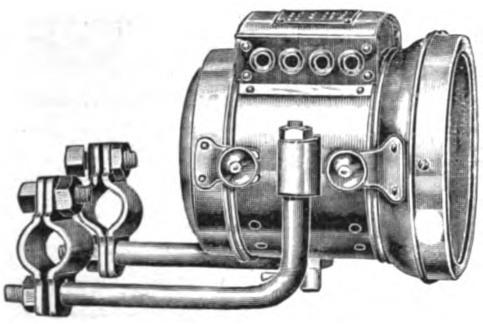
THE 20TH Century MOTORCYCLE HEAD and SEARCHLIGHTS



20th Century LAMPS

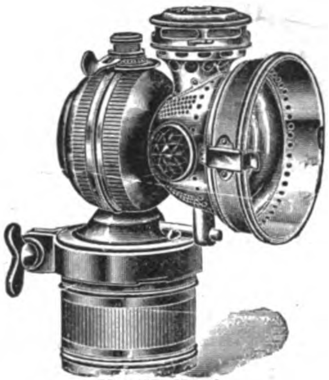
TURN DARKNESS INTO DAYLIGHT

MOTORCYCLE LAMP



SEARCHLIGHT No. 102
showing back closed

BICYCLE LAMP



MODEL No. 2

Powerful, Penetrating, Brilliant Lights—unfailing in their service.

A notable example of 20th Century Lamp manufacture.

Made by manufacturers of time-tested experience.

Our Catalogue is yours. Send for it.

WHEN YOU JOURNEY BY NIGHT
TAKE THE 20th CENTURY LIGHT

20th Century Mfg Co
420-422 Ogden St.
Newark, N. J.

SPLITDORF

PLUGS

"Always There"

With the installation of SPLITDORF IGNITION—SPLITDORF SERVICE is at your command.

And SPLITDORF SERVICE is courteous and thorough and practical—from the factory and main distributing center in New York, through every branch office and every other selling artery all over the country, to the crowning detail of personal road men.

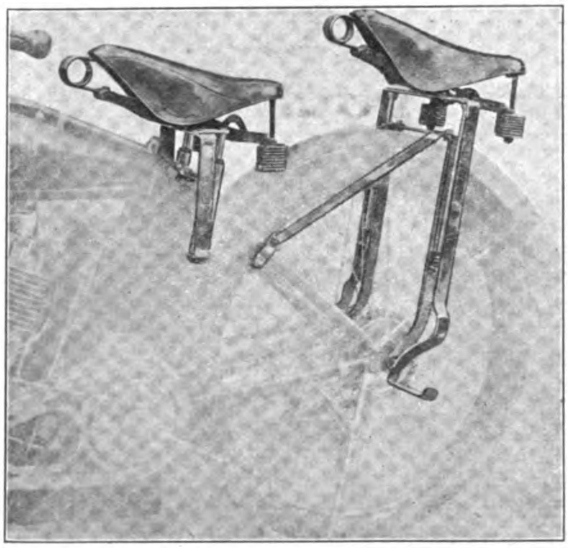
And these road men—experts in their calling and human in their intelligence—have one duty to perform and that duty is to give their services to every SPLITDORF user for the asking.

If there is any little "kink" in your ignition system—if it is not "right up to the mark"—let SPLITDORF SERVICE straighten it out for you.

Your satisfaction is our satisfaction, so don't be afraid to call upon us.

Write for our "Racing Record"

C. F. SPLITDORF
Walton Ave. and 138th St.
Branch, 1679 Broadway NEW YORK
CHICAGO BOSTON LOS ANGELES
DETROIT KANSAS CITY SAN FRANCISCO



Tandems $11

Spankers $8

Tandems With Saddles $16

MR. DEALER Write for Discount

The tandem is so constructed that the rider's feet move up and down with the body, thus preventing any bending of the knees.

The tandem is made to fit any motorcycle. Will not interfere with the stand. It has no side play, but has an up and down motion of three inches.

The Spankers are the "best ever."

We are the Pioneers in the Spring Attachments and have had them in the market for five years. All others are imitations.

KITTLE MANUFACTURING CO.
Factory and Sales Office
109-111 East Seventh Street LOS ANGELES, CAL.

WHAT IS 773

¶ It is the number of Guaranteed Motorcycle Supplies our big free catalog "M" lists. If you do not know all about these 773 up-to-date parts and the low prices we sell them for, you are each day losing money.

¶ When you consult our big catalog of

MECO Supplies

you have the world's best to choose from. You can select just what you want at the lowest price and if it should not prove entirely satisfactory in every way, you may ship it back to us, at our expense, and we will RETURN YOUR MONEY without asking a question.

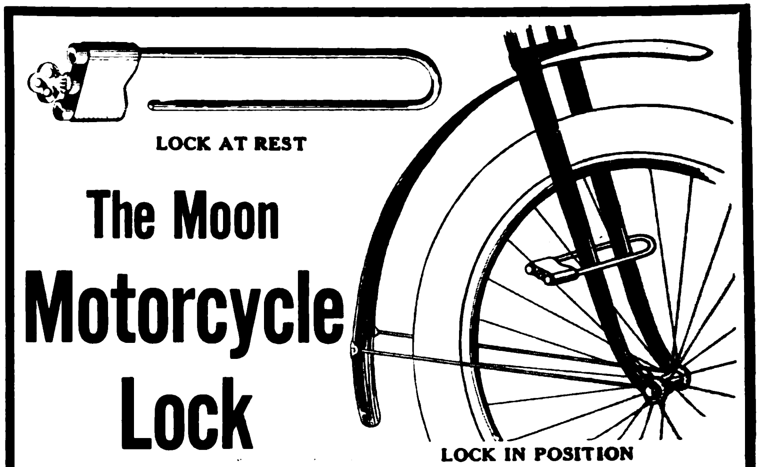
¶ MECO customers can always get

What They Want When They Want It

¶ We have printed a catalog for you. Write today for it and begin saving on supplies.

MOTORCYCLE EQUIPMENT CO.

Hammondsport, N. Y.



The Moon Motorcycle Lock

A Motorcycle Necessity

Does away with bulky chains and padlocks. Can be carried in vest pocket or tool bag.

Cannot be Picked, Sawed, Filed or Cut

Easily and quickly put on and taken off. A positive protection against theft. No two keys alike. Every lock fully guaranteed.

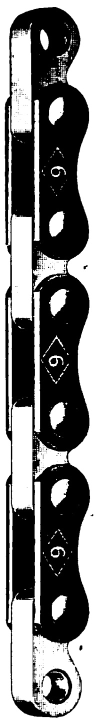
PRICE $2.00

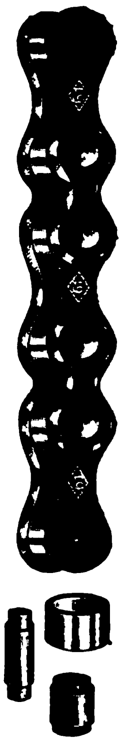
Postage prepaid to any part of the United States and Canada.
Agents wanted. Write today for sample and terms.

MOON SPECIALTY SALES CO.

1223 South Olive Street - - Los Angeles, Cal.

"We use thousands of Diamond Chains with absolute satisfaction and believe they are the best made in this country."





That's what the Consolidated Mfg. Co, of Toledo, large manufacturers of bicycles and motorcycles, have to say of Diamond Chains and they know from long experience.

Diamond Chains are and have for 21 years been the recognized standard and have been adopted as such by bicycle makers whose product is of the highest grade. Doesn't this warrant a trial on your part? See that the Diamond trade mark appears on the connecting link when you buy a new chain.

TRADE ◇ MARK

Diamond Chain & Mfg. Co.

227 W. GEORGIA STREET, INDIANAPOLIS IND.

8,000,000 Feet Per Year

122

Miller Keyless Motorcycle Lock

WITH HARDENED CHAIN

M.K.L. CO.
KENT OHIO

No. 8½ Aluminum Motorcycle Lock with hardened chain.

DON'T RUN THE RISK OF HAVING YOUR MOTOR STOLEN

Miller Keyless Locks are Strong, Light, Secure, Convenient, Durable and Cheap. Click Lock, no light required. Does away with the key nuisance entirely. Dealers, ask for prices and discounts. We manufacture locks for all purposes without keys.

The J. B. Miller Keyless Lock Co., Kent, O.

ABESTO-PULL-E-TAPE

The only article on the market which will do away with belt trouble

ABESTO PULL-E-TAPE

gives wonderful results when wrapped two or three times around pulley.

Prevents Belt

from burning, hardening and becoming glossy.

NO SCREWS TO CUT THE BELT

Made in All Standard Widths **Price, 50 Cents a Roll**

Send for it now and have it when you need it.

DEALERS*—*Write at once for discount—our proposition is a live one.

KRAFT KNITTING CO.

150 E. Exchange St. AKRON, OHIO

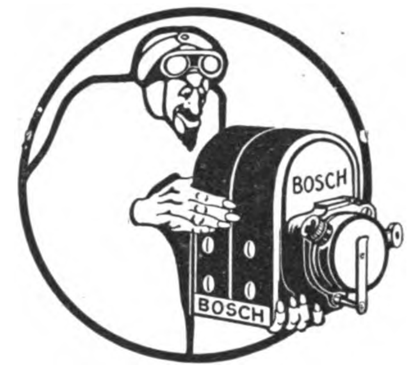
THE STAR LUGGAGE CARRIER

$3.50

Universal Attachment for the Motorcycle—Sold by the

Aurora Automatic Machinery Co., Chicago
Motorcycle Equipment Co., Hammondsport, N. Y.
Beckley-Ralston Co., . Chicago, Ill.
Ira Emmert, . . . Minneapolis, Minn.
Edwards-Crist Mfg. Co., . Chicago, Ill.
Oberwegner Motor Co., . Toledo, Ohio
Byrd Moore, . . . Des Moines, Iowa
Whipple, The Motorcycle Man, Chicago, Ill.
Excelsior Autocycle Co., Detroit, Mich.
Walthour & Hood, . . . Atlanta, Ga.

Manufactured by the
STAR ELECTRIC CO.
18 North May St., Chicago, Ill.



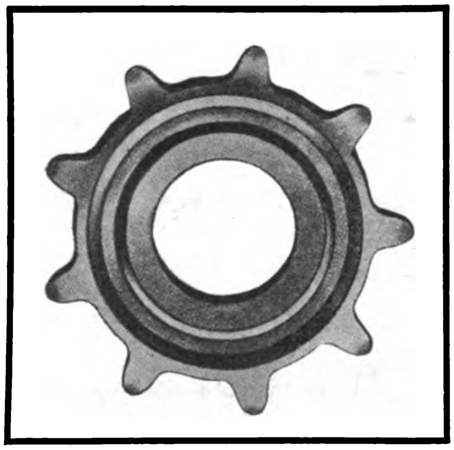
BOSCH

Just "Magneto" in the specifications won't satisfy; it must read "Bosch Magneto."—Insist if you must.

The Bosch News for your postcard

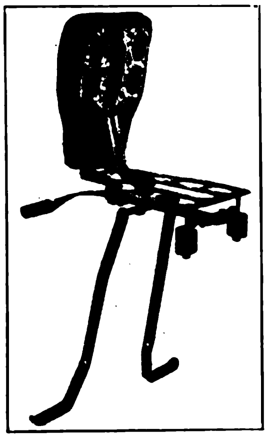
BOSCH MAGNETO COMPANY
223-225 West 46th Street NEW YORK

SPROCKETS



Hydraulic Pressed Steel Co.

Cleveland, Ohio



Our New 1912 Model

FOX SEAT

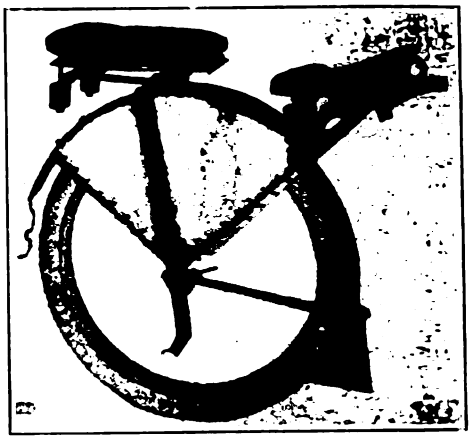
Patented and Patents Pending—Both U. S. and Foreign

A TANDEM WITHOUT AN EQUAL
MADE TO FIT ANY MOTORCYCLE
COMBINING A SEAT—BACKREST—LUGGAGE
CARRIER AND INNER TUBE RECEPTACLE

MANUFACTURED BY

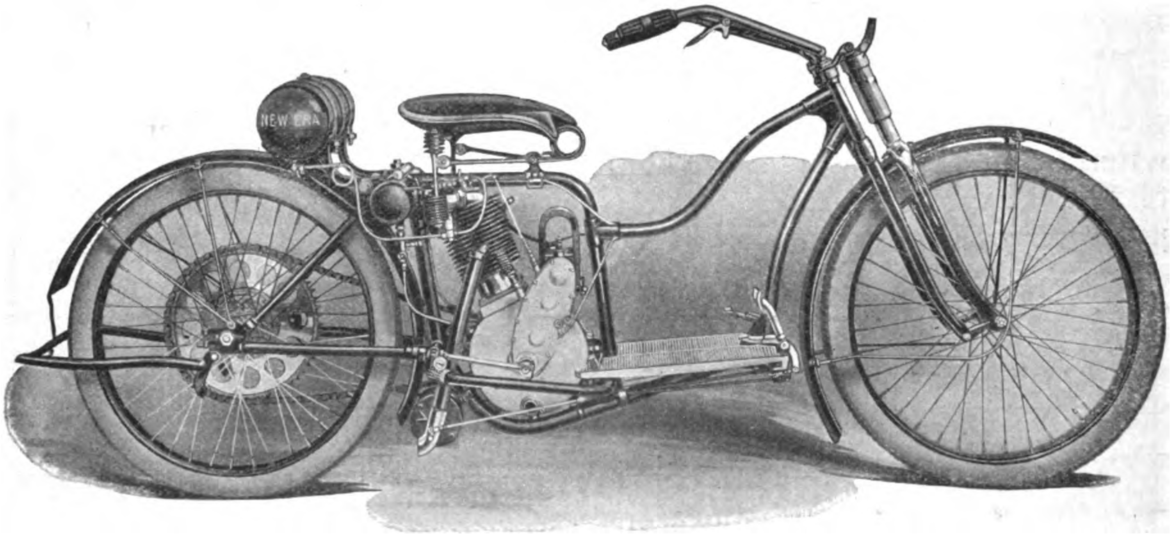
FOX MFG. CO., Seattle, Wash.

WRITE FOR PRICES AND INFORMATION



HAVE YOU SEEN THAT ROBIN?
DO YOU KNOW WHAT IT MEANS?

"ANYWHERE UNDER ANY CONDITION"



4 H. P. ROADSTER SINGLE- PASSENGER MODEL.

It means this, Mr. Dealer: Every mother's son who boasts of red blood is beginning to walk on his toes; he has the desire to "get going." If he is an owner he is most likely deciding to buy a new one—if he is a "recruit" the agent with the most modern and up-to-date machine makes the sale. It is up to you, Mr. Dealer, to have that machine—not later on in the season, but right now.

WHAT IS YOUR ADDRESS?

We also make that "Two-Passenger Model" that they are all talking about.

THE NEW ERA AUTO-CYCLE CO., 22 Dale Ave., Dayton, Ohio

Economy Is The Keystone Of Success

If you want to make the first long step toward true economy in the purchase of guaranteed motorcycle supplies and accessories, send for our large illustrated catalog. It will save YOU Money.

OBERWEGNER MOTOR CO.
Toledo, O.

HEADQUARTERS
FOR
SLIGHTLY USED
MOTORCYCLES

OF ALL MAKES AND GRADES.

Prices Less Than One-Third When New. Write for Complete List.

Gotham Sporting Goods Co.
57 WARREN STREET, NEW YORK

IMPORTANT!

We announce the construction of the finest three-lap saucer in the country, under the sanction of the F. A. M., and representatives of the motorcycle trade and riders are asked to correspond with the management relative to opening negotiations along the lines of securing riding privileges and advertising concessions.

Further information may be had by communicating with

WALTER G. SYKES
Secy. and Treas., Point Breeze Motordrome Assn.
1350 Colwyn St., Phila., Pa.

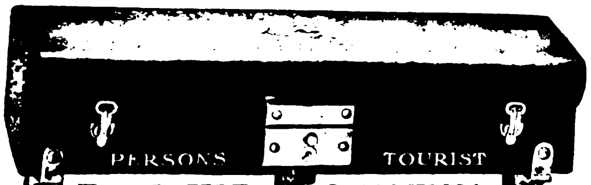
TOOL KITS of QUALITY

The PERSONS MOTOR CYCLE TOOL KIT
PERSONS
HAND STITCHED
MOTOR TOOL KIT
9x3½x3 ALL SOLE LEATHER

For Every Purpose

List price without lock
$2.25 each

List price with lock
$3.25 each



TOOL KIT 3X3⅜X13¼
DOUBLE REINFORCED, HAND STITCHED, FLAT KEY LOCK, CAN NOT RATTLE, THREE BRACES

List price without lock, $4.50 each
" " with " 5.50 "

We also make the Champion for attaching to luggage carrier

Get your dealer's discount or write us

THE PERSONS MFG. CO. WORCESTER MASS.

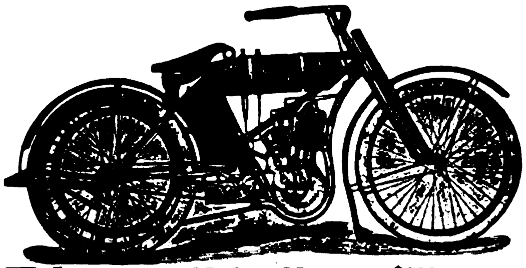
Save $3

on your next belt. Buy from the maker.

Every Oak Tanned or Buckskin Flat or V Belt guaranteed. It will only cost you one cent to get our prices. Write today.

Wayne Belting Co.

DEPT. M DETROIT, MICH.



4-12 Model—Magneto, $200

The 1912

W-A-G-N-E-R

MOTORCYCLE

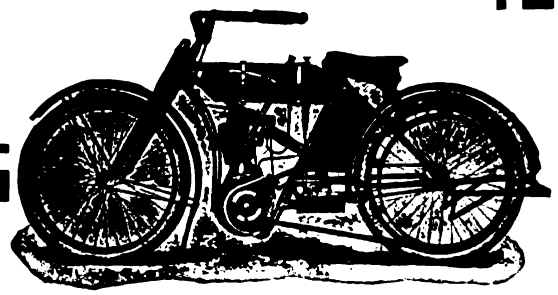
is the last word in present-day mechanical perfection—a result of experience COVERING ELEVEN YEARS in the perfecting and improving of this well-known machine.

Think What This Means to You

Battery and magneto models shown here cost $160 and $200, respectively.

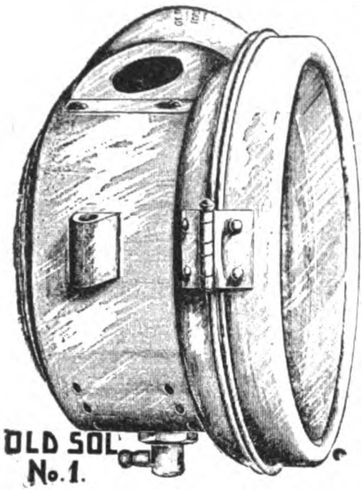
Send for catalog of complete line. It will interest you.

WAGNER MOTORCYCLE CO.
ST. PAUL, MINN.

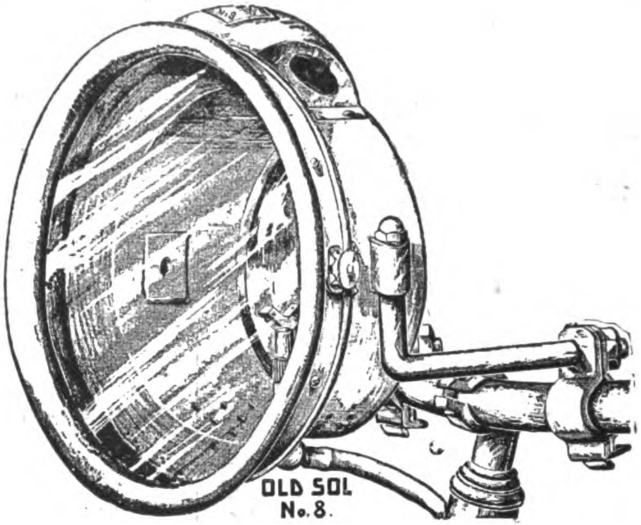


Model "M" Battery, $160

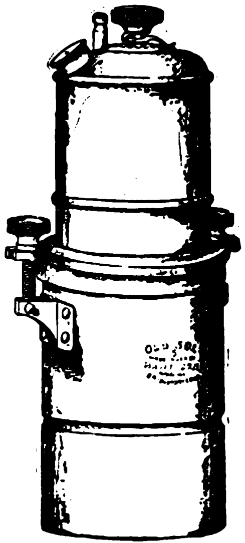
"OLD SOL" LEADERS



OLD SOL No. 1.

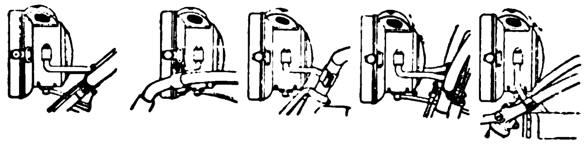


OLD SOL No. 8.



OLD SOL No. 5. GENERATOR.

"OLD SOL" LAMP NO. 1 PROJECTS A LIGHT OF ABOUT 400 CANDLEPOWER, WHILE NO. 8'S PROJECTION IS 4 TIMES GREATER. "OLD SOL" GENERATOR NO. 5 PRODUCES 3¾ CUBIC FEET OF GAS, ENOUGH TO SUPPLY NO. 1 FOR 9 HOURS AND NO. 8 FOR 6 HOURS' CONTINUOUS SERVICE AT FULL CANDLEPOWER. TRY AN "OLD SOL" GENERATOR WITH ANY MOTORCYCLE LAMP IN PLACE OF OTHER GENERATOR OR TANK AND NOTE IMPROVEMENT IN SERVICE.

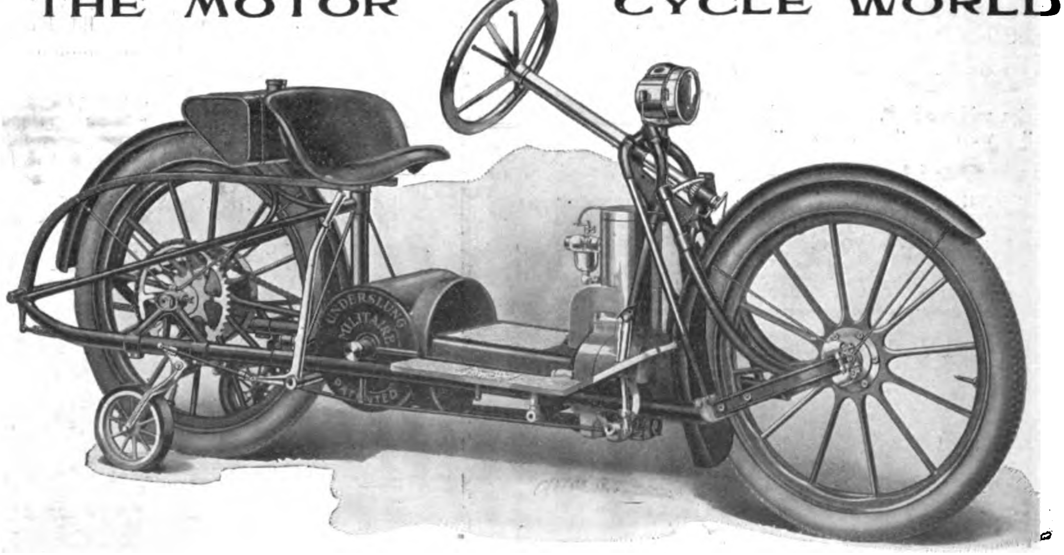


Five Positions in which "Old Sol" Lamps, Nos. 1 and 8, may be carried on Motorcycle Handle Bars with "Old Sol" Brackets.

Manufactured by
HAWTHORNE MFG. CO., Inc., BRIDGEPORT, CONN., U. S. A.
and
POLLOCK MFG. CO., Inc., BERLIN, ONTARIO, CANADA

FIVE YEARS AHEAD

OF THE MOTOR CYCLE WORLD



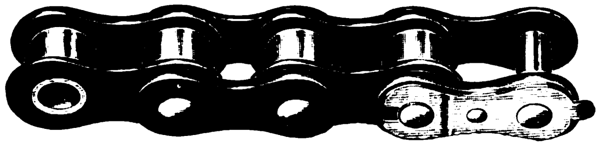
THE UNDERSLUNG MILITAIRE

The Machine They're All Talking About **1912** **THE MILITAIRE AUTO CO., Inc.**

CATALOGUE SENT ON REQUEST

302-304 Columbia Bldg., Cleveland, Ohio, U. S. A.

WHITNEY



High-Grade Motorcycle Chains

ARE accurate, strong, durable and dependable, because they are made from material selected for quality regardless of cost, and are made by specialists in a factory especially equipped for the making. When making replacements, try a "Whitney" and get acquainted with its merits.

"WHITNEY" CHAINS
Are Built for Strains

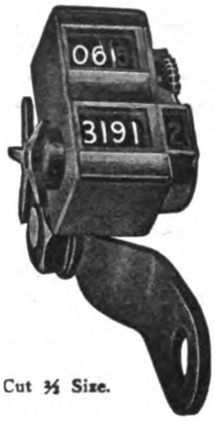
THE WHITNEY MFG. CO.
HARTFORD, CONN.

MOTORCYCLE TRIP CYCLOMETER

Veeder

Specially constructed to withstand hard motorcycle usage

It adds more pleasure to the sport. Registers accurately both total and trip mileage; miles in white, tenths of miles in red.



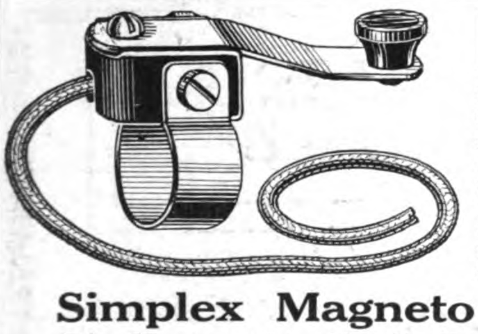
Cut ½ Size.

Easily adjusted to any motorcycle. Made for 24, 26, 28 and 30-in. wheels.

Sold everywhere—or write us
Price complete with bracket and striker **$3.00**

Also makers of Odometers, Tachodometers, Counters and Fine Castings.

THE VEEDER MFG. CO.
42 Sargeant St. Hartford, Conn., U. S. A.



DANGER!

Ever think what might happen if the delicate grip control mechanism of your machine got out of order when you were "letting her out?" Consider what a chance you are taking at any time, then fit a

Simplex Magneto Cut-out

Price, 50c., or complete with cable, 75c. By mail, prepaid.

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Complete Line Motorcycle Accessories
QUALITY, THE BEST — PRICES, THE LOWEST
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All Sizes and Styles $1

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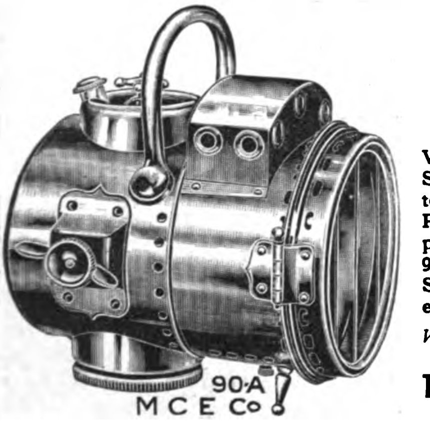


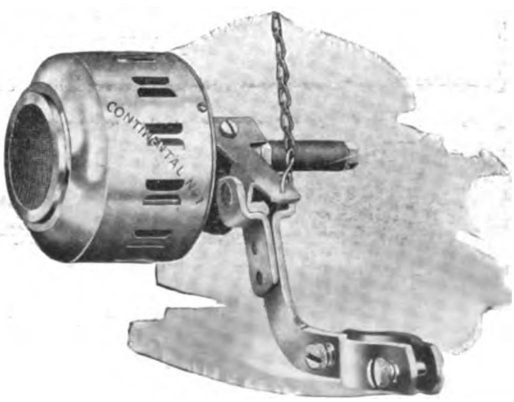
An Ideal Motorcyclists' Lamp

With a "Close Coupled Searchlight and Generator" Combined; Nickel Plated throughout, complete in every detail. No. 90 Rear Prop. No 90A Side Props. List price each, $6.00.

THE ORIGINAL MOTORCYCLE SIREN

Continental No. 1

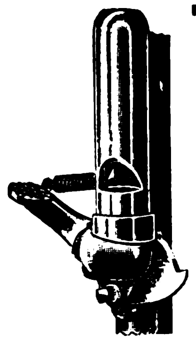
Designed exclusively for effective and at the same time melodious warning. Perfectly constructed and finished in nickel. This signal meets with universal favor. Price each, $3.00.



We solicit orders from jobbers and dealers only. Riders can buy our goods at their dealers.

THE MOTOR CAR EQUIPMENT CO., Mfrs. and Imptrs.
55 Warren Street, New York

THE INFALLIBLE LINE



Price Complete,
$3.00.

INFALLIBLE EXHAUST WHISTLE

This signal is the simplest and most perfectly designed whistle on the market. Very easy to attach. Held securely by two bolts. Absolutely free from clogging by carbon. Gives an intense piercing sound. Made of brass, highly nickled.

INFALLIBLE HEAD LIGHT

Throws a long and powerful light ahead and at the sides. It is specially adapted for motorcycle use. Very strongly and handsomely made. Has perfect projecting 5-in. mirror and 6-in. flare front. Furnished in fine nickel or highly polished brass. Price, in Brass, $4.00; Nickel, $5.00. Brackets, per pair, 10c.

INFALLIBLE SPEEDOMETER

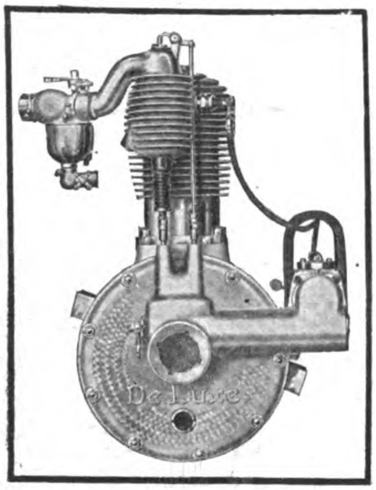
A perfectly adjusted and constructed instrument tested for accuracy. Guaranteed for satisfactory service. Steady registering hand. Made in three models: No. 1, registering speed only, price $7.50; No. 2, measuring season's mileage and speed, $10.00; No. 3, season and trip mileage and speed, $12.50. Mention make of motorcycle when ordering. Rear attachments furnished unless otherwise specified.

10 20 30 40 50 60 70 80
INFALLIBLE
F. A. BAKER & CO. NEW YORK

MODEL No. 2. Price, $10.00

F. A. BAKER & CO. 10½ Warren St., New York, N. Y. (Send for Catalogue)

A REVOLUTION
IN MOTORCYCLE MOTOR DESIGN



In bringing out our DE LUXE line of motorcycle motors, we have introduced a large number of improvements, and offer these motors as the most advanced now before the trade.

NOTEWORTHY IMPROVEMENTS.

- One-piece crank shaft.
- One-part crank case with cover.
- Improved cam and magneto drive.
- Oil tight motor.
- Large Valves.
- Simplified design throughout.
- Reduced number of parts.
- Silent Motor.
- Large ball bearings mounted in steel lined pockets.
- Equipped with Bosch Magneto.

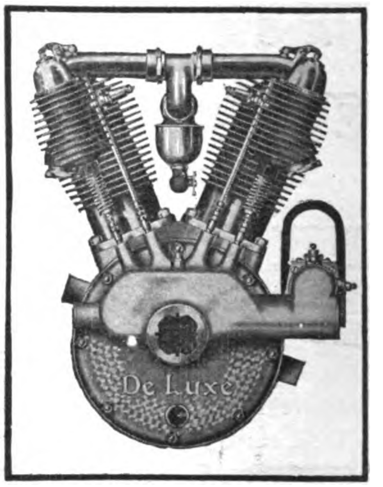
These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.

FOUR SIZES

Four H.P. Single Cylinder. Five H.P. Single Cylinder.
Seven H.P. Twin Cylinder. Nine H. P. Twin Special.

PLAIN OR TWO-SPEED MODELS.

IMMEDIATE DELIVERY. CONTRACTS SOLICITED.



THE F. W. SPACKE MACHINE CO.
INDIANAPOLIS, IND., U. S. A.

Patents Pending.

1912 DUCK 1912

TANDEM ATTACHMENT
Smoothes the Way
THE ASSURANCE OF LUXURY

by the addition of this tandem attachment has been unquestionably demonstrated. Always perfectly adjusted as to leverage, whether saddle be moved forward or backward. Permits of low riding position.

Particularly safe on account of extra handle bars.

Complete with Saddle and Handle Bars	$16.50
Without Saddle and Handle Bars	$11.50

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FOR THE MOST COMPLETE LINE OF UP-TO-THE-MINUTE FABRIC AND METAL SPECIALTIES

ATLAS SPECIALTY MFG. COMPANY
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CHICAGO

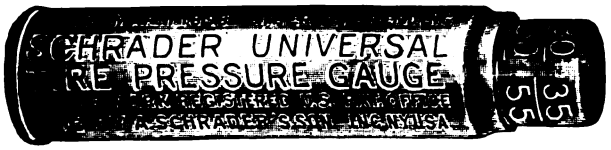
Have You Had Trouble With Your Tires?

A very large percentage of all punctures and blow-outs occur from improper tire inflation.

WOULD YOU PAY $1.00 TO OVERCOME

delays, difficulties and expense resulting from these misfortunes?

Schrader Universal Tire Pressure Gauge



(Made under patent dated March 1, 1898.)

Accurately registers at all times the exact air pressure in tires.

Simply hold gauge to tire valve for a second and recording sleeve will indicate air pressure and remain fixed until pushed back into place by the finger.

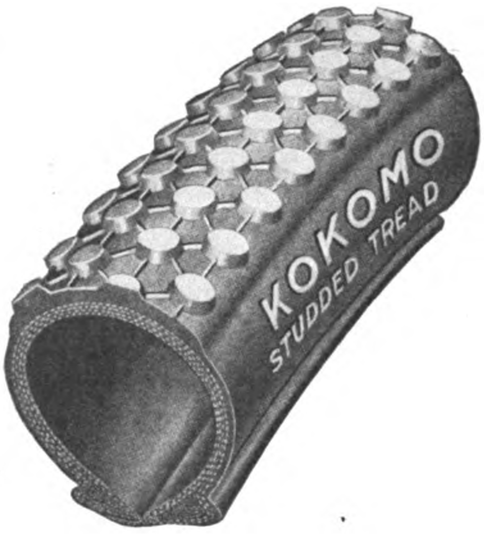
Carried easily in vest or change pocket, being only 2½" long. So simply constructed as to almost never become out of order, and if it does go wrong it will immediately tell by the action of the indicating sleeve that it needs repairs. Leather case comes with it.

PRICE $1.00 EACH

Guaranteed Simple and Absolutely Accurate

Can be obtained from all tire manufacturers, jobbers and dealers, or

A. SCHRADER'S SON, Inc.
28-30-32 Rose Street NEW YORK CITY



The materials entering into the construction of a tire are important factors, but something more than the best materials is necessary to produce the desired results—that something is the knowledge of rubber and how to handle it from its crude state to the finished article.

Kokomo Tires

SIXTEEN YEARS OF EXPERIENCE is back of every Kokomo Tire, and experience counts for more in the manufacture of rubber tires than in any other industry.

It is this experience that eliminates the guesswork and places our product beyond the experimental state.

Kokomo Motorcycle Inner Tubes command the largest sales because of their uniform quality.

Supplied in both Butt-End and Endless.

KOKOMO
RUBBER COMPANY

KOKOMO, IND.

Fifty-two Milos An Hour Uphill!

Going Some, What?

That's O. C. Godfrey's time at the Mount Anglaust Hill Climb at Collommiers, France. A leading English Motorcycle journal states: "The ascent of O. C. Godfrey was the most terrific sight of all. Geared 4⅛ to 1 with 21-in. wheels, his machine absolutely annihilated the gradient at the speed of an express train. To many he appeared a red streak whizzing through the air." Of course

He Used "The Coventry" Chain

"The Coventry" Chains are lighter in proportion to their breaking load than any other chain on the market today, domestic or foreign. They weigh from 6.25 oz. to the foot, and can stand a strain of over 3,600 lbs. Compare these figures with the claims of other manufacturers.

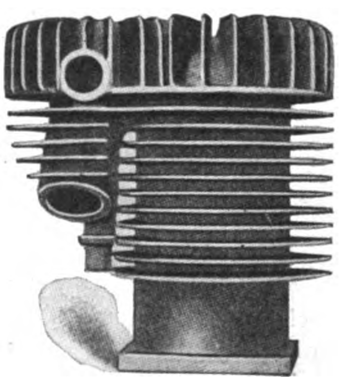
WRITE US

SARCO ENGINEERING CO. 112 Broad St., N. Y.

Dowe's Bicycle Luggage Carriers

Best Thing for the purpose ever put on the market. In use all over the United States. ¶ Can put on or detach instantly with adjustable hook. ¶ Good. sellers because the riders all want them and the price is popular. Write for Prices.

DOWE WIRE & IRON WORKS
Louisville - - - Kentucky



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Are our Specialty
(From Customers' Patterns Only)

Also Pattern Work

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Everything You Need
The LIVE STORE
OF NEW ENGLAND
Large and Complete Stock of
BICYCLE AND MOTORCYCLE SUPPLIES
Reasonable Prices Prompt Shipments Catalogue Free
The Hub Cycle Co., Portland St., Boston, Mass.

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COMPLETE STOCK OF PARTS FOR ALL
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MOTORCYCLES and TWOSPEEDS
WRITE FOR PARTSLIST
THE SUN MOTOR & SUPPLY CO.
206 WEST 76th STREET NEW YORK CITY

INVADER OIL for MOTORCYCLES

A lubricant tested for this special use and found to be A1. Tell us your particular make of motorcycle and we will advise which is the most suitable grade.

CHAS. F. KELLOM & CO.
113 Arch Street Philadelphia, Pa.
New England Branch, 284 Columbus Ave., Boston, Mass.

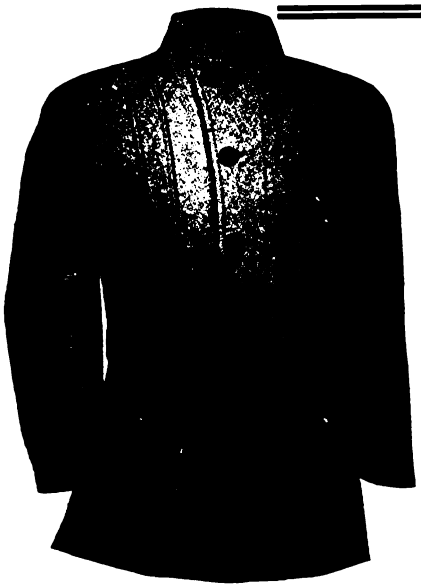
OUR 1912 CATALOG IS READY
WRITE FOR IT

THE SIDNEY B. ROBY CO.
ROCHESTER, N. Y.
Bicycle and Motorcycle Sundries Garage Supplies

GET WHIPPLE'S NEW "DATED" SECOND HAND LIST

Prices have "TUMBLED"—Are you "HIP" to "WHIP"? He's handing them out fast. Ask for DATED LIST. If you delay you lose, if decisive you win. Now's the time to buy a good, used machine (and buy it right). We ship to all points. We are RESPONSIBLE; if you don't know "Whip" ask any real motorcycle man or any large dealer.

WHIPPLE THE MOTORCYCLE MAN
WHIPPLE MOTORCYCLE BUILDING
1227 West Jackson Boulevard CHICAGO (West of Centre Avenue)



Clothes That Make The Man—Comfortable

You may have a dandy machine, just the thing for even, comfortable riding. But that comfort goes for naught if you wear an uncomfortable and ill-fitting suit.

The illustration shows our jaunty, serviceable Norfolk cut coat. It can be made to YOUR INDIVIDUAL measurement in the latest style, in the following materials: English Roseberry, English Whipcord, Fustian, Petrels and Khaki.

Strength in every fibre—quality in every thread

AURORA BRAND

"Aurora Brand" Clothing is a by-word for durability, style, fit and comfort.

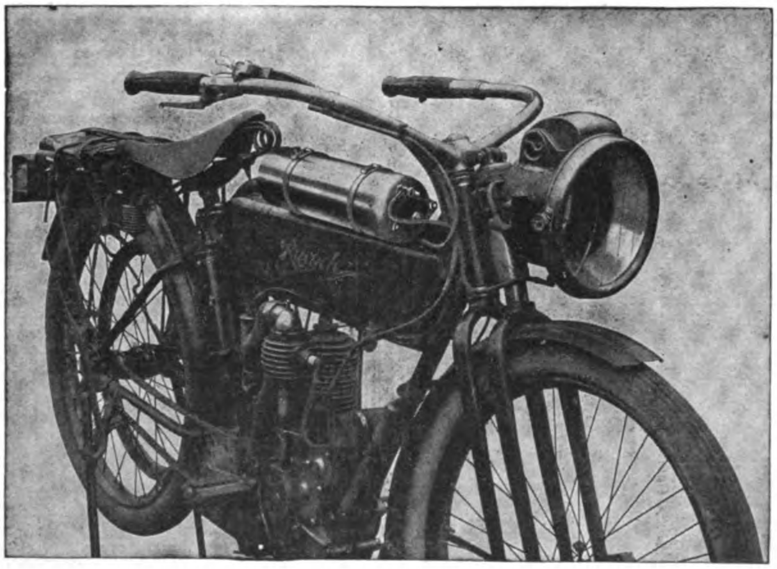
Dealers—get busy. This is the time for the Spring outfitting and you can get a good slice of our big business if you write us NOW.

Samples and full garments will be sent to dealers if desired.

FOWLER-CARNES COMPANY AURORA, ILL.

JUNIOR CARBO-LIGHT TANKS

FITTED ON ANY MOTORCYCLE ANY POSITION



THOUSANDS IN USE

UNIVERSAL SATISFACTION

Beautiful nickled tank, 4 x 12 inches. User recharges it himself at cost of ten cents for 25 hours of White clear flame. Write for booklet and find out what users say about the CARBO-LIGHTS. Dealers' offer.

CARBO-LIGHT CO. - - ANDERSON, IND.

2,000 Copies Sold in Twenty Days

1912 MOTORCYCLE MANUAL
A MOTORCYCLOPAEDIA OF USEFUL INFORMATION

Came off the press March 15th, since which date the sales have averaged 100 copies a day, and from all parts of the country comes the verdict:

"JUST WHAT I WANTED"

Simply because the Manual is the *last word* on the subject of a publication giving comprehensively and in a handy form *all* the information required by a motorcycle rider or dealer. 104 pages, printed on coated paper.

1912 MOTORCYCLE MANUAL
A MOTORCYCLOPAEDIA OF USEFUL INFORMATION

Motorcycle engine and frame parts illustrated and fully described—their functions fully explained, with a remedy for every possible trouble.

YOU NEED THIS BOOK

For it also tells you how to tour; gives the motorcycle laws of every state; official racing records, hill climbing, horsepower and other formulae, and a complete directory of the motorcycle trade. Pages are magazine size, 7x9 ins.

PAPER COVERS
25 CENTS
Postpaid

Special prices on lots of
10 or more.

1912 MOTORCYCLE MANUAL
A MOTORCYCLOPAEDIA OF USEFUL INFORMATION

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Special prices on lots of
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MOTORCYCLE MANUAL, 51 Chambers Street, New York

The Neverout

TRADE MARK

MOTORCYCLE OIL LAMP

(Patented)

SHOWING A RED REAR LIGHT

THE ONLY RELIABLE MOTORCYCLE OIL LAMP

LAMP WEIGHS ONLY 12½ OUNCES.

The Neverout complies with the laws of the various States and Municipalities.

The Neverout burns kerosene ten hours with one filling, and will stay lighted under any and all conditions. All riveted—will not rattle or jar apart over roughest roads.

Made in gun metal, brass or nickel finish. Double clamp bracket furnished; fastens lamp securely to fork of motorcycle. No danger of shaking off, and *shows red rear danger signal.* Sold by leading jobbers and dealers everywhere.

The Neverout is equipped with a *Patent Glass Covered Reflector of German Silver,* instantly removable; never loses its original brilliancy.

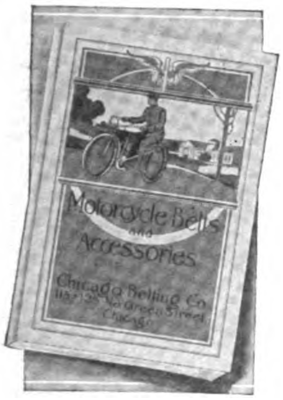
The Neverout
NOTE REAR SIGNAL
FOR MOTOR CYCLES
PATENTED

Guaranteed to stay lighted or money refunded

FOR SALE BY LEADING DEALERS.

Made Only by **ROSE MANUFACTURING COMPANY**

933 Arch Street, Philadelphia, U. S. A.



YOU will forget this advertisement in a day or so but our catalogue will be of use all the year.

We furnish these books to dealers free. This is one of the ways we assist our agents to sell our belts.

Do you want to learn more?

Chicago Belting Co.

124 N. Green St.

Chicago

New York **New Orleans** **Portland, Ore.**

PREST-O-LITE

The Light Universal

Ask for full information on Prest-O-Lite Gas Tanks Prest-O-Tire Tubes, Prest-O-Tire Tanks, Prest-O-Carbon Remover, Prest-O-Welder, Prest-O-Starter and Prest-O-Liter.

THE PREST-O-LITE CO., 246 E. SOUTH ST.

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Capacity **Experience**

STEEL

RIMS

MOTORCYCLE

Single and Double Clinch—also Belt.

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G & J, Crescent and Drop Center.

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Clincher, Q. D., Demountable and Channel.

AND

GUARDS

MOTORCYCLE AND BICYCLE

Raised Center and Crescent.

MOTT WHEEL WORKS

Manufacturers

UTICA, N. Y.

R. B. ABBOTT SALES CO., Sales Agents

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Quality **Price**

MOTORCYCLE TIRE CHAINS

Sold for Two years in all parts of world and

NO KICK Yet

WHITTAKER CHAIN TREAD CO.

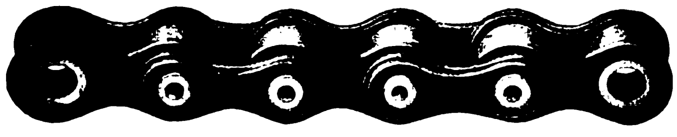
BOSTON, MASS.

"Simplex" Motorcycle Specialtios

WRITE FOR CATALOG

DEALERS—OUR PROPOSITION IS A GOOD ONE—WRITE TODAY—NOW

ANGSTEN-KOCH COMPANY **360 W. Garfield Boulevard, CHICAGO**



"DUCKWORTH"

CHAINS AND REPAIR LINKS

IN A CLASS BY THEMSELVES

Do Not Accept Any of the Just as Good Kind

THERE IS ONLY ONE DUCKWORTH

DUCKWORTH CHAIN & MFG. CO. - - - **Springfield, Mass.**

Kindly always mention the paper when writing to advertisers.

HEITGER MOTORCYCLE CARBURETERS

Made especially for motorcycles in a factory devoted to this product alone, with capacity of 1,000 per week

Read what this rider says about the HEITGER, this is an unsolicited testimonial, we have hundreds of such.

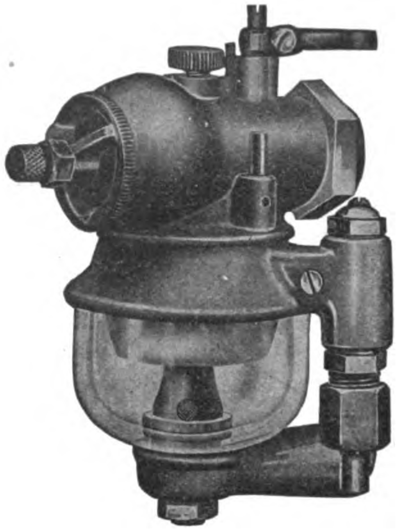
New York, February 20, 1912.

Heitger Carbureter Co.,
Indianapolis, Ind.

Gentlemen: I notice in the February 8 issue Motorcycle Illustrated, in your advertisement, that I had traveled 2,200 miles on my sturdy Emblem, in all kinds of weather, etc., from 4 below to 102 above without the slightest trouble.

I may now add an epilogue to that, I have covered more than 12,000 miles to date without the slightest trouble and without renewing a single part. I would rather pay more for a HEITGER and feel assured of never having trouble than experiment with others.

"F. L. Valiant."



Model H—¾", Net $9.50.
Model G-D, Net $10.00.
Either Glass or Metal Bowl.

There are over 25,000 of them in use, in all parts of the country, on all makes of machines. They will give the minimum and maximum speeds your machine is capabable of, as slow as five miles and up to the limit; never fail to INCREASE the speed of ANY machine. With motor in good condition we guarantee 75 miles per gallon, road riding. Thousands of riders are getting up to 100 miles per gallon; have economy records up to 200 miles per gallon. The glass bowl enables one to eliminate doubt as to gasoline level, dirt, etc.

HEITGER CARBURETER CO.

1129 Bleecker St.
Indianapolis, Ind.

Insist On Standard Pedals

Our products for the Cycle Trade include:

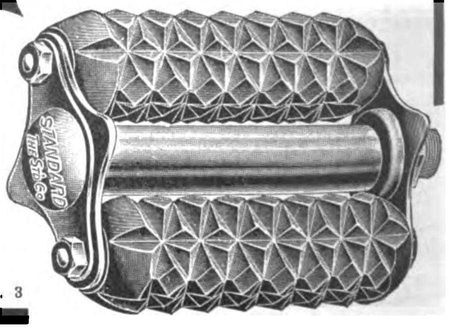
Emergency Axles, Sager Motorcycle Toe Clips, Diamond E Spokes, Bridgeport and Standard Pedals, Sager and Standard Toe Clips.

No other pedals give that "turkish carpet" feeling to the feet. The deep rubber corrugations in the big cushions keep the feet where they are put—they eliminate jars, bumps and other disagreeable features when negotiating rough roads.

With one eye to *durability* and the other to *comfort* we have succeeded in producing the ideal motorcycle pedal.

Write for our catalog. Standard quality plus Standard output mean big business for you, Mr. Dealer.

THE STANDARD COMPANY
Torrington, Conn.



No. 3

JUST OUT

New Catalog 24A which fully describes our line of Ball and Roller Bearings. Send for it.

SRB SRB

STANDARD ROLLER BEARING CO.
Philadelphia

BUY THE BEST FORGET THE REST

LEGGINS

And Specialties.

NATHAN

Clip this ad. as a reminder.

You can now buy a **KOVERAUL** Garment made of olive drab Khaki at $9.00 complete for coat and trousers.

Send for new prices and catalogue.

NATHAN NOVELTY MFG. CO.
84A Reade St., N. Y. C.

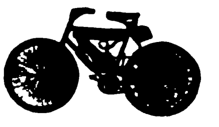
Get An Auburn Plug

It Insures a Good Spark

We are just conceited enough to claim that in the Auburn you will find the

Most Efficient, Durable and Lasting Motorcycle Plug on the Market

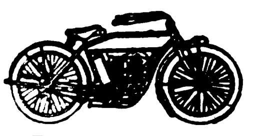
NEW YORK MICA & MFG. CO.
AUBURN, N. Y.



MAKE A MOTORCYCLE OF YOUR BIKE

at small cost by using our attachable outfit. It fits any bicycle. Motorcycles, all makes, new and second-hand, $35.00 and up. Send stamp for catalog and bargain list. Keller's new 104-page booklet, "Construction, Management and Care of Motorcycles," is now ready. Price, postpaid, 25c.

SHAW MANUFACTURING COMPANY, Dept. 26, Galesburg, Kansas



SPRING RIDING SEASON

is about here

BE READY FOR IT

Motorcycles and Automobiles

AT 1/4 to 1/3 THE PRICE WHEN NEW

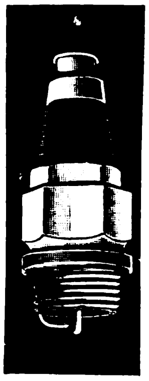
We specialize in selling standard makes of motorcycles and automobiles in slightly used condition.

Large assortment of used motorcycles, single, two and four cylinders; chain, belt or shaft driven—**Indian, Pierce, Reading Standard, Curtiss, F. N., N. S. U., M. M., Reliance, Thor, New Era, Merkel** and other high-grade makes from $35 up.

Practically all styles and makes of automobiles at $100 up.
We guarantee each purchase to be in perfect running condition.

Agents wanted everywhere. *Write for price lists and descriptions.*

GREEN'S PURCHASING AGENCY (Dept. M. I.)
1587 Broadway, (Cor. 48th Street), New York City

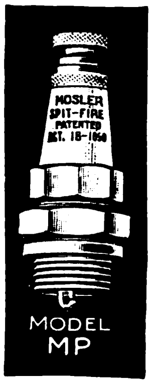


BECAUSE

Mosler's Multiply Wound Mica and Mica Porcelain Covered Motorcycle Plugs are proof against Oil, Heat and Vibration

They are the equipment of the Leading Manufacturers

A. R. Mosler & Co., New York, N. Y.
Sole Patentee of the World Famous Spit Fire



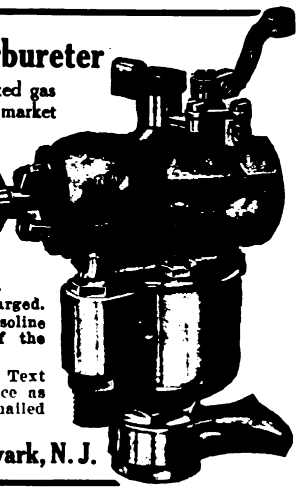
THE "STANDARD"

The Speedometer reliably and permanently accurate. An added pleasure and protection to the motorcyclist. Fittings for practically all standard makes of motorcycles. Send postal for Handsome Catalogue. Act at once.

STANDARD THERMOMETER CO.
65 SHIRLEY STREET ROXBURY, MASS.

The New "N. A." BREEZE Carbureter

Delivers a larger volume of properly mixed gas than any other motorcycle carbureter in the market



THE NEW "N. A." BREEZE

Works Perfectly When Throttled Down Even to 230 Revolutions Per Minute.
At over 3,500 revolutions it is just as effective.
Auxiliary Air Valve and Passages have been enlarged.
A perfect mechanical device to increase gasoline supply automatically with the opening of the throttle has been fitted.

Send for free catalog. Our Engine Trouble Text Book, 54 pages, three times as large and thrice as valuable as last year's publication, will be mailed for 10 cents.

Breeze Carbureter Co., 251 South St., Newark, N. J.

UNIVERSAL FLUXINE

THE HIGHEST GRADE BRAZING COMPOUND IN THE WORLD.
WILL BRAZE CAST-IRON, HIGH SPEED STEEL OR ANY METAL THAT IS BRAZEABLE.
THE BEST WELDING FLUX IN THE WORLD.
50c. PER LB. BOOKLET FREE.

UNIVERSAL FLUXINE CO. **URBANA, OHIO**

Shock Absorbing Spring Tandems AND Saddle Attachments ARE Smile Producing Sold by the Live Ones

C. M. FRINK
831 So. Olive Street, LOS ANGELES, CAL.

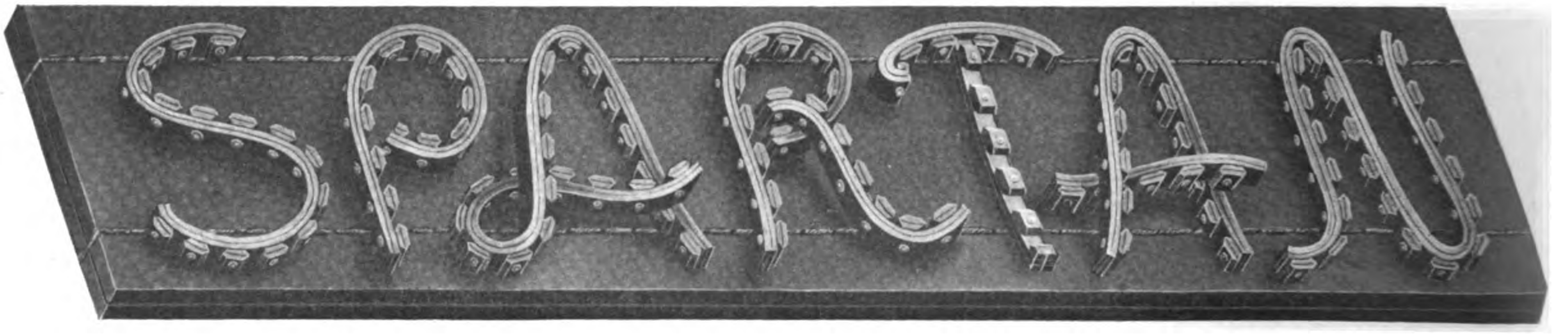
1851 G&K
TRADE MARK
REG. U. S. PAT. OFF.

THE BELT

That Won't Stretch

Whose Efficiency Is Phenomenal

Built by an Organization Foremost in the Field and Endorsed by 90% of the Motorcycle Manufacturers, Spartan Belts defy any and all conditions—in sand, mud, snow, on steep hills—always the last word in flexible, efficient and satisfying transmission. You are entitled to the very best, and its name is



"The Belt With The Pull" - - - - Manufactured by

The Graton & Knight Mfg. Co.

Franklin & Norfolk Sts., Worcester, Mass.

Dealers, Order Through Your Jobber Or Any Of These Branches

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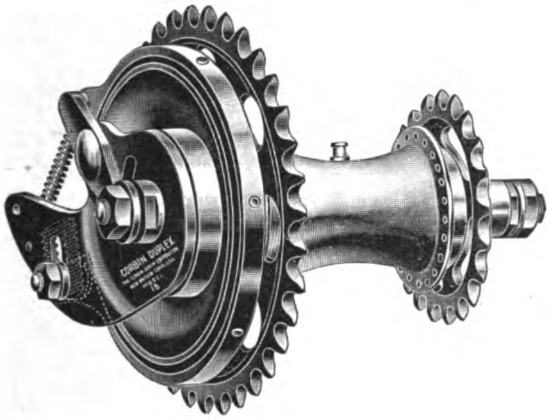
BOSTON, MASS......................33 Lincoln Street
CHICAGO, ILL..........32-34 South Jefferson Street
CLEVELAND, O......1604-1608 West Third Street
MILWAUKEE, WIS......103 West Water Street
MINNEAPOLIS, MINN..310 Third Ave., North
NEW YORK, N. Y........72 Warren Street
PHILADELPHIA, PA...........132 North Third Street
PORTLAND, ORE.....................51 First Street
SAN FRANCISCO, CAL.........30-32 Fremont Street
SEATTLE, WASH..........219 Occidental Avenue
ST. LOUIS, MO.........619 North Eighth Street
DALLAS, TEXAS.....309 North Austin Street

Distributors for Province of Ontario, Chas. F. Orr, 141 King St., East, Toronto, Canada.

G&K
SPARTAN

40% OF ALL MOTORCYCLES IN USE IN THIS COUNTRY ARE EQUIPPED WITH THE



Corbin Duplex Motorcycle Brake

Its use increases the safety and pleasure of motorcycling.

Confidence, Reliability and Control are the chief advantages of being Corbin equipped.

The most careful and expert rider cannot afford to ignore this thoroughly efficient braking device.

For sale by the trade.

Send for free 1912 catalog describing all models

THE CORBIN SCREW CORPORATION
(Division of the American Hardware Corporation)
NEW BRITAIN, CONN.

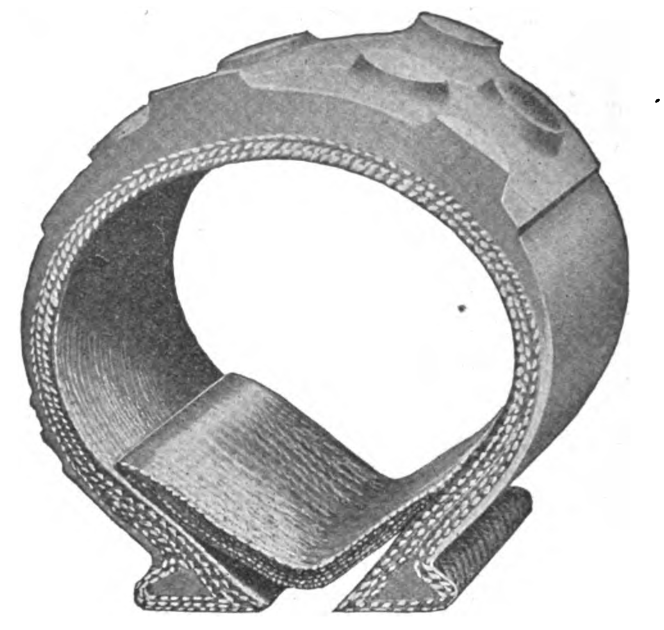
WESTERN DEPARTMENT: 65-67 Lake Street, Chicago, Ill.

Licensed Coaster Brake Manufacturers

CONTINENTAL-ERIE MOTORCYCLE TIRES

are made in one style tread only but that one tire is so good as to be specified and used as part of the regular equipment on Emblem, Excelsior, Merkel, Harley-Davidson, Yale and Monarch machines. Nothing but the best and purest material is used in the making of Continental-Erie Motorcycle Tires.

ASK YOUR JOBBER—HE KNOWS



CONTINENTAL-ERIE
Studded Anti-Slip Tread

Discriminating buyers exercise as much care in the selection of their tires as they do in the choice of a machine. The particular rider will specify

CONTINENTAL-ERIE

CONTINENTAL RUBBER WORKS

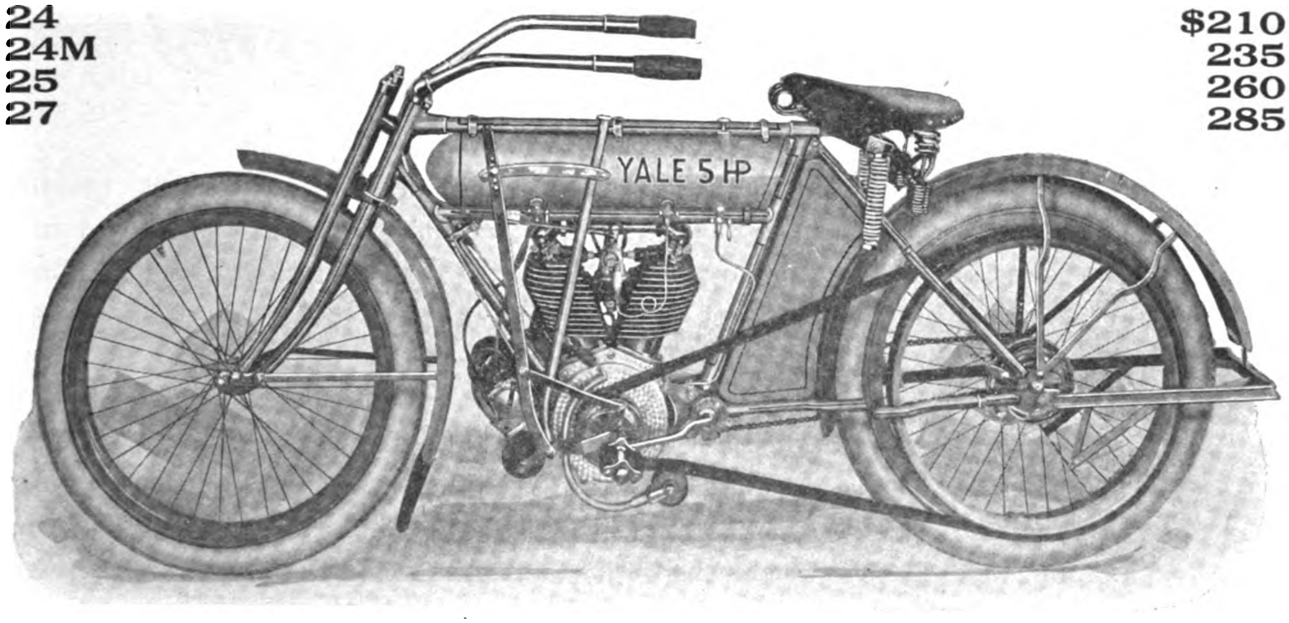
New York Branch
35 Murray Street

ERIE, PA.

Chicago Branch
131 North Canal Street

YALE Motorcycles YALE

MODELS	PRICES
24	$210
24M	235
25	260
27	285



1912 MODELS ARE BEING DELIVERED

Full line—Singles and Twins—Battery and Magneto. Flat or V leather belt. **"2¾-in. Studded Tread Tires; Eclipse Free Engine Clutch, with our Lever Control and the Y-A Shock Absorber 'That Absorbs the Shock,' REGULAR EQUIPMENT."**

There are more **Drop Hammer Forgings** used in **Yale** Motorcycle construction than in any other motorcycle made.

Live Agents Wanted in Open Territory
Prompt Shipments Write Today

THE CONSOLIDATED MANUFACTURING CO.

1730 FERNWOOD AVENUE Member M. M. A. **TOLEDO, OHIO**

F. C. CORNISH, Eastern Representative, 219 Clinton Ave., Newark, New Jersey

We also make Yale and Snell Bicycles, Hussey Handle Bars and Drop Hammer Forgings of every Description.

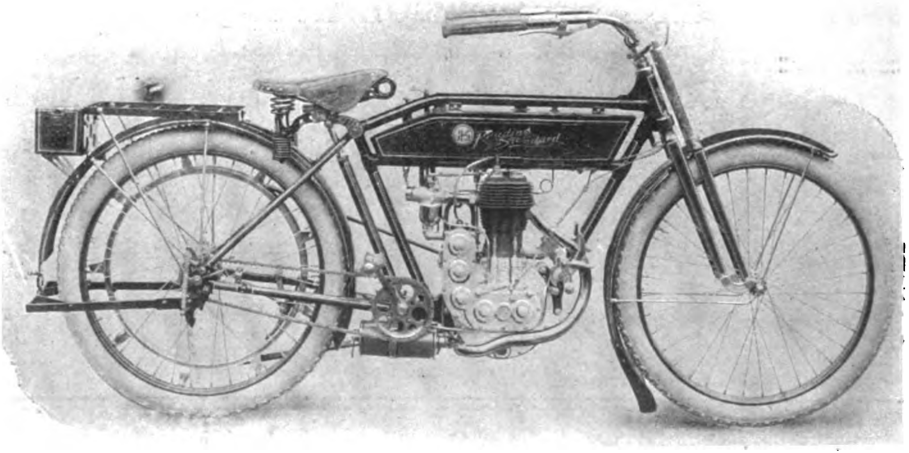
The Highest Compliment You Can Pay a Motorcycle Is to Say "It's Like the 'R-S'"

Manufacturers everywhere lay claim to superior merit in their machines because they incorporate one or two of the ***many exclusive*** features contained in the R-S. There is no machine on the market to-day that approaches the R-S for multiplicity of comfort-insuring devices; for hill-climbing power; for speed and all-around ***efficient durability.***

Whether you are interested in motorcycles for profit or pleasure, the R-S will more than fulfill your expectations. Here are a few of the R-S exclusive features:

Foot-rests, double brakes, double oiling system, R-S shock absorbing spring seat post, adjustable to weight of rider, and many other points which have brought the R-S into the coveted position of the "First Motorcycle In the Land." A powerful long stroke motor with imported ball bearings, mechanical intake valves and integral cams and gears. Our line comprises a Single Cylinder 4 h. p. flat belt drive, and a 7 h.p. Twin direct chain drive, undergeared transmission. All models have free engine clutches.

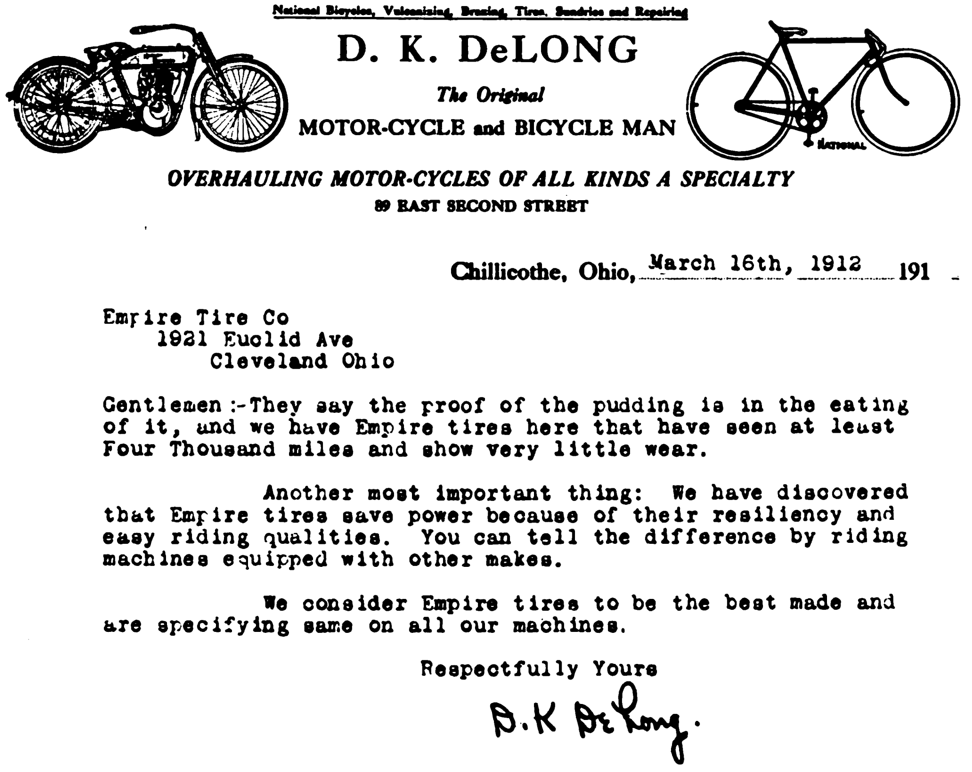
SEND FOR OUR CATALOG *IT TELLS YOU MORE*



Reading-Standard Co.

306-340 Water St. Reading, Pa.

OH! OHIO HEARD FROM



National Bicycles, Vulcanizing, Brazing, Tires, Sundries and Repairing

D. K. DeLONG

The Original

MOTOR-CYCLE and BICYCLE MAN

OVERHAULING MOTOR-CYCLES OF ALL KINDS A SPECIALTY

89 EAST SECOND STREET

Chillicothe, Ohio, March 16th, 1912 191

Empire Tire Co
1921 Euclid Ave
Cleveland Ohio

Gentlemen :-They say the proof of the pudding is in the eating of it, and we have Empire tires here that have seen at least Four Thousand miles and show very little wear.

Another most important thing: We have discovered that Empire tires save power because of their resiliency and easy riding qualities. You can tell the difference by riding machines equipped with other makes.

We consider Empire tires to be the best made and are specifying same on all our machines.

Respectfully Yours

D.K DeLong.

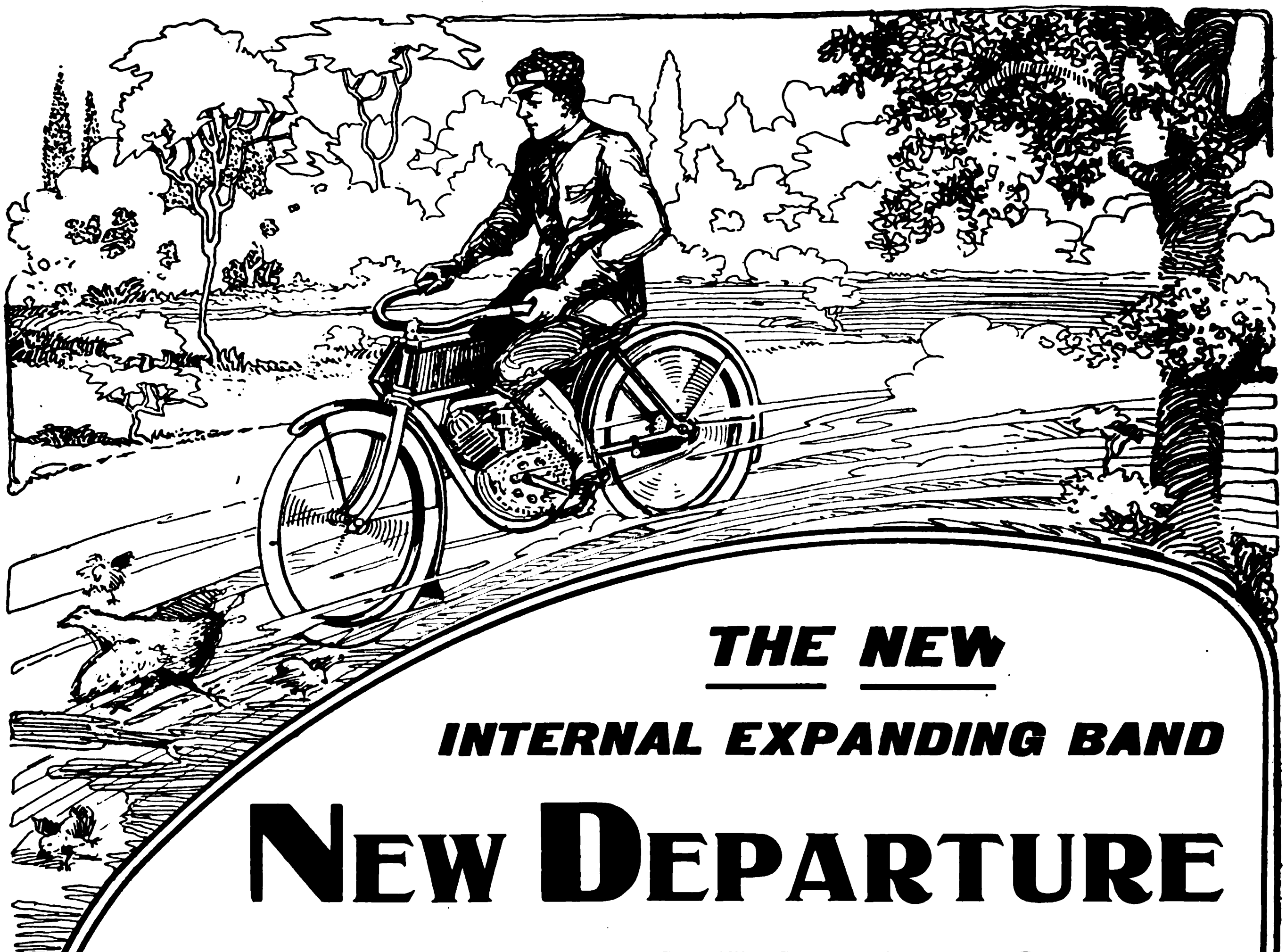
INSIST ON EMPIRE EQUIPMENT

They all ride 'em now

HARLEY
DAVIDSON

D. K. DE LONG

The proof of the pudding is in the eating



THE NEW

INTERNAL EXPANDING BAND

NEW DEPARTURE

COASTER BRAKE FOR MOTORCYCLES

The same type of device as the emergency brake in automobiles for quickly retarding speed or stopping instantly.

You can depend upon it all the time and every time.

It is absolutely impossible for the brake to lock, wind or bind.

The new transfer spring has stopped all of the "picking up" of the pedals.

It is all steel.

The wearing parts are specially treated to withstand hard service.

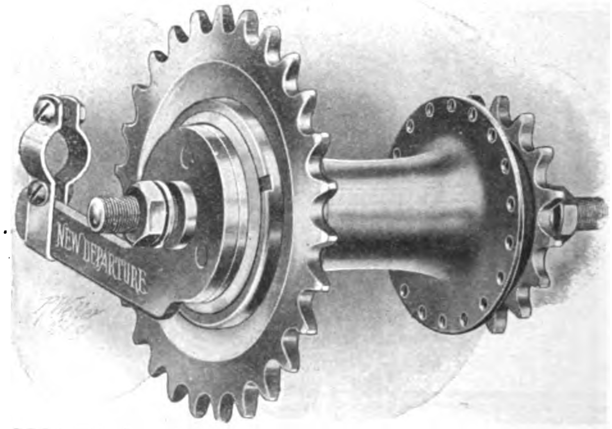
The parts on which the severe strain comes are made as strong as it is possible for any metal to be.

In fact, this brake is ideal and gives the rider everything that he wants for controlling his machine under all circumstances.

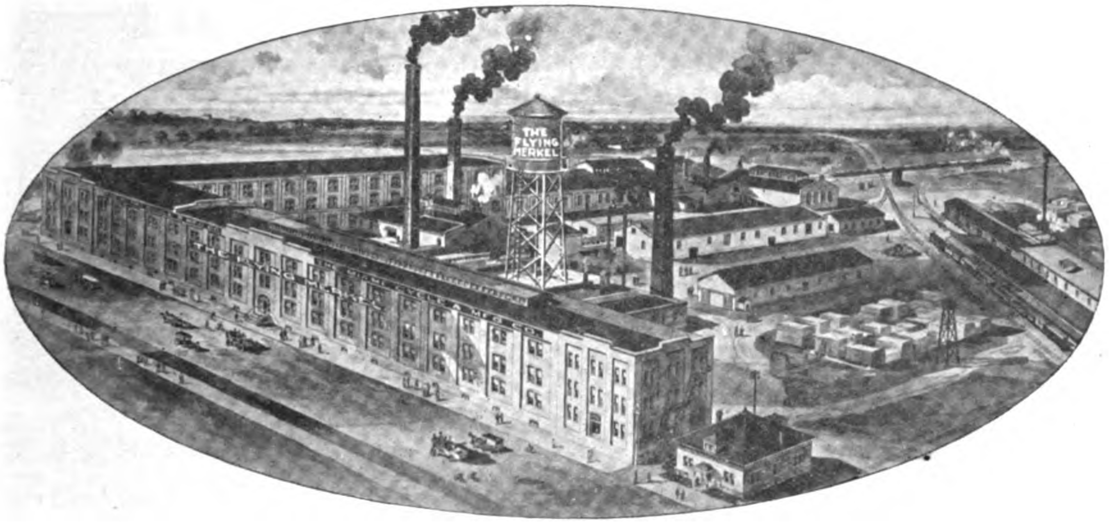
THE NEW DEPARTURE MFG. CO.

BRISTOL, CONN.

Coaster Brake Licensors



MODEL BB FOR CHAIN DRIVE MACHINES.



THE wheels are turning in our big plant 22 hours out of each 24. We will keep up with the demand for

THE FLYING MERKEL

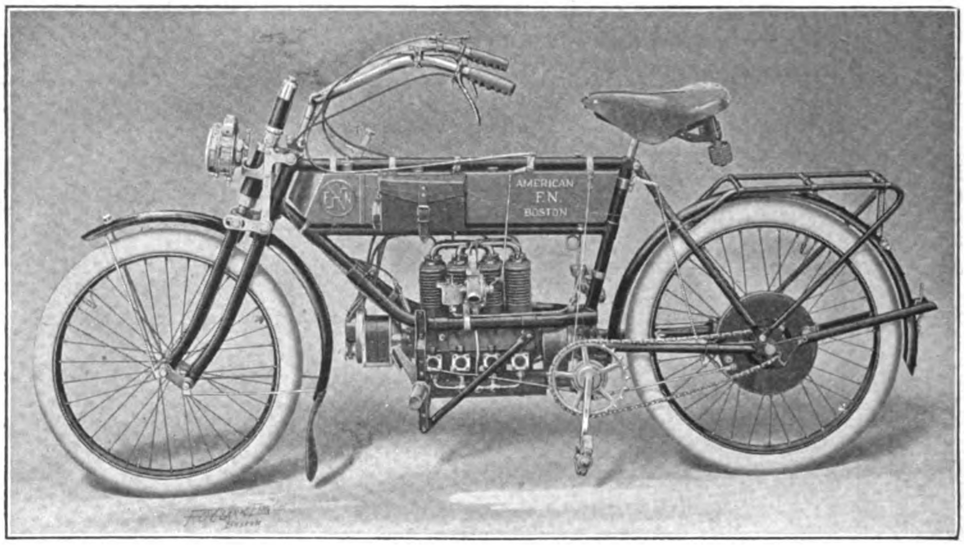
if hustle, capital and the most up-to-date plant in the country can do it.

Catalog "B" on request.

The Miami Cycle & Mfg. Co.
MIDDLETOWN, OHIO
MEMBERS OF M.M.A

California Distributors	The Appeal Mfg. & Jobbing Co., Los Angeles.
Oregon & Western Washington	West Coast Supply Co., Portland, Ore.
Eastern Washington, Idaho & Montana	Spokane Cycle & Supply Co., Spokane, Wash.
Colorado & Wyoming	C. W. Brown, Denver, Colo.

(25)



The Noiseless Four Cylinder

F. N.

Shaft Drive Vibrationless

FOUR MODELS

Glider (Trade Mark)	$250	Free Engine	$350
Standard	$300	Two Speed and Free Engine	$400

CLUTCH CONTROLLED FROM THE HANDLEBAR

SPECIFICATIONS

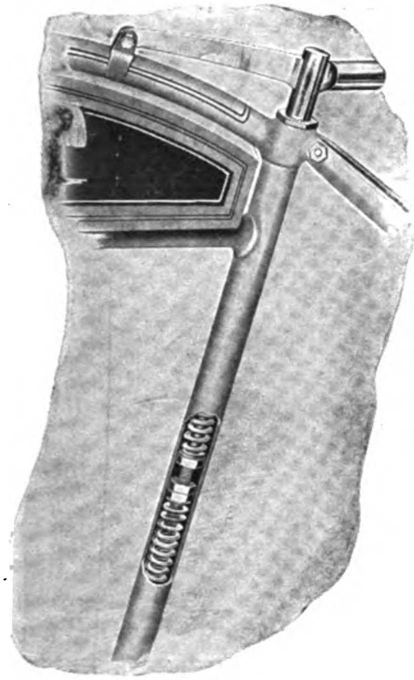
1. Motor, 5 H. P.; cylinder capacity, 498 cubic centimetres; 57 mm., bore; 52½ mm., stroke.
2. Ignition by high-tension, armored magneto with distributor fixed thereon, with which it forms a whole, entirely tight. It is entirely protected against water, dust and mud. The armored magneto first appeared in this country on the F. N.
3. Highly efficient automatic carbureter.
4. Separate gasoline filter.
5. Transmission by bevel pinions (ratio 1—5.4).
6. Improved elastic fork, with counter check spring.
7. One lever for controlling carbureter, fitted on right hand side of handlebar.
8. Height of frame, 20 inches.
9. Wheels, 26 x 2½ inches.
10. Wheel base, 56 inches.
11. Lubrication by pump inside the tank; simple, safe and effective.
12. Free engine by multiple disc clutch, running in oil.
13. Declutching device is controlled by Bowden wire from handlebar—the only machine in the world having this feature.
14. Plugs, short in length, fitted with ebonite, eliminating the possibility of electric discharges when the rider touches the plugs with his knees.
15. Foot rests are regular equipment.

ALSO TWO-SPEED GEARS

AMERICAN F. N. CO.

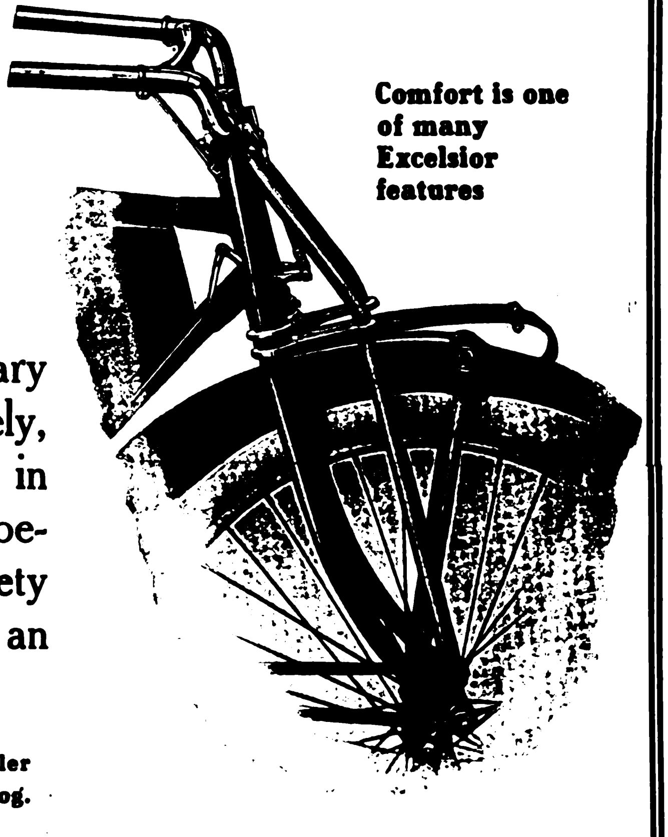
Newtonville Station, Boston, Mass.

All Roads Are Smooth To The Excelsior Rider



THE rider of an Excelsior Auto-Cycle never cares what sort of road he travels — the Kumfort Kushion seat post and perfected cradle spring fork make the roughest road a boulevard. The Kumfort Kushion seat post is simple, silent and durable — reduces wear on the tires and on the machine — makes every moment on the Excelsior one of comfort and pleasure.

The perfected cradle spring fork is another Excelsior comfort feature — built to absorb all bumps and jars. The action of the wheel in passing over an obstruction is backwards as well as upwards and the shock of the blow is transmitted directly to the spring — not to you. Besides — the Excelsior fork has a safety link between the main and auxiliary forks which allows the fork to move freely, but positively holds the auxiliary fork in position under all conditions. This is beyond question the most valuable safety device ever put on a motorcycle, and is an exclusive Excelsior feature.



Comfort is one of many Excelsior features

There are more points of Excelsior individuality. Let your dealer tell you about them — or write for our free illustrated catalog.

Excelsior Motor, Mfg. & Supply Co.

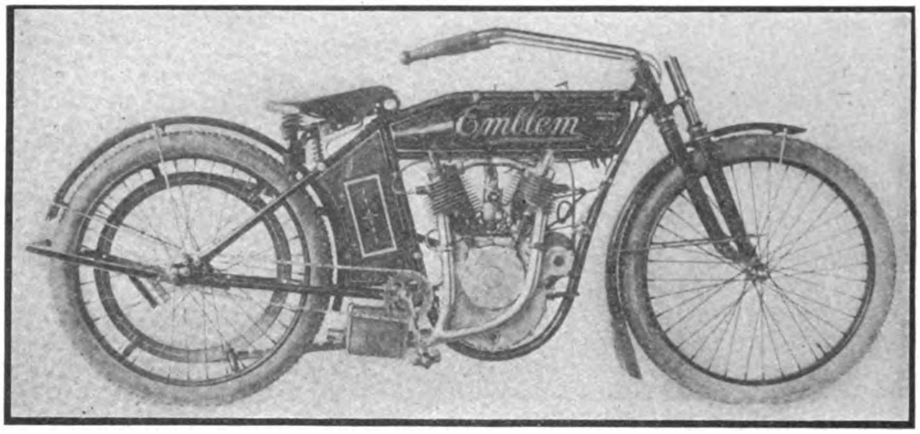
2201-2259 Union Street, Chicago

DISTRIBUTING AGENTS

W. H. WHITESELL, Los Angeles, Calif.
S. T. KELLOGG, Bridgeport, Conn.
MEAD AUTO-CYCLE CO., Denver, Colo.
J. W. GRADY & CO., Worcester, Mass.

IT IS TIME FOR SPRING HOUSECLEANING

For bicycle and motorcycle dealers everywhere and the man with foresight has already dusted up his shelves, washed his windows and placed in full view of the passing throng his season's drawing card. A great many dealers have found that



Emblem Bicycles and MOTORCYCLES

Furnish the Opportunity to Put Themselves on the Right Side of the Ledger

Others will find it out too late to help their finances this season. You can ginger up your business wonderfully with Emblem quality backing you. Both Emblem bicycles and the famous Sturdy Emblem Motorcycles are being made in larger quantities than ever before, which is ample proof of their quality and sales force

EMBLEM MANUFACTURING CO., Angola Erie County NEW YORK
Department "H"

Distributors for California—JOHN T. BILL & CO., Los Angeles
For the South—HENRY KEIDEL & CO., Baltimore, Md.
For Oregon—BALLOU & WRIGHT, Portland
For Washington—F. M. SPINNING, Seattle

Cut Out "That Lonesome Feeling"

THE fellow with a Majestic Side-Car has first pick of the girls in his town. That's something. He can attach the car in a couple of minutes for an evening's ride. That's about one-tenth the time it would take **her** to change to a tandem suit. She's always ready. They're **all** always ready. You are under no special obligation to any **one**!! In using a Majestic car there is a sense of companionship found in no other sport on earth.

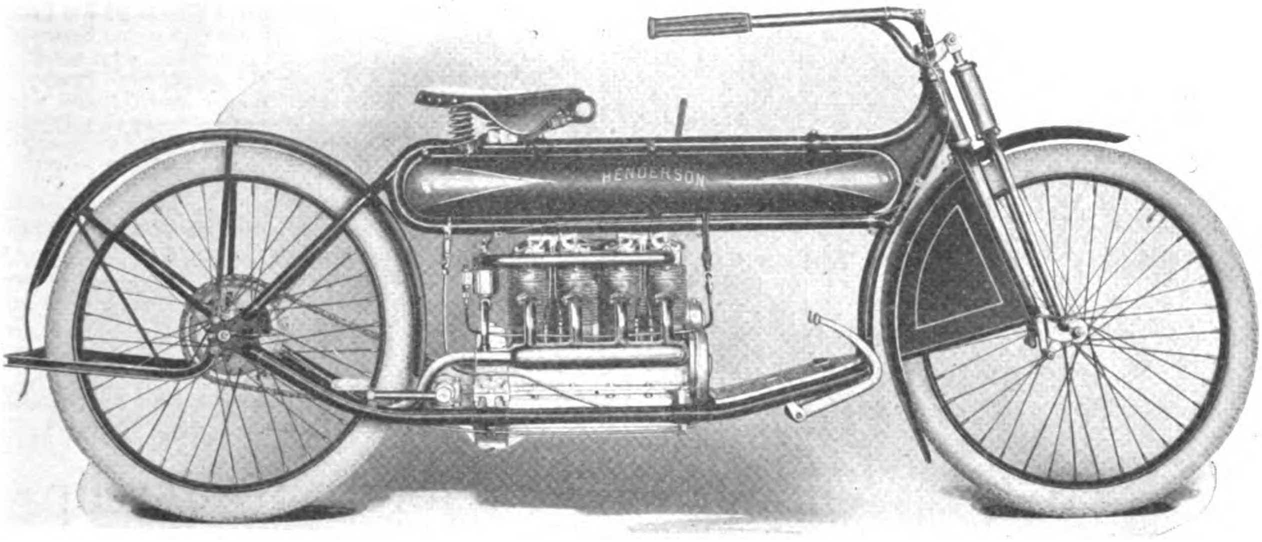
Investigate it. Take a ride in one yourself. It's the only thing that beats motorcycling alone. Talk it over with your agent. Then write to us.

Price $60.00

MAJESTIC MANUFACTURING CO., WORCESTER, MASS.

(DON'T BE LONESOME; REMEMBER THE GIRL)

HENDERSON



Four Cylinder - - - - $325.00

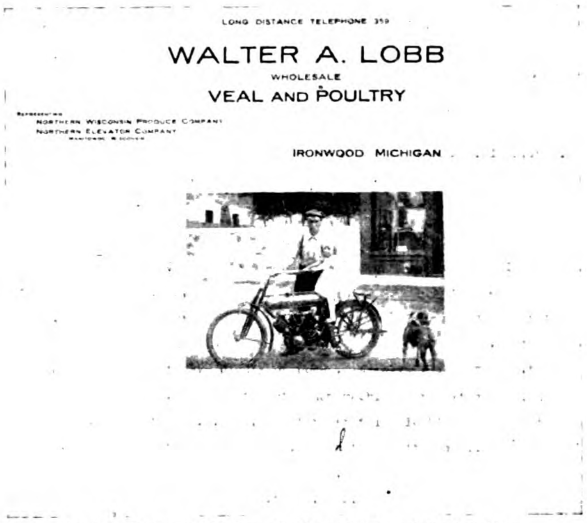
The HENDERSON has HIGH POWER—flexible power. It will throttle down and then "pick up" and get away on sandy hills with astonishing ease.

IT IS QUIET AND VIBRATIONLESS
THE CENTER OF GRAVITY IS LOW

Sitting between the wheels—with the feet on roomy footboards—the road shocks are minimized, and the rider has the acme of motorcycle comfort.

DEALERS—Complete your Line by adding the HENDERSON

HENDERSON MOTORCYCLE COMPANY
270 Jefferson Avenue, DETROIT, MICH.



LONG DISTANCE TELEPHONE 359

WALTER A. LOBB
WHOLESALE
VEAL AND POULTRY

NORTHERN WISCONSIN PRODUCE COMPANY
NORTHERN ELEVATOR COMPANY

IRONWOOD MICHIGAN

Actual Photo of Walter Lobb and his original letter.

Has ridden the Powerful
M-M Twin 12,000 Miles
and fails to see its equal at Chicago Show

AMERICAN MOTOR COMPANY, Ironwood, Mich.
Brockton, Mass. February 18, 1912.

Gentlemen:—
I have ridden an M-M Twin I bought of you in 1910 about *12,000 miles,* in five different States and wish to say same has given me very good service. It has *plenty of speed and power* enough to go anywhere. I have never found a road condition on the hills or in the sand where I did not have plenty of power. It is very *easy riding* and *free from vibration.* I expect to get a new machine for next season, and if I do it will be another M-M Twin, as after carefully looking over *all* the prominent makes at the Chicago Show, *I failed to see its equal.*

Yours very truly,
WALTER A, LOBB.

(We have hundreds of such letters—Send for copies.)

Shoots the hills like a rocket

and purrs silently along the level at any clip.

The M-M 8 H.P. Twin can also whirl a side-car or tandem attachment around as if it were not there. The ***long stroke 90 degree angle*** motor is the secret of its success. The instant the throttle grip is turned, she's right there on the jump with both cylinders, each delivering over 4 h. p. by brake test.

Two weak points on all other twins are: First—Vibration, due to 45-degree angle design. Second—Small, weak construction at the crank-pin bearing.

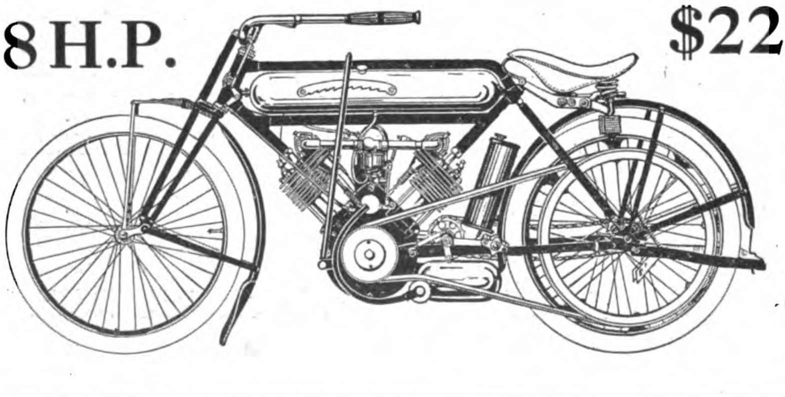
On the M-M the first is overcome by the 90-degree angle of cylinders, making it possible to balance it perfectly, and stop all motor vibration. The second common fault is overcome by the very large ***ball bearings*** at the crank-pin, the most vital point on a two-cylinder motor.

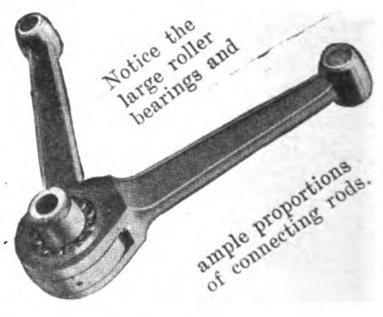
That this wonderful model is being appreciated by riders and agents is shown by the tremendous influx of twin orders, especially repeat orders. We have extended our assembling room into a large addition and every department is working overtime in order to make prompt shipments. Get your order in right away if you want early delivery.

AMERICAN MOTOR CO., **716 CENTER STREET, BROCKTON, MASS.**

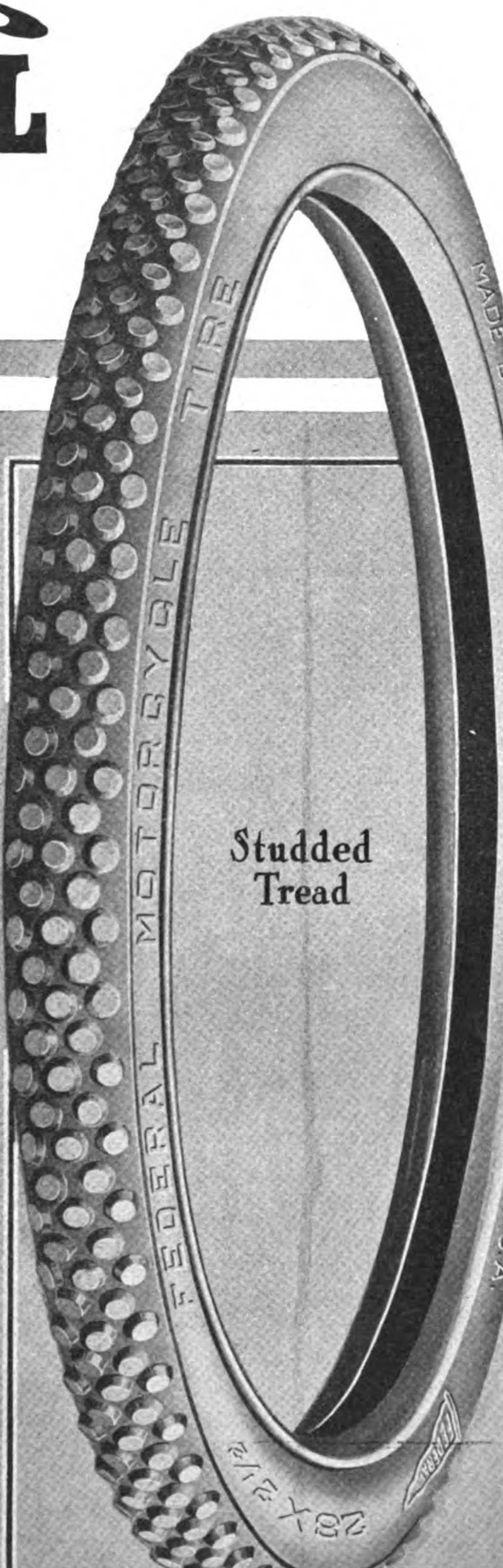
California Distributors: California Motorcycle Co., Cor. 16th and Hill Sts., Los Angeles, Cal.

8 H.P. **$225**




Notice the large roller bearings and
ample proportions of connecting rods.

FEDERAL TIRES


FEDERAL MOTORCYCLE TIRE
MADE BY THE FEDERAL RUBBER MFG. CO. MILWAUKEE WIS. U.S.A.
28X2½

Studded
Tread

FEDERAL Motorcycle Tires are the tires that endure and cut tire costs to the minimum. The extra mileage that you can get out of Federal Tires makes it possible for you to considerably reduce your up-keep expense.

High Quality—reliability—dependability and endurance are built into Federal Tires at the start and they deliver the greatest tire service. They are comfortable, safe and speedy.

Federal Motorcycle Tires may be had in either Corrugated or Studded Tread in all sizes and in single and double clinch types.

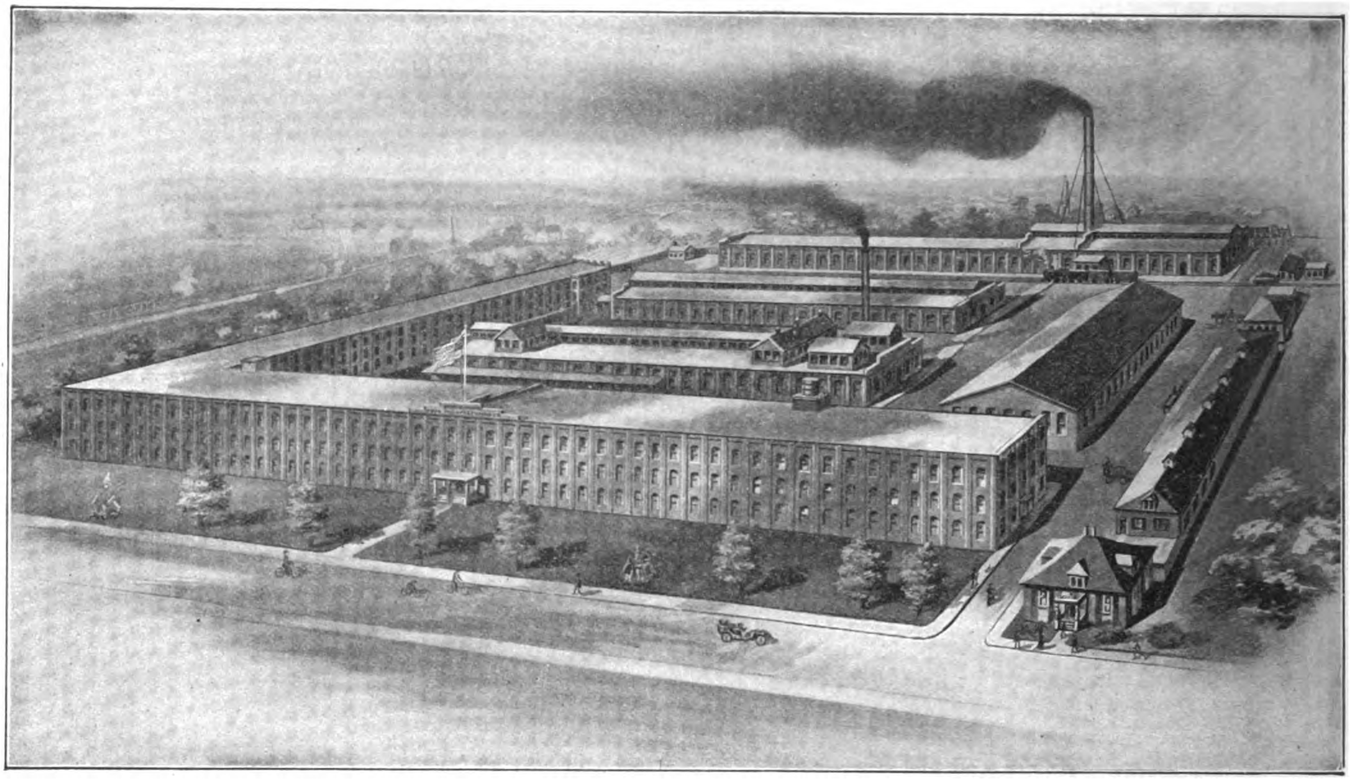
Federal Tires are supplied through leading dealers everywhere. An interesting tire book mailed to all who write.

Federal Rubber Manufacturing Co.
Milwaukee

Branches and Agencies:
New York, Chicago, Boston, Kansas City, Denver, Atlanta, Los Angeles, Pasadena, San Diego, Portland, Louisville, Indianapolis.

POPE MOTORCYCLES

WITH IMPORTED MAGNETO $165 **LIGHT -:- SILENT -:- RELIABLE**



WHERE POPE MOTORCYCLES ARE MADE. OUR PLANT AT WESTFIELD, MASS.

Couldn't Be Built Better Under Any Circumstances

Extensive manufacturing activities and the systematic application of intensive methods of production have made it possible to keep the cost of Pope Motorcycles down to the very lowest level. Were it not for the unequalled equipment of our great bicycle plant at Westfield, Mass., and the extensive resources of our magnificent automobile factories at Hartford, Conn., which enable us to make all our purchases on an enormous scale, the appeal of Quality and the appeal of Price as exemplified in the Pope Motorcycle would not be possible. Into its production has gone the experience gained by 35 years of successful bicycle, automobile and motorcycle manufacturing. Quality of material, accuracy of workmanship, beauty of design and refinement of finish mark the Pope Motorcycle as they mark all Pope products.

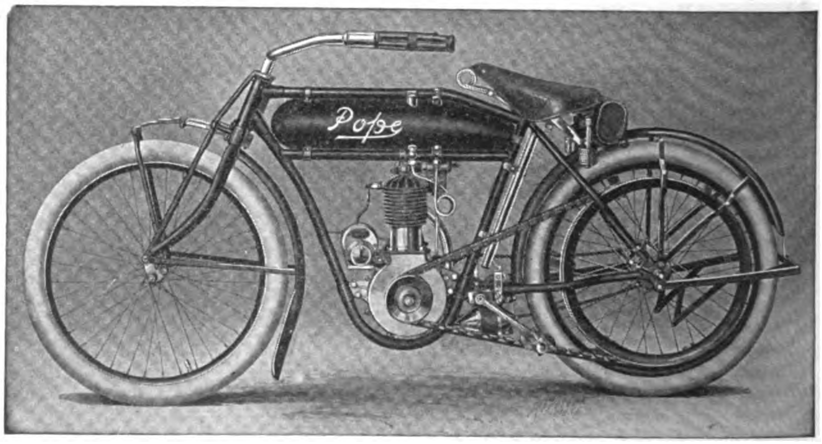
TO DEALERS

The Pope Motorcycle has made a wonderful selling record. Everywhere it has shown dealers the way to **Big Business** and **Quick Profits.** It has no competitor in the same class with it. Let us book you **now** for a big, broad motorcycle business. There are great opportunities for Pope dealers in unassigned territory.

Send for Catalog

Eclipse Free Engine Pulley may be readily attached as Special Equipment.

SOME CHOICE TERRITORY STILL UNASSIGNED



THE POPE MANUFACTURING COMPANY HARTFORD CONN.

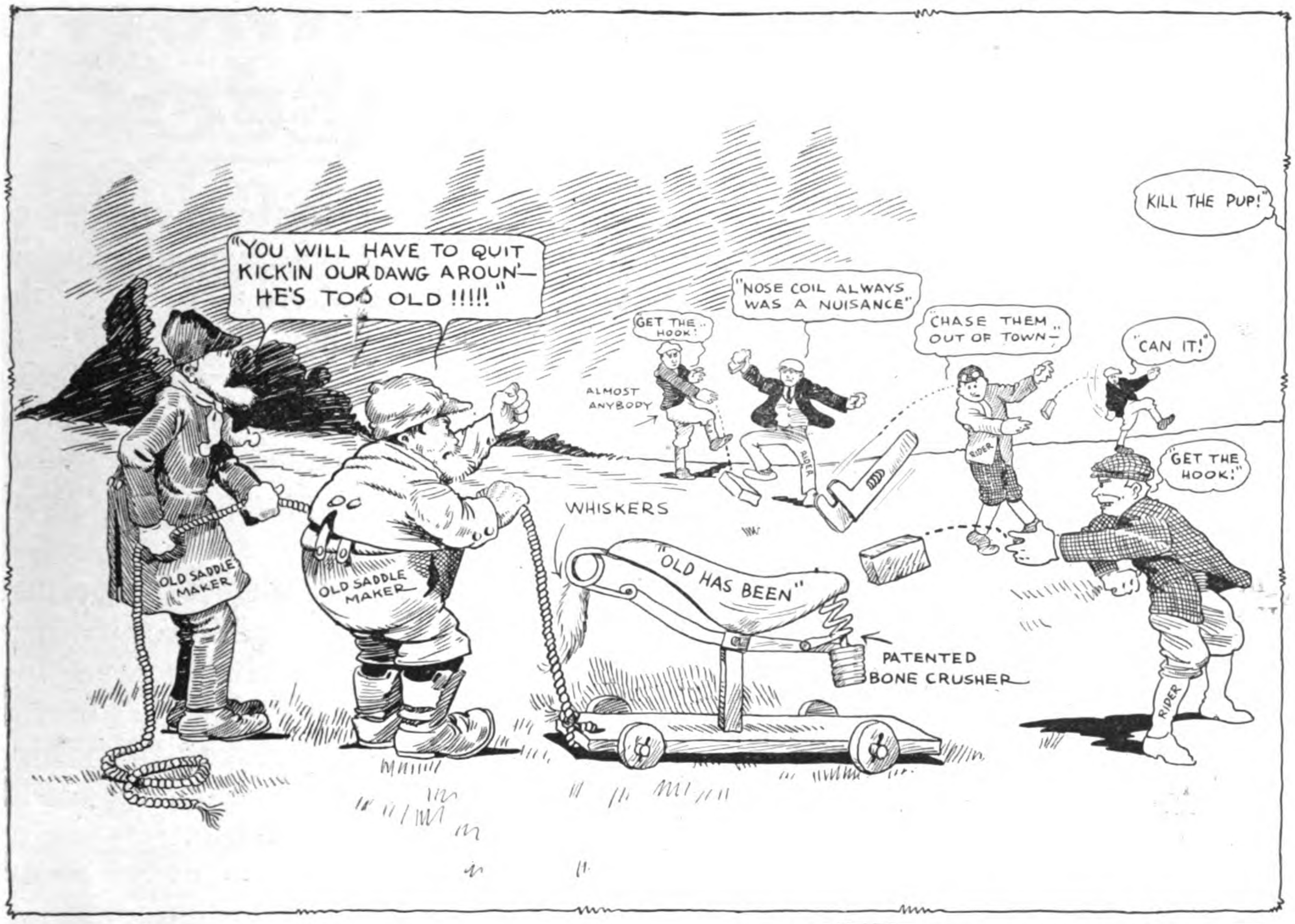
PACIFIC COAST DISTRIBUTORS:

F. P. KEENAN CO., Portland, Ore.,
Northwest

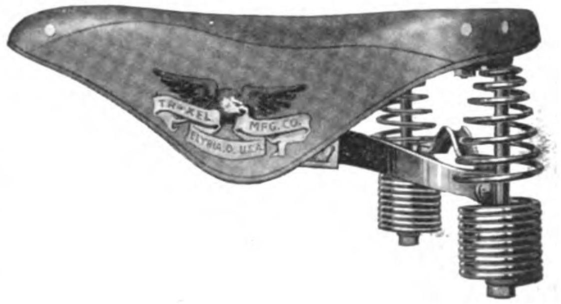
C. L. SMITH, Los Angeles,
Southern California

KIMBALL-UPSON CO., Sacramento,
Northern California and Nevada

There's Whiskers on the Nose Coil, Boys


"YOU WILL HAVE TO QUIT KICK'IN OUR DAWG AROUN'— HE'S TOO OLD !!!!!"
OLD SADDLE MAKER
OLD SADDLE MAKER
WHISKERS
"OLD HAS BEEN"
PATENTED BONE CRUSHER
"GET THE HOOK!"
ALMOST ANYBODY
"NOSE COIL ALWAYS WAS A NUISANCE"
RIDER
"CHASE THEM OUT OF TOWN—"
RIDER
"CAN IT!"
"KILL THE PUP!"
"GET THE HOOK!"
RIDER

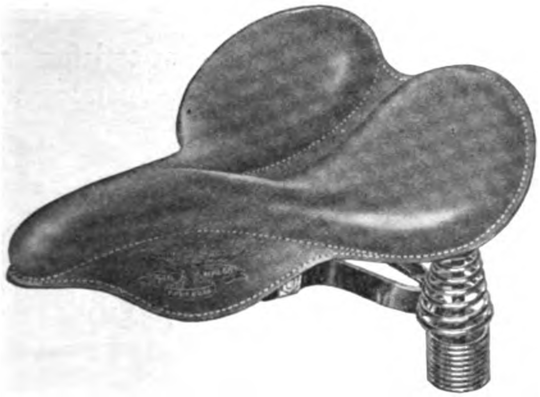
No Nose Coil on the 1912 TROXEL. It gives you much lower saddle position and it is new. The "No Bump Spring Action" cannot hit bottom.


TROXEL MFG. CO. ELYRIA, O. U.S.A.

1912 Troxel Motor Seat

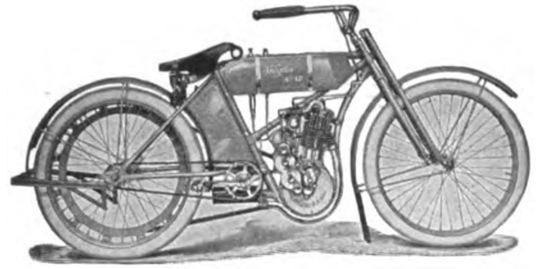
TROXEL New Cavalry Saddle. New in every way. No Nose Coil, no "Bump Spring Action." Largest Saddle supplied as regular equipment.

"Specify the New 1912 TROXEL"



1912 Troxel Cavalry

TROXEL MFG. CO., Elyria, Ohio



4-12 Model—Magneto, $200

Eleven Years Spent in Perfecting

W-A-G-N-E-R

MOTORCYCLES

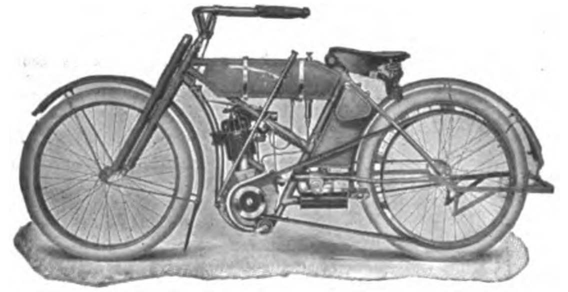
gives you, as a prospective buyer, machines approximating perfection in the basic matters of refinement and improvement, backed by materials and workmanship of the "Wagner quality" brand. Result:

Speed
Power
Flexibility
Strength

Immediate Deliveries Guaranteed

GET THE 1912 CATALOG

Wagner Motorcycle Company
St. Paul, Minn.



Model "M" Battery, $160

Who Knows

MECO

The wise Motorcyclists, of course. The ones who know what they want and where to get it at the right price. They do not have to equip their machines with inferior supplies because we stock over $\frac{1}{3}$ more articles than any other house, giving them a larger line to choose from.

They know that our prices are the lowest because we sell only first-grade goods at prices as low or lower than others ask for inferior articles. We dare not sell anything but the best that is made, because you can, at our expense, return any article which is not entirely satisfactory and we will refund the purchase price.

Over half the Motorcyclists know that MECO means they will not have to wait even 24 hours for a shipment. Others may have the inclination to make immediate shipments but it requires a big $20,000 stock like ours to be able to do it.

If you want to know what satisfactory buying is like, write for our free catalog today and get started right.

MOTORCYCLE EQUIPMENT CO.
HAMMONDSPORT, N. Y.

BROOKS Saddles for Comfort

if no other merit distinguished the saddles which bear that name their comfort-giving qualities alone would place them far above all others

For that fact, THE ORIGINAL AND ONLY GENUINE COMPOUND SPRINGS are principally responsible—these are an exclusive feature of the BROOKS Compound Spring Saddles and—

As their superiority is best proved by comparison we ask *you*, before you make selection, to apply that test.

Below we illustrate B170, the seat part of which consists of a steel base carefully moulded on anatomical lines, comfortably cushioned and covered with substantial leather.

J. B. BROOKS & CO., L^{D}
75 CRITERION WORKS
BIRMINGHAM, ENG.

Distributing Agents for U. S. A.
THE D. P. HARRIS HARDWARE CO.
48 Warren Street
New York

THE BROOKS B170; particularly low built, and—you sit IN it rather than ON it.

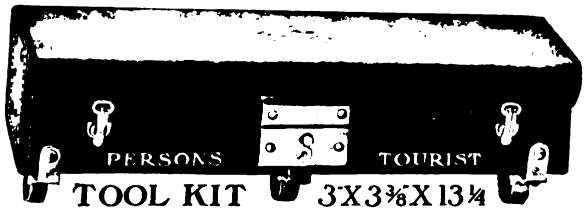
MOTORCYCLE TOOL KITS

That Meet Every Requirement

The PERSONS MOTOR CYCLE TOOL KIT

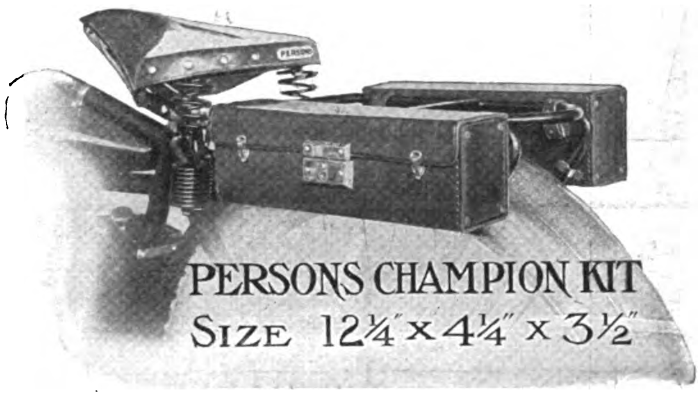
PERSONS
HAND STITCHED
MOTOR TOOL KIT
9x3½x3 ALL SOLE LEATHER

List price, without lock..............................$2.25
List price, with lock.................................. 3.25
Ends are double thickness, reinforced. Braces fasten to top frame tube.



TOOL KIT 3X3⅜X13¼
DOUBLE REINFORCED, HAND STITCHED, FLAT KEY LOCK, CAN NOT RATTLE, THREE BRACES

List price, without lock..............................$4.50
List price, with lock.................................. 5.50
Braces fasten to top frame tube. Both the motor and tourist kits can be supplied with large braces to fit frame tubes of Pierce and Detroit motorcycles.



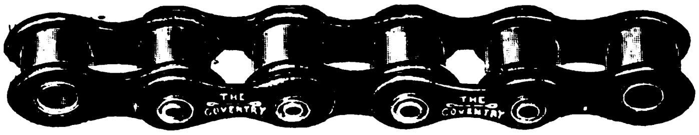
PERSONS CHAMPION KIT
SIZE 12¼"x4¼"x3½"

List price, with lock.................................$5.50
The fittings on this kit are for attachment to luggage carrier as shown.

The Quality of all These Kits CANNOT BE EQUALED!!

THE PERSONS MFG. CO.

WORCESTER, MASS.



"The Coventry" Chains

are light—durable—efficient and—above all—***speedy.*** O. C. Godfrey, the winner of the TOURIST TROPHY in England and a veteran racer, has placed the stamp of his approval on "THE COVENTRY" CHAIN.

While new to the American market, throughout the length and breadth of the European Continent, "The Coventry" Chains are known as "***non-stretchers***" and as

THE CHAIN WITH LIGHTNING SPEED

"THE COVENTRY" Chain has a pronounced reinforcement at the ends of the inside plates. This alone adds twenty per cent. to the strength.

We are prepared to prove, by actual test, that "THE COVENTRY" CHAINS can withstand a ***greater breaking strain*** in proportion to their weight, than ***any other chain*** on either the American or foreign market today.

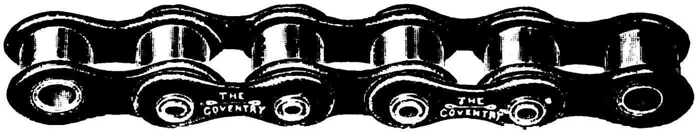
Doesn't this convince you that "THE COVENTRY" Chain is worthy of some serious consideration? Write us for our catalog. It will satisfactorily clinch our argument.

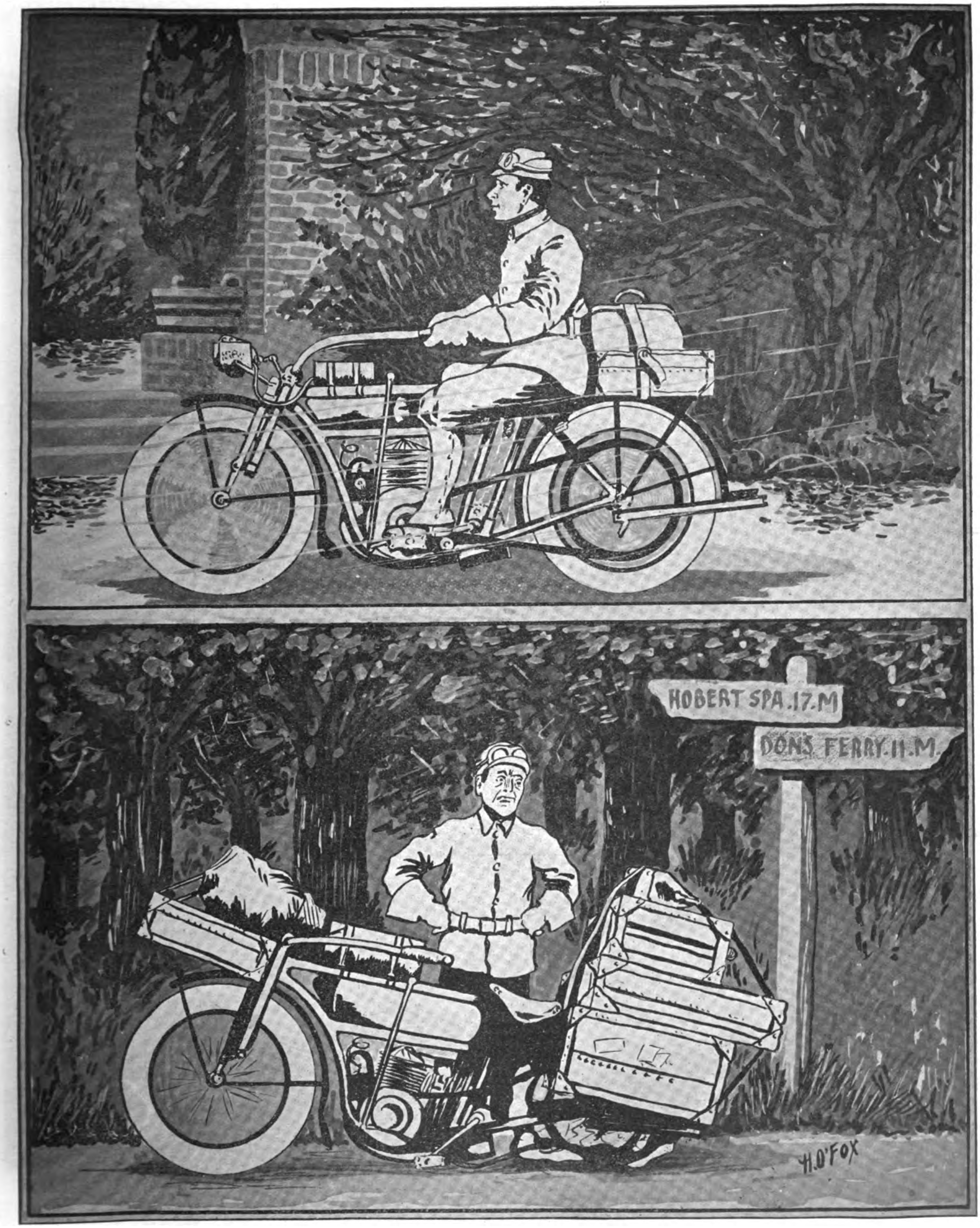
"QUALITY is remembered long after PRICE is forgotten"

Have you written us yet about the "ACME SIREN"

SARCO ENGINEERING CO.
112 Broad Street
NEW YORK, N. Y.

If you haven't, "go to it". It's something new—




HOBERT SPA.17.M
DONS FERRY.11.M
H.O'FOX

THE SENSIBLE TOURIST *VS.* THE PACK-HORSE TYPE

Extra Strength Without Extra Cost

When selecting tire equipment for your motorcycle this Spring don't overlook this fact—

The Strength of your tires determines the size of your tire bills; strength is the one quality which provides the foundation for every other element entering into satisfactory tire service.

For the same money you are asked to pay for other tires you can buy the *Strongest Motorcycle Tires in the World*—

United States Tires

Motorcycle riders are discovering that they cannot hope to get United States Staying qualities out of tires not made as these tires are made.

In every motorcycle tire bearing our trade-mark there is incorporated the strong points of two brands of tires that have been universally recognized as standards of quality since the pioneer days of the bicycle—G & J and Morgan & Wright.

United States Motorcycle Tires have the same exclusive service yielding advantages that have made United States Automobile Tires — America's *Predominant* Tires.

There can be no question about the economy of buying tires made as these tires are made.

Why not try them?

UNITED STATES TIRE COMPANY

New York

Dealers Everywhere

MOTORCYCLE ILLUSTRATED
THURSDAY, APRIL 18, 1912

A. J. MUSSELMAN THREATENS PATENT SUITS

Claims That Patents He Controls As Result of Purchase of the Armac Motor Company Are "Basic and Vital"—A Description of the Patents.

CHICAGO, APRIL 16.—A. J. Musselman announces that through the purchase of the Armac Motor Company he has obtained control of four patents which he claims to be basic and vital in connection with the motorcycle industry, and that it is his intention to insist upon their being recognized, in default of which, he says, action will be instituted against alleged infringers. Although the intrinsic value of these patents may be considered by motorcycle manufacturers to be open to question, the fact remains that Musselman's statement is decidly interesting. He says:

"Some time ago I obtained control of the Armac Motor Company of Chicago by purchase. The Armac Company will be reorganized in the near future and probably will take on a new name. At the present time its facilities are very fine for turning out a limited number of machines; something over 2,000 per year. It is expected to increase facilities for the output, besides making a number of specialties in connection with the motorcycle.

"In buying this concern, I came into control of some basic and vital patents in connection with the motorcycle industry and it is my intention to institute action against all infringers of these patents. One patent is No. 867,207, dated September 24, 1907, regarding flywheel construction for gas engines. This particular patent is the basic one and the claims set forth are being infringed by everyone today building a motorcycle using two disc flywheels with the connecting rod between.

"Another important patent is No. 946,758, under date of January 18, 1910. This patent particularly covers frames, built with upper tube and tank as one piece, connected at the head and seat post as several of the leading makers now build their machines.

"Another patent is No. 844,363, under date of February 19, 1907, which is a pulley-rim where the pulley-rim and arm connecting it to the rear wheel are one piece.

"The fourth patent of value is No. 895,576, under date of August 11, 1908. This is an inlet valve for gasoline motors and covers all the construction where the valve seat is part of the intake pipe.

"All of these patents are valuable. At the time they were applied for, the motorcycle industry was very small and no one could anticipate the value they have acquired by the growth of the business. It is my intention to go after these infringers immediately; first by giving notice and giving all the fair-minded manufacturers a chance to talk business on an equitable basis."

The first of these patents, No. 844,363, granted February 19, 1907, to Edwin W. Keller, of Chicago, as assignor to the Armac Motor Company, is for a pulley-rim for motorcycles in which the rim and the lugs by which it is attached to the wheel are formed in one piece. The parts are as follows: 1, the continuous piece of sheet steel of which the pulley is formed; 2, the lugs for fastening the pulley to the wheel rim; 3, the bottom of the pulley-rim; 4 and 5, the walls. The pulley is to be made by stamping from a single piece of sheet steel and then rolled into shape. Although shown as a V-pulley, the specification states that "it will be obvious that changes can be made either in the shape of the rim or the number of lugs without deviating from the spirit of my invention, which is to construct a pulley-rim for motorcycles in which the lug and the rim are formed integral." A similar statement is added as to the method of manufacture, involving rolling, casting, etc. The patent, as will be seen below, provides for any shape of pulley-rim of the above integral construction, as per paragraph 3 of the brief.

"1. A pulley-rim for motorcycles consisting of a single continuous piece of sheet-steel, its cross-sections presenting a V-shape, there being a plurality of supporting lugs extending from one of the side walls of the said V and formed integral therewith, for the purpose set forth, substantially as described.

"2. A pulley-rim for motorcycles consisting of the pulley-rim 3 formed of a continuous piece of metal consisting of sheet-steel having walls 4 and 5 and a plurality of supporting lugs 2 formed integral with the rim for the purpose set forth, substantially as described.

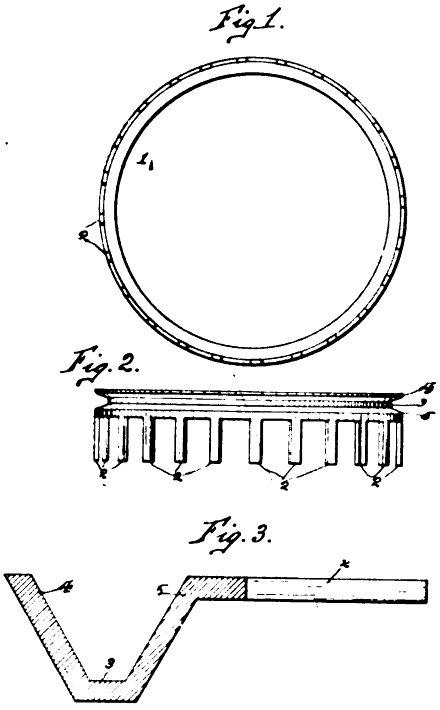
"3. A pulley for motorcycles consisting of a pulley-rim 3 formed of a continuous piece of metal having walls 4 and 5 and a plurality of supporting lugs 2 formed integral with the rim, for the purpose set forth, substantially as described."

The next patent, No. 867,207, granted September 24, 1907, to Archibald J. McCollum, of Chicago, and assigned as before, relates to the class of gas engines in which the flywheel is part of the crank, and is designed to provide a construction which will permit of a material addition to the bearing surface of the journal bearings. The class of engines mentioned includes those for motorcycles and industrial service. The method of gaining the addition to the bearing surfaces involves the employment of flywheel discs of special construction, as well as further special construction, but, as will be seen below, employs what is apparently an existing means on which to base the improvement, i. e., the flywheel discs. 2 is one of the discs in section, and 3 its rim. A hub or boss 4 is located at a suitable distance from the center of the disc 2. In this hub fits the crank-pin 6 of the connecting rod 7, the boss or hub having a tapered socket 5 counterbored to permit this being done. A bushing 14 of bronze is fitted over pin 6 and the nut 15 holds the latter in place.

The hub 8 at the center of the disc has a projection equal in width to the width of the rim 3 of the disc. It is bored and countersunk (at 11) to fit a spindle 9 integral with a shaft 10, on the outer end 13 of which is carried the engine pulley. Over parts 8 and 10 is fitted a tubular collar 12. The surface of 12 and 14 give the increase of bearing surface, which the specifications say "cannot be obtained except by this method."

The brief is as follows:

"1. A flywheel, said wheel being constructed of two disks each of which has an annular rib at its periphery, an outwardly extending boss located on each of said disks, a rod mounted in each of said hubs whose external diameters are coincident with the external



Pulley Patent.

diameters of the hubs, each rod having means for securing and holding it in position, and a steel sleeve fitted over each rod and the exterior surface of the adjacent hub, for the purpose set forth, substantially as described.

"2. A flywheel, said wheel being constructed of two disks, each of which has an annular rib at its periphery, an outwardly extending boss located on each of said disks, there being a taper socket in said bosses, an outwardly extending hub at the center of each of said disks, a rod mounted in each of said hubs, whose external diameters are coincident with the external diameters of the hubs, each rod having means for securing and holding it in position, and a steel sleeve fitted over each rod and the exterior surface of the adjacent hub, there being threads cut upon the ends of the said rods, for the purpose set forth, substantially as described.

"3. A flywheel, said wheel being constructed of two disks, each of which has an annular rib at its periphery, an outwardly extending boss located on each side of said disks, there being a taper socket in said bosses, an outwardly extending hub at the center of each of said disks, a rod mounted in each of said hubs whose external diameters are coincident with the external diameters of the hubs, each rod having means for securing and holding it in position, a steel sleeve fitted over each rod and the exterior surface of the adjacent hub, there being threads cut upon the ends of said rods, and a connecting rod mounted in said taper socket, for the purpose set forth, substantially as described.

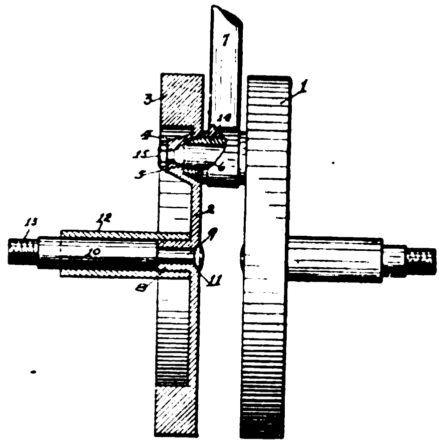
"4. A flywheel, said wheel being constructed of two disks each of which has an annular rib at its periphery, an outwardly extending boss located on each of said disks, there being a taper socket in said bosses, a rod mounted in each of said hubs whose external diameters are coincident with the external diameters of the hubs, the inner end of each rod being riveted, securing the rod rigidly to the disk, for the purpose set forth, substantially as described."

The third patent, No. 946,758, granted January 18, 1910, to Edwin W. Keller and assigned as before, relates to a frame for motorcycles in which is incorporated the familiar loop tube forming the seat post, lower tube and an exhaust pipe, and a tank construction which forms the upper member of the frame. The tank upper member is divided into compartments for oil and fuel and the front and rear heads formed integral with the connecting devices to the steering head and seat post respectively. The filling apertures and fuel outlet are integral with the tank according to the specifications and drawing. The connection of the rear forks to the loop member is through a device which incorporates a crank hanger and a seat "for any desired purpose."

In the drawing, 1 is the gasoline tank, 2 the seat post tube, 3 the steering head, 4 the lower tube, 5 the rear forks and 6 the rear stays. The crank hanger is shown at 7 and the "seat" at *7a*. The exhaust is taken in at 8, passes through the loop and makes its exit at 9. Gasoline and oil filler caps are respectively 10 and 16; 11 is a cock in the fuel outlet 13. The partition in the tank is 15. The chief point of the invention is the tank forming the upper member of the frame and thus doing away with the separate tank ordinarily used.

The brief is:

"1. In a motorcycle frame, the combination of a substantially U-shaped tubular frame member of integral construction, one arm constituting a forward bar and the other a seat post bar, an enlarged tubular member constituting the upper bar of the frame and projecting between the forward and seat post bars, means at the respective ends of the enlarged frame for connecting the latter directly to the upper ends of the forward and seat post bars, the enlarged tubular member constituting a receptacle adapted to contain gasolene or the like and having an inlet opening in its upper surface and an outlet tip in its lower surface adapted to supply a motor, a pipe communicating with the forward tubular bar and connected thereto for receiving the exhaust of the motor, and an auxiliary pipe communicating with the seat post bar for permitting the escape of the exhaust.



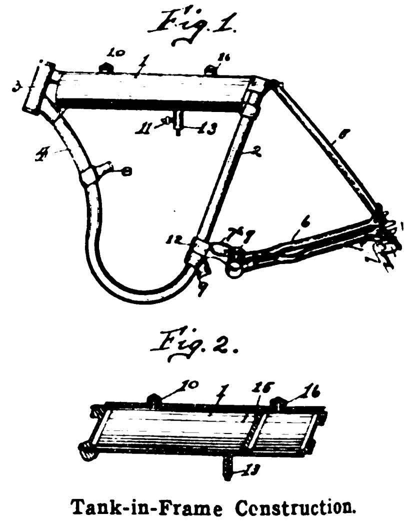
Fly-Wheel Design.

"2. In a motorcycle frame, the combination of a substantially U-shaped tubular frame member of integral construction, one arm constituting a forward bar and the other a seat post bar, an enlarged tubular member constituting the upper bar of the frame and projecting between the forward and seat post bars, means at the respective ends of the enlarged frame for connecting the latter directly to the upper ends of the forward and seat post bars, the enlarged tubular member forming a receptacle adapted to contain fuel for a motor and having an inlet opening in its upper surface and an outlet opening in its lower surface adapted to supply the motor, an inlet connection on the forward tubular bar constructed and arranged to receive the exhaust of the motor, an outlet connection on the seat post bar adjacent to the lower end of the latter and exposed downwardly for permitting the escape of the exhaust, rear stays projecting downwardly and rearwardly from the upper end of the seat post bars, rear forks having means at their rear ends for connection with the said stays, the forks terminating in a crank hanger at their forward ends, a member extending between the crank hanger and rear post seat and connecting with the latter at a point above the exhaust outlet, and the said member having a seat on the upper surface thereof."

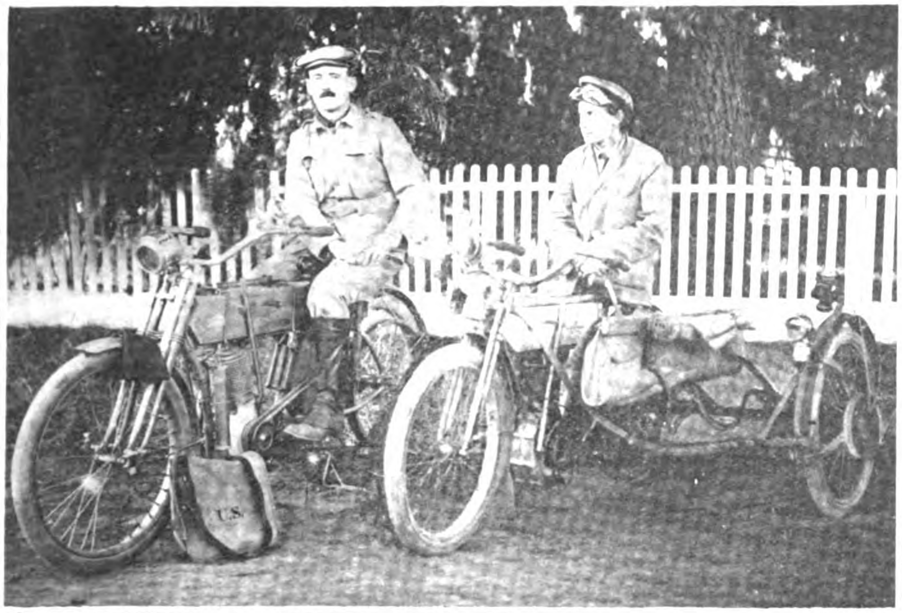
The fourth patent, number 895,576, issued to Archibald J. McCullom, August 11, 1908, and assigned to the Armac Motor Company, relates to the construction of an automatic inlet valve. The valve stem is reduced in diameter at its upper end and a washer fits over this part. The dome is made with a well in which is formed the valve guide, and the spring works well between the well and the guide. The dome has a horizontal portion for attaching direct to the carbureter, and screws into the motor. A lock-nut keeps the dome in position.

MEASURE GOES TO FEDERAL.

THE appointment of Charles Measure as manager of the carriage and motor truck tire department of the Federal Rubber Manufacturing Company, of Milwaukee, will be of interest to the vehicle rubber trade. Mr. Measure was connected with Morgan & Wright for eleven years, first as salesman in New England, and then as manager of their auto tire department from 1903 to 1906, leaving that position to accept the management of the Goodyear branch in New York City. After serving for five years in the latter capacity, he was transferred to Akron as manager of the solid tire department of that company, resigning on March 1st to join the Federal Company. It is expected that under the aggressive management of Mr. Measure, Federal carriage and motor truck tires will rapidly take rank as one of the most satisfactory and popular brands on the market.



Tank-in-Frame Construction.



RIDING UNDER DIFFICULTIES

Loss of a Leg Does Not Deter California Enthusiast from Making Long Jaunts in the Saddle.

UNUSUAL interest attaches to the accompanying pictures, showing two motorcyclists of Alameda, Cal., because of the remarkable fine photographic effects obtained by H. Conboy, the rider on the left, who operated his camera through an ordinary bulb and a long rubber hose device. The hose may be distinguished in the foreground of each picture. The young man on the right has had his left leg amputated at the hip and is compelled to use the out-rigger attachment, or sidecar frame, to avoid balancing troubles. The rider's right leg is carried in splints to strengthen it at the knee, and as the member remains rigid at all times it has been necessary to lengthen the pedal crank to afford the required reach. The pedal is extended about four inches beyond its normal position and serves as a brace, this being the only means the rider has for maintaining his place in the saddle.

The long canvas bag seen on the sidecar attachment carries the rider's crutches, and in an emergency may be used for tools and other fairly heavy articles. On the outside of the third wheel will be noted a 50-pound disc of lead which is intended to hold the side attachment to the road. The lever near the saddle on the left side of the machine is used to throw up the stand when the rider is ready to get under way. These enthusiasts have made some long trips over the country in the vicinity of San Jose and are among the most consistent riders of their district.

OPENING RUN TO FINDLAY.

MEMBERS of the Toledo (Ohio) M. C. held their first club run of the season on April 14, starting from their quarters in the Collonade building at 10 a. m. They made a trip to Findlay and return and found the going fairly good. On Friday night, April 19, the club held its regular meeting and a buffet lunch was served after the business session.

COSHOCTON SPEED EVENTS.

MOTORCYCLISTS of Coshocton, Ohio, are planning to hold speed events on the brick road to Canal Lewisville, over the Seven-Mile Drive and the nine-mile loop around the Keene Hill, and on the fair grounds track. It is the intention to have a motorcycle event of some kind every Sunday during the summer.

TORONTO SETS THE PACE

Canadian Metropolis Is Enjoying Side-Car Boom and Over One Hundred "Chairs" Have Already Been Sold.

TORONTO, Canada, has become the foremost side-car city on this continent, upwards of one hundred of the passenger carriers having been sold in the Dominion metropolis since the season opened. The three-wheeled motorcycle outfits are to be seen shooting in and out in all directions, so that they have already begun to be a common sight upon the city's streets.

Early shipments of side-cars from the Old Country and New England were disposed of in no time by the local agencies, and a number of riders have been forced to wait for second deliveries. The British manufacturers have been greatly delayed on account of the coal strike, but consignments are under way now. Besides supplying the local demand, the Toronto dealers have been besieged with orders from distant points, M. E. Amoss, the local Flanders' representative, having sent three cars as far away as Edmonton, Alberta, a distance of 2,000 miles. The Humphrey Bicycle and Motor Company has also made a delivery of six cars to Buffalo.

The leading dealers report side-car sales for this spring, as follows: M. E. Amos, Flanders agent, has disposed of fourteen "baskets," five of which were sold wholesale. He has ordered four more. Percy McBride, Excelsior dealer, has sold nine. Six of these have been the Majestic line, and the remainder, the product of the Mills-Fulford Company, England. Twelve more carriers are on the way. Walter Andrews, Pierce and Indian, has found purchasers for four cars and has six more coming. One of these cars went to a Dr. Ferguson, a prominent local practitioner, who invested in a four-cylinder mount at the same time.

Herb. Kipp, Indian distributor, has sold fourteen side-cars this year and has thirty more on order at the British factories. Herb Greenwood, the Triumph agent, has disposed of a dozen baskets and has as many more coming. Steve License, Harley-Davidson, has found four purchasers while the T. Eaton Company, Reading-Standard agents, have marketed a number. The Humphrey Bicycle and Motor Company, Flying Merkel branch, has sold twenty-four "chairs" as follows: Ten to outside purchasers, six to the local retail trade and eight to the local wholesale trade.

CLOUD COUNTY OUTINGS.

AT the last meeting of the Cloud County M. C., of Concordia, Kan., the members outlined plans for a social run to Waconda Springs to be held on Memorial Day. The riders will leave Concordia at 9 a. m. Those who feel so inclined will be allowed to race back from Waconda Springs and several prizes will be offered for winners in the different classes. The distance is about 52 miles. On July 4 the club will hold a race meet, probably at Concordia, and on Labor Day a run will be made to Superior, Neb.

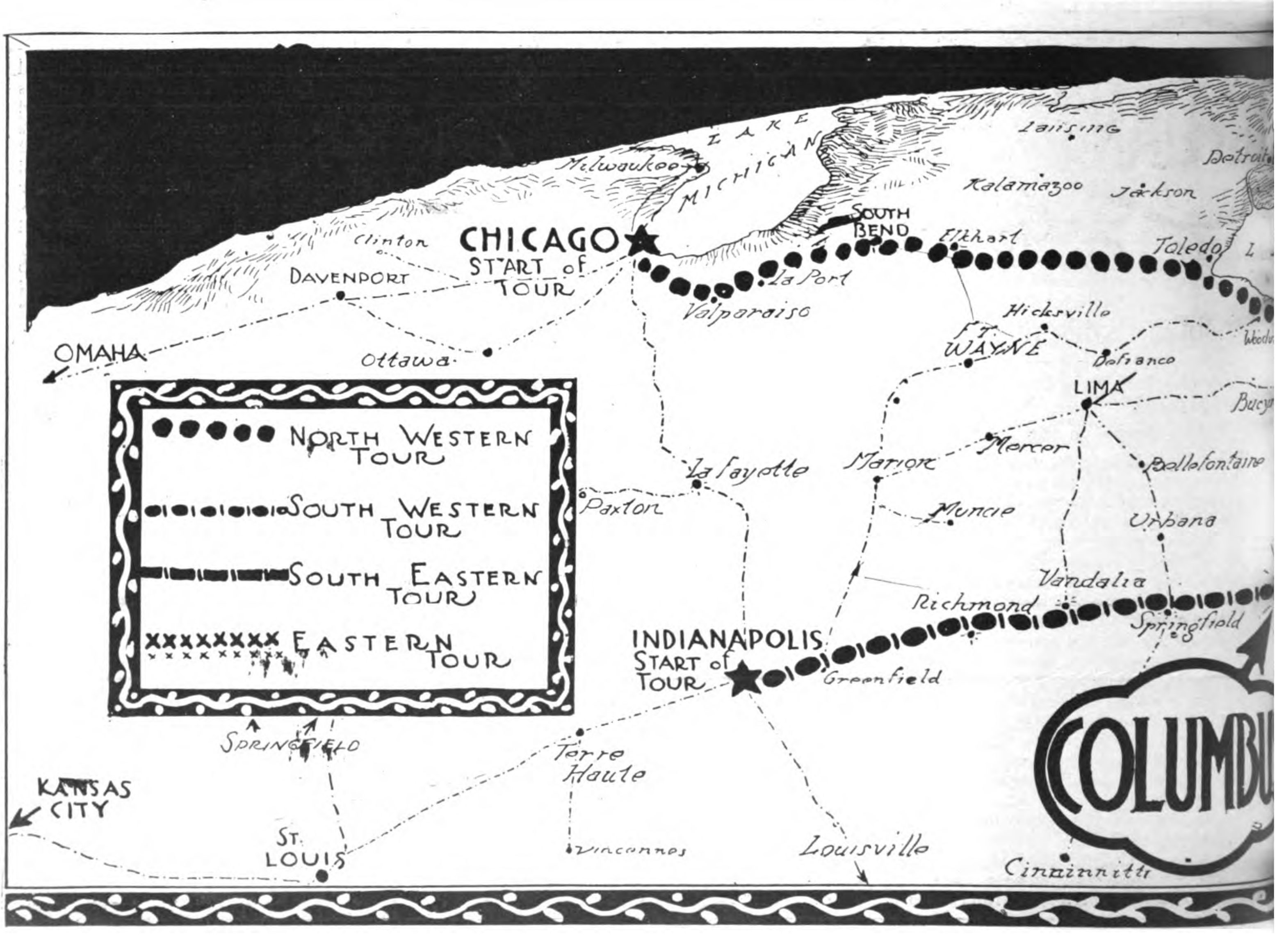
This tour is the successor of the 2,000-mile Coffman-Musselman tour. One of the M. M. A. cups intended for the Coffman-Musselman tour will be offered instead for the five-mile national amateur championship. It will be a challenge trophy to be competed for each year until won three times by the same rider, when it becomes his property. It will be of solid silver and have a value of $250.

THE 1912 F·A·M

GRANTING that the F. A. M. meet this year will be held in either Cleveland or Columbus, tentative plans were made at a joint F. A. M.-M. M. A. committee meeting in the Hotel Statler in Buffalo last Wednesday for what will be known as the 1912 F. A. M. National Tour to the convention city. The tour will be divided into four sections—the North-Eastern, North-Western, South-Eastern and South-Western, respectively—and the points for the mobilization of riders will be Albany, Chicago, Baltimore and Indianapolis. Each section will be in charge of a tour-master, who will be assisted by lieutenants. There will be no entrance fee, all F. A. M. members being eligible. The tour will be a pleasure proposition pure and simple, and the rules, of which there will be only such as are absolutely necessary, are to contain no hard-and-fast restrictions. Racing, and the use of the cut-out in settled communities will be prohibited. Entrants will be expected simply to check out each morning, and to check in only at the finishing point. A handsome and distinctive gold medal will be awarded to each survivor. There will be no trade teams, but trade riders may enter as individuals.

The four sections of the tour will be so arranged that each section will reach a point about 100 miles away from the convention town Tuesday evening. Over-night stops will be made at these places, and short runs Wednesday morning will bring all four sections to the end of the tour shortly after noon Wednesday. This arrangement will do away with the different riders straggling in singly and in pairs at all hours of the night. Instead, it is planned to make an impressing demonstration by having several hundred tourists ride through the convention city in the middle of the day in view of tens of thousands of spectators.

Owing to the geographical location of Cleveland and Columbus, the North-Eastern section of the tour will be the longest, but at the same time over the best roads. From Al-


LAKE MICHIGAN
Milwaukee
Lansing
Detroit
Kalamazoo
Jackson
SOUTH BEND
Clinton
CHICAGO START of TOUR
Elkhart
Toledo
DAVENPORT
La Port
Valparaiso
Hicksville
OMAHA
Ottawa
FT. WAYNE
Defianco
Woodv
LIMA
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● ● ● ● ● NORTH WESTERN TOUR
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La Fayette
Marion
Mercer
Bellefontaine
Paxton
Muncie
Urbana
Vandalia
Richmond
Springfield
INDIANAPOLIS START of TOUR
Greenfield
SPRINGFIELD
Terre Haute
KANSAS CITY
COLUMBU
ST. LOUIS
Vincennes
Louisville
Cininnitti

NATIONAL TOUR

bany the North-Eastern tour-master will start his following on a Sunday morning. Tourists living in lower New York State, upper New Jersey and Pennsylvania, Massachusetts, Connecticut and the other New England States will leave their respective towns in time to reach Albany Saturday evening. They will be privileged to travel to Albany either over the road or by rail or boat, and they will first check out from Albany Sunday morning. From Albany they will motor across the State to Buffalo, whence they will travel by boat to Cleveland, and thus on to Columbus, should the latter city be chosen by the F. A. M. directors. In the event of Cleveland getting the meet, the Eastern section will reach that city early Wednesday morning and, in all probability, ride out fifty miles to meet one of the Western sections as they approach the city.

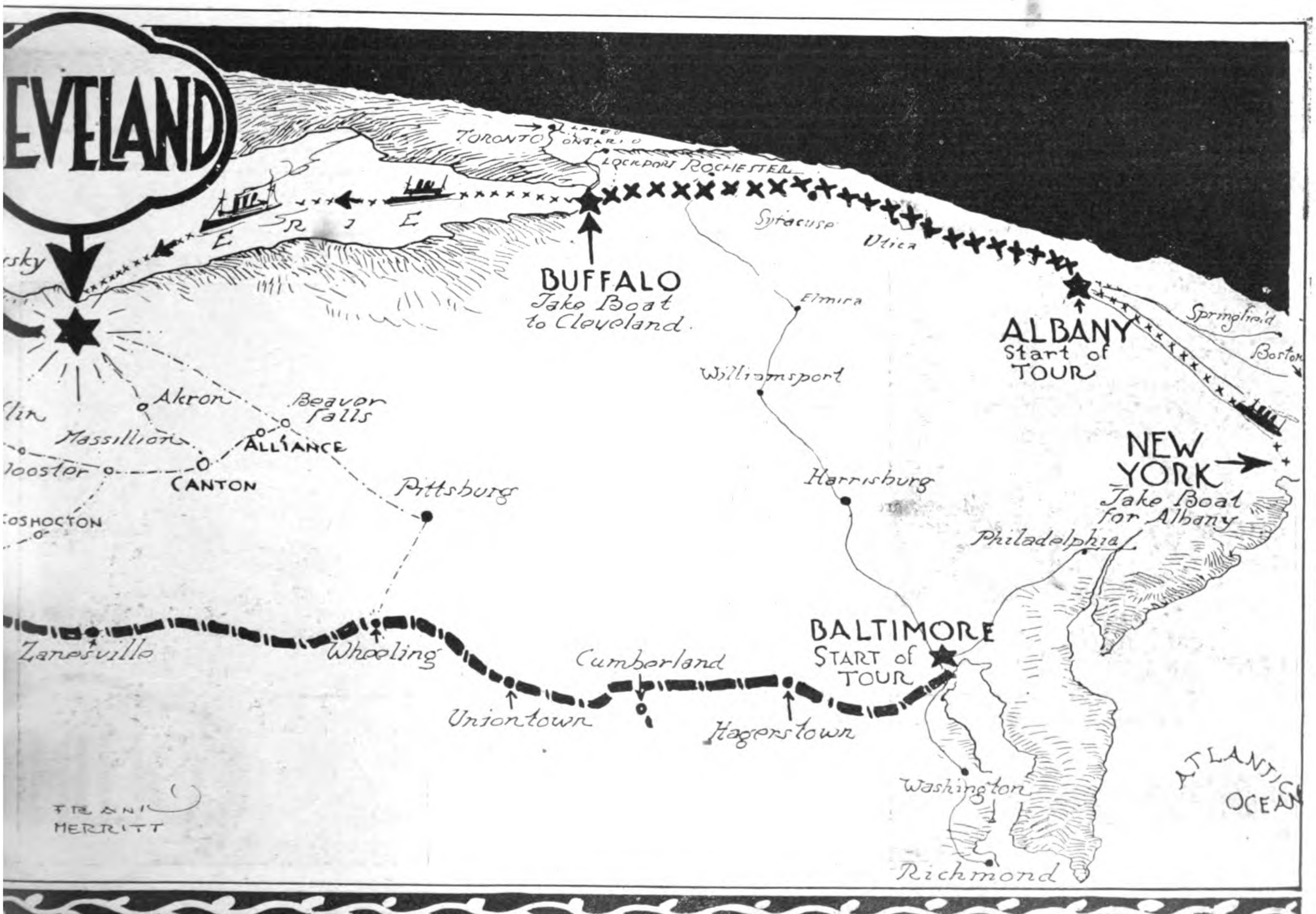
The starting point for the South-Eastern section will be Baltimore, at which point it is planned to gather tourists from Washington and other Southern cities, and as far north as Philadelphia. This section will ride Westward by way of Hagerstown and Uniontown and strike the national pike south of Pittsburgh.

The North-Western section, starting from Chicago, will include riders living in Wisconsin, northern Illinois, Iowa, etc., and traversing roads which practically parallel the New York Central Railroad, pick up tourists from northern Indiana and Ohio, also from Detroit and other southern Michigan towns.

At Indianapolis the South-Western tour-master will gather riders from points in middle and southern Indiana, upper Kentucky and as far west as St. Louis. This section will be augmented en route by riders living in southern Ohio.

Further details of the National Tour will be announced from time to time by the joint committee in charge, namely, President Hamilton and Director Sauer, for the F. A. M., and President Coffman and Messrs. Davidson and Merkel, for the Motorcycle Manufacturers' Association.

This tour is the successor to the Coffman-Musselman 2,000-mile tour, which has been abandoned by the M. M. A. The $250 silver cup which was to have been awarded to the winner of the 2,000-mile tour will be made a challenge trophy for the F. A. M. five-mile championship.


EVELAND
sky
TORONTO
LAKE ONTARIO
LOCKPORT
ROCHESTER
ERIE
Syracuse
Utica
BUFFALO
Take Boat
to Cleveland
Elmira
ALBANY
Start of
TOUR
Springfield
Boston
Williamsport
lin
Akron
Beaver
Falls
Massillon
ALLIANCE
ooster
CANTON
OSHOCTON
Pittsburg
Harrisburg
NEW
YORK
Take Boat
for Albany
Philadelphia
Zanesville
Wheeling
Cumberland
BALTIMORE
START of
TOUR
Uniontown
Hagerstown
Washington
ATLANTIC
OCEA
Richmond
FRANK
MERRITT

COLUMBUS THROTTLE IS OPEN

Riders in Buckeye Capital Are Working at Top Speed on Plans to Land the Next F. A. M. Convention.

AT the last meeting of the Columbus (Ohio) Motorcycle Club the campaign which is being waged to land the next F. A. M. meet was discussed at length and additional plans were laid for interesting the Federation officials in the inducements offered by the motorcyclists of the city. The fact that Cleveland is now a contender for the convention has only served to spur the Columbus boys on to new efforts, and they assert that their competitors will have to "go some" to beat them to the goal. The committeemen recently appointed by the Columbus club are working at top speed, and the city authorities as well as the commercial organizations of Columbus are laboring with them.

"The Buckeye capital not only has many miles of fine streets," writes a Columbus booster, "but first-class roads lead from the city in all directions. Our motorcycle dealers have spacious, up-to-the-minute establishments, our hotel accommodations are excellent and when it comes to interest it may be said that the citizens of Columbus make up one big squad of motorcycle fans. They are friends of the single-tracker and do not hesitate to show it.

"The competition committee of the F. A. M. may rest assured that if the big assembly is brought to Columbus the championship races each day will be witnessed by as enthusiastic a throng of fans as ever gathered at a track. We have a fine course and riders will not be compelled to plough through ruts and sand as they did in some of the races at the last national meet on the Fort Erie track. We feel that we can stand with any city in the country when it comes to offering inducements for the convention, and if we do not land it it will not be because we have failed to make the most of our opportunities."

AMERICAN MACHINE CO.
W. H. SNYDER MGR.
APRIL
EDISON
RECORDS

G. H. Bangham, Secretary-Treasurer of the Columbus M. C., and His Emblem.

Mayor Karb, of Columbus, Side-Carring.

CALIFORNIA MEETS

Official Returns from Stockton and Newman Indicate That Fans Had Interesting Programs.

REFEREE CHARLES FULLER GATES, F. A. M. competition representative on the Pacific coast, has just received official returns from the race meets held at Stockton, Cal., on March 23, and at Newman on March 31. The Stockton summaries follow:

Ten miles, amateurs, 61 cubic-inch class—E. A. Holdridge, Indian, first; C. T. Simpson, Indian, second; S. S. Sisson, Merkel 6, third; time, 11:28.

Five miles, amateurs, single cylinder class—W. L. Saxby, of Modesto, Indian, first; L. E. Kern, of Stockton, Indian, second; E. A. Holdridge, Indian, third; time, 5:59.

Ten miles, open handicap—E. A. Holdridge, Indian, first; C. T. Simpson, Indian, second; W. L. Saxby, Indian, third; time, 5:53.

March 24.—Five miles, single cylinder machines—G. Schuman, Indian, first; W. L. Saxby, Indian, second; L. E. Kern, Indian, third; time, 5:53.

Ten miles for twins—E. A. Holdridge, Indian, first; G. Schuman, Indian, second; S. S. Sisson, Merkel, third; time, 11:57.

Ten miles, open handicap—H. Smallfield, Indian, first; R. Orr, Indian, second; G. Schuman, Indian, third; time, 11:46.

Following are the returns from the Newman races held on March 31:

Five miles, amateurs, single cylinder machines—R. Peck, Indian, first; F. Fout, Indian, second; E. C. Lavenson, Harley-Davidson, third; time, 7:57.

Five miles, amateurs, twin machines—Howard Gordon, Indian, first; A. Tanback, Indian, second; time, 7:12⅖.

Ten miles, amateurs, single cylinder machines—C. Edwards, Yale, first; S. Saxby, Indian, second; O. Johnson, Excelsior, third; time, 15:15.

Five miles, amateurs, twin machines.

5 miles against time—E. A. Holdridge, Indian; time, 7:05⅖.

Australian pursuit race for four miles—E. A. Holdridge, Indian, first; O. Johnson, Excelsior, second; C. Edwards, Yale, third; time, 4:41⅖.

TWO new motorcycle policemen have been added to the department in Richmond, Va., and others are promised.

HASHA CLIPS MORE RECORDS

In Sensational Dash on Playa Del Rey Saucer Little Texan Lowers All Marks up to Ten Miles.

RIDING against time on the Playa del Rey saucer in California on Sunday, April 7, Eddie Hasha clipped records right and left and gave one of the most sensational performances of his career. In his first mile time trial he covered the distance in 38 seconds flat; his second trial over the mile route was made in 37⅘, and the third in 38⅖. Hasha then rode two miles in the remarkably fast time of 1:18⅖ and continued to lower the marks at each mile of his 10-mile whirl; three miles, 1:59; four miles, 2:39⅗; five miles, 3:20⅘; six miles, 4:01⅗; seven miles, 4:42⅗; eight miles, 5:24; nine miles, 6:05; ten miles, 6:45⅘. When Hasha's Indian was measured it showed a piston displacement of 60.93, giving him a fair margin inside the 61 cubic-inch limit placed by the F. A. M.

CONCOURSE DINNER.

EIGHTY members and guests of the Concourse M. C., of New York City, including wives, sisters and "best girls" of the riders, were present at the fourth annual dinner of the club which was held at the Hotel Gerard on April 11, and a highly interesting program was given. J. J. McNally acted as toastmaster and nearly every one present was called upon to "say something." An unusually fine menu capped the success of the affair.

THE West Palm Beach (Fla.) police department is now equipped with a big twin Indian which is intended primarily for use by the chief.

TWENTY-FIVE motorcyclists recently organized the Bluegrass Motorcycle Club at Louisville, Ky.

M. E. Beck and Mrs. Beck, of Los Angeles, Tandem-Riding on Harley-Davidson Twin.

SECONDS CLEVELAND BID

Chamber of Commerce in the Sixth City Supports Motorcyclists in Letter to F. A. M. Officials.

BY way of furthering the campaign of the Cleveland Motorcycle Club for the next F. A. M. convention the Cleveland Chamber of Commerce has forwarded copies of a circular letter to President Hamilton and the Federation directors, setting forth the city's advantages as a convention center and seconding the club in its bid for the big meeting. The letter reads as follows:

"Representing, through the Cleveland Chamber of Commerce, the business and civic interests of our city, we desire to second most cordially the invitation of the Cleveland Motorcycle Club, and to express the hope that Cleveland may have the honor and pleasure of entertaining the members of the Federation of American Motorcyclists in Cleveland in July, 1912.

"Fifty per cent. of the population of the United States and Canada lies within a radius of five hundred miles of Cleveland, and the city is but a night's journey from the Atlantic coast and the Mississippi. Seven great railroad systems, with numerous branches, enter Cleveland, and steamship lines connect the 'Sixth City' with every port on the Great Lakes. It is not necessary to elaborate upon Cleveland's hotel accommodations. Delegates can be assured of first-class accommodations at reasonable rates. Cleveland's hotels are well equipped, and are within easy walking distance of the five large auditoriums used for convention purposes. It is our opinion that one or more of these auditoriums will meet all the requirements.

"Cleveland offers unsurpassed opportunities for recreation. The public park system of the city includes 1,800 acres of beautiful parks and 35 miles of boulevards, as well as 50 acres of inland lakes and ponds. Opera, comedy and vaudeville are offered at twelve playhouses, including the Hippodrome, second only in size to that mammoth playhouse in New York City bearing the same name. We believe that Cleveland's broad streets and splendid roadways, its easy accessibility from the surrounding territory through the splendid network of brick pavements which converge in Cleveland from every point in Cuyahoga County and elsewhere will particularly appeal to the F. A. M. delegates.

"We believe that Cleveland offers such unusual advantages in municipal characteristics and central location as to insure the most successful convention, from the point of attendance and entertainment, that the Federation has ever held. Cleveland is jealous of its reputation for hospitality, and we believe that the convention delegates would find both pleasure and advantage in a visit to our 'Sixth City' next July."

SUNDAY NIGHT RACING

Will Be a Feature of Schedule for Indianapolis Saucer for Which Prince Has Completed Plans.

INDIANAPOLIS is to have Sunday night racing. Actual construction on the new board track is scheduled to begin in a few days on a site in Broad Ripple Park. The date of the opening of the track has been set for May 25. There will be racing Saturday afternoon and night on that date and on Sunday night. Jack Prince, who has some of the best riders under contract to ride for him, has assured the Hoosiers that most of the speedy boys who participate in the opening meet at Chicago on May 18, will be in line for the opening of the Indianapolis meet on the 25th. The second Indianapolis meet is scheduled for May 29-30, the night before and the night of the big 500-mile automobile race at the Motor Speedway, when the city will be thronged with motor-mad visitors. At the second meet, if not at the first, Prince predicts that motorcycle records will be broken.

The track will be a half-miler, 25 feet wide, with a ten-foot running board at the bottom. There will be seating accommodations for 20,000 people. Underneath the track will be a concrete subway leading to the inside parking space. There will be 150 arc lights around the big saucer, and the promoters expect to draw large crowds with their night programs.

TAKEN IN CLEVELAND

To the left—One of the city's many fine boulevards

To the right—A group of motor enthusiasts crossing the Lake

FAVORED BY CLIMATE.

IN connection with the fact that the Pacific Coast tracks hold practically all the official records, Referee C. F. Gates says: "The track known as the Stadium, like the mile pie-pan at Playa del Rey, is very fast, but our climate has much to do with making speed records, as has been noticed for years in all classes of sport. Bicycle records followed those made by horses, and then the automobile began running faster here than anywhere else. Next came the motorcycle records and a few days ago Hamilton made almost unbelievable speed between Sacramento and Stockton in an aeroplane."

THREE MACHINES ADDED.

THE strength of the Toronto police department motorcycle squad has been increased from three to six men, the machines used being the English Triumph of 3½ horsepower.

FOUR MEETS FOR CANTON

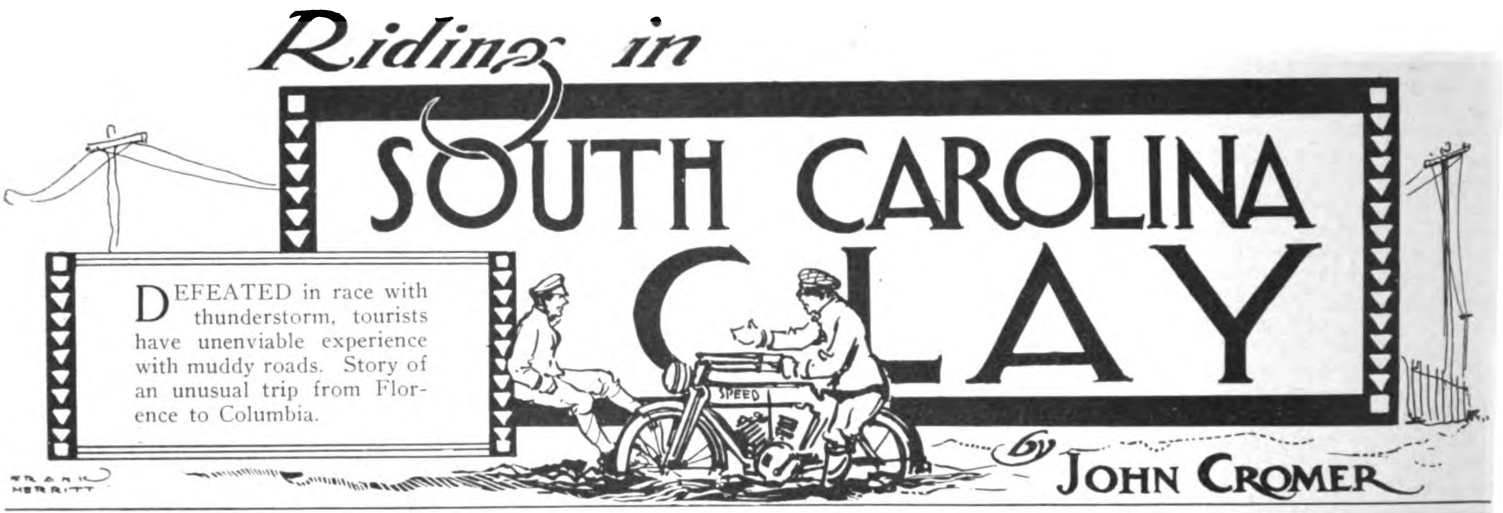
Motorcyclists in Ohio City Will Give Fine Programs on Memorial Day, Labor Day and Two Other Dates.

OFFICIALS of the Canton (Ohio) Motorcycle Club are taking active steps to secure the Stark County fair grounds on four dates this summer to hold race meetings. The matter will be submitted to the Agricultural Society, the governing organization. During the 1911 season the club's two race meets were features of the sporting world hereabouts, the programs drawing enormous crowds and the riders from Canton, Akron, Cleveland, Alliance and Massilon making splendid showings.

Officials of the Canton Motorcycle Club will attempt to secure the track for Memorial Day, Labor Day, and two other dates that will not conflict with the meets in Cleveland, the club of that city being the only one that can furnish strong opposition. Canton's organization has nearly 70 riders. Last Sunday many of the enthusiasts took spins around the city, but no organized tour was made. The club meets the first and third Tuesday of every month. The officers are Wm. Roushong, president; Enos Snyder, vice-president; Harry George, secretary, and Henry Taubensee, treasurer.

WRITE TO GRESHAM.

CHAIRMAN THORNLEY, of the F. A. M. competition committee, has furnished W. D. Gresham, of Birmingham, Ala., who is state referee, with the documents of his office and in the future all applications for race sanctions in Alabama should be sent to him. His address is P. O. Box 99, Birmingham, Ala. Mr. Gresham would like to hear from clubs and riders throughout the State, as he wishes to appoint referees for the different cities where they expect to have races.



Riding in SOUTH CAROLINA CLAY

DEFEATED in race with thunderstorm, tourists have unenviable experience with muddy roads. Story of an unusual trip from Florence to Columbia.

by JOHN CROMER

WHEN the officials of the State Association of R. F. D. carriers in South Carolina met in Florence on July 4, 1911, to outline plans for the annual convention, T. E. Wicker, then president of the body, suggested that I make the trip to Florence with him by motorcycle and, having just purchased a new 4 h. Wagner I agreed to go. For some time past I have been an ardent lover of the sport, and besides I was anxious for an opportunity to demonstrate the sturdiness and reliability of my mount. Accordingly we set out on July 2, early in the afternoon, with the intention of making the run from Newberry, our home town, to Columbia, before nightfall. We carried only a few spare parts and repair articles, having forwarded our grips by rail, and were thus enabled to set out a good clip, unencumbered by luggage.

The summer had been unusually dry and about the last thing we expected was rain, despite the fact that a few fleecy clouds were visible as we started our journey. The roads were in fine condition and we looked forward to an excellent trip. However, after covering only four miles the inlet valve on Wicker's machine broke and we had to stop for repairs. While we were thus engaged a very dark cloud came up behind us and thunder began to roll.

Racing the Storm.

It was evident that we were in for a lively chase if our machines were to outrun the storm, and we lost no time in getting under way. We felt that if we could get in front of the cloud we could beat the storm to Columbia, but these hopes were shattered when raindrops began to patter in the road after we had traveled about a mile. We had lost the race and must make the best of the situation. Our troubles arrived suddenly and in bunches. Soon water flooded the roads and poured out from the fields, and only those who have traversed the red clay highways of South Carolina after a rain can realize what we had to put up with.

We reasoned, however, that the storm might be only local, and that we probably would pass through its belt in a short time. In this we were disappointed. We were able to ride only about one quarter of the time, making most of our headway by pushing, and in a short time we were on the verge of collapse. We took many spills in the mud and at times had to pry the clay from our wheels so that they could force their way through the forks. The situation was a desperate one and no mistake.

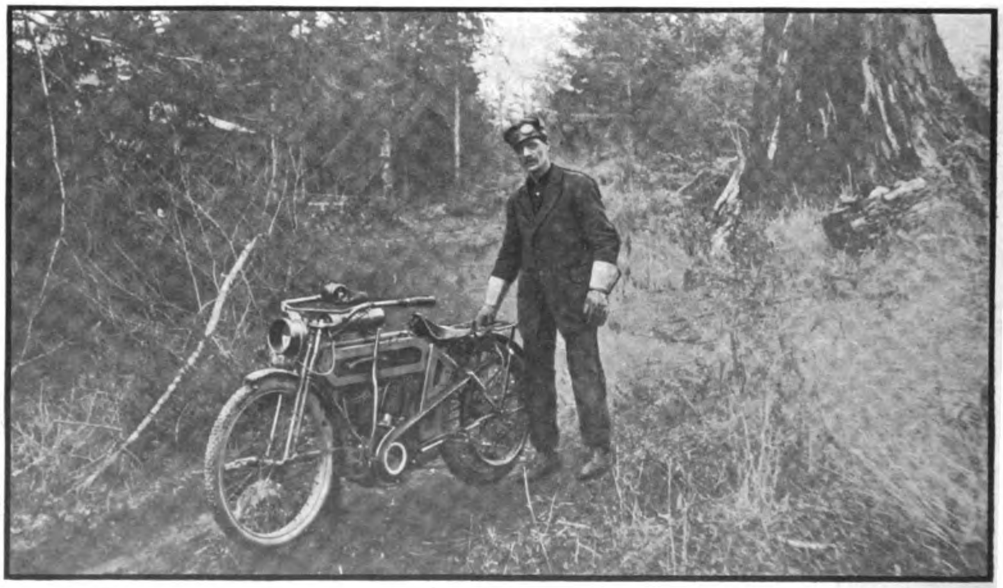
Mired on Isolated Road.

After we had proceeded in this fashion for several miles we were in despair and thought of turning back. The roads appeared to be growing worse, if such a thing could be possible, and by using a telephone in a small village we learned that the storm had kept its course directly in front of us for eighteen miles. Still there was just about as much mud behind us as in front of us, and we pressed on. We had given up all hope of reaching Columbia that aftérnoon, but after progressing another mile or two we found a stretch of fairly good gravel road and decided that we could make Lexington before darkness came down upon us, and made traveling difficult if not dangerous.

This was another false hope, for we soon ran into the clay roads again, and what's more we were in a strange district where houses were mighty scarce. We had traveled several miles without seeing a living soul. After consulting our cyclometers we decided that we were about eleven miles from Lexington—provided we were still on the right road—and to cover eleven miles, or even half the distance, before nightfall was out of the question. Darkness was now fast approaching and we were without lamps. In fact, we did not even have a match.

Friends by the Wayside.

As we looked out over the bleak, rain-soaked country and thought of spending the night in the open, cold shivers began to creep over us. Katydids and whip-poor-wills seemed to be the only living things in the neighborhood beside ourselves. We did not have a crumb of food nor a dry garment, not even a drop of "snake-bite medicine," and to add to the general enjoyment of the situation hordes of mosquitoes settled around us and made preparations for a merry evening. At this critical juncture I heard a faint squawk of a domestic fowl and jumped at the conclusion that there must be a house not far away.



ALL the way from Oregon comes the accompanying photograph and a letter from Charles H. B. Smith, who writes as follows:

"We were just on the border of the forest and the lane shown in the picture is in reality nothing but an old logging road, so you may know it was not intended for motorcycle riding. About half a mile from this point is a bad grade, and I used to pilot my Excelsior machine over it with comparative ease, while five or six other machines from the town, two miles away, failed to make the climb."

Scraping our wheels free of mud once more we pushed on to the summit of a hill not far distant and there found a house. We explained our plight and begged permission to sleep in the barn, not feeling that we were in condition to enter anyone's home. However, these hospitable people took us into the house, gave us their best room, plenty to eat and even dry clothing. Seldom is such kindness met with and rarely has there been greater need of it. We could not find words to express our gratitude.

On the Trail Again.

On turning out in the morning we found that the roads had dried considerably and the going was fairly good. We straightened our pedals and cranks, gave our motors a hasty inspection and started again. In a short time we reached Lexington and then passed on to Columbia, the roads improving as we continued on our way. From Columbia we rode to Camden, arriving there at 1 p. m., and after having dinner we set out on the last leg of the journey.

We were now enjoying the trip to the utmost and our harrowing experience of the previous day was almost forgotten. After passing through Bishopville we found a long stretch of sand-clay roadway and let our engines out to the limit. We romped through Darlington at a fast clip and did not need to stop for inquiries concerning the roads. This district is thickly settled and most prosperous, as was indicated by the fertile farm lands and improvements along the way.

In Florence at Last.

When we arrived in Florence the sun was just passing over the western horizon and we were met by friends who gave us a cordial greeting. On the following day a number of motorcycles from the surrounding country pulled into Florence and we found plenty of riders who were interested in the story of our trip. The return journey was made without the slightest trouble. I was not called upon to make a single adjustment or repair, and Wicker had equally good luck.

BREAKING NEW TRAILS.

THE motorcycle fever has even invaded the wilder portions of the Province of Ontario, Canada. Copper Cliff and Port Arthur, located in "New Ontario," both possess a number of riders, although in each case the navigable roads only extend a comparatively short distance from the limits of the corporation.

IDEAL JAUNTS IN WEST VIRGINIA

Smooth Roads That Wind Over the Mountains in Picturesque Regions Afford a Motorcyclist's Paradise--Story of Pleasant Trip.

By THOMAS J. HAYWOOD.

ONE would naturally think that here among the West Virginia hills good roads would be difficult to find, but such is not the case, as I can testify. I venture to assert that some parts of these roads are unsurpassed by any roads in the world, not even excepting those of Great Britain. I know whereof I speak, for I have had the pleasure of riding over both. 'Tis true, I have seen roads that are straighter and wider, and roads that are more level, but none that are smoother. A motorcycle ride over a straight and level road becomes monotonous, but one over a winding, ever-changing, mountain road, through the beautiful woods is the acme of pleasure. I am going to describe such a ride that my friend, C. L. Davis, and myself have often enjoyed.

Leaving Piedmont, a little town that nestles, as its name indicates, at the foot of the mountain, at 5 p. m. we wind in and out over a nice stretch of road, some five miles in length, between Piedmont and Keyser, along which are some rather dangerous turns, and one must be on his guard continually for fear of running against something, an automobile, for instance. Arriving at Keyser we turn due south and start up Knobley mountain, three miles to the summit. A little twist of the wrist and lo! our trusty steed responds to the touch and we are away as if borne on the wings of the wind. We go up, and up, now winding around some point, now deep in the recesses of the grand old woods, then out into the bright sunshine, and as we ride higher and higher our spirits rise proportionately. All business worries, cares and anxieties fade away, and we now experience that exhilaration that only the motorcyclist knows.

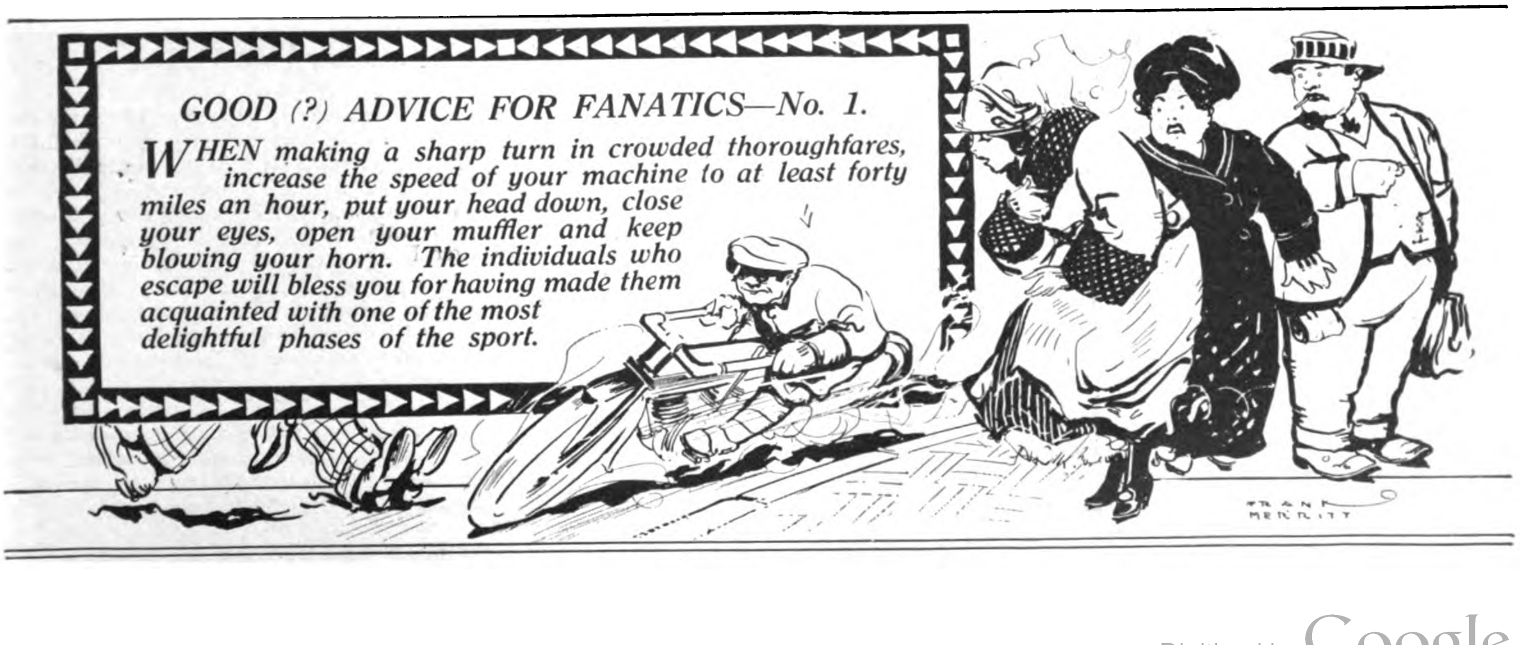
Arriving at the summit of the mountain we dismount to enjoy the magnificent view which spreads before us. And what a view! We stand enraptured—speechless. We look away down into the valley and note the town of Keyser, and can see the beautiful Potomac river winding its way onward to the ocean like a silver thread. Raising our eyes and looking westward we behold a scene that baffles description. Range after range of mountains unfold themselves before us in a panoramic view like the billows of a mighty ocean until lost in the distance. This scene, viewed in autumn, is heightened indescribably by the gorgeous tints of the leaves, and when the sun is sinking behind these western hills it is a sight never to be forgotten. It is with reluctance that we turn to go. We now mount our steeds again and cross the plateau, then down the other side of the mountain. Here again we experience that thrill of gliding through the air that is rivaled only by the "bird" man.

Coming into the farming district, we stop at some farm house to get a drink of water or milk; buttermilk if we wish. We have a chat with the farmer, who at one time looked askance at the motorist, but who now, through the exercise of his proverbial good sense, treats him more leniently. He realizes and recognizes that the man with the motorcycle has, if he keeps himself within reason, as much right to the road as has the man with the hoe. We now spin merrily on for many miles over almost perfect roads. Arriving at a small place called Ree's Mill, we replenish our tanks with gasoline and then, turning our faces homeward, take another route back.

The sun having gone down below the western hills the sweet silence of the early evening is upon us and all nature seems sinking in the arms of the tired day. The solitude becomes almost sublime. A little later night settles down upon us. We stop to trim and light our lamps. Once more we are in the saddle, and now for home, where we arrive, surely the better, physically, mentally and morally and ready to do justice to the evening meal. My trips are taken on a Pierce.

POSTMASTER SHAFFER, of Youngstown, Ohio, has appointed two motorcycle letter carriers to take the place of five bicycle boys in delivering special delivery letters in the Ohio city.

A NUMBER of road races are being planned by the Albany (N. Y.) M. C., which is one of the most active members of the F. A. M.



GOOD (?) ADVICE FOR FANATICS—No. 1.

WHEN making a sharp turn in crowded thoroughfares, increase the speed of your machine to at least forty miles an hour, put your head down, close your eyes, open your muffler and keep blowing your horn. The individuals who escape will bless you for having made them acquainted with one of the most delightful phases of the sport.

MY CAREER AS A RACER

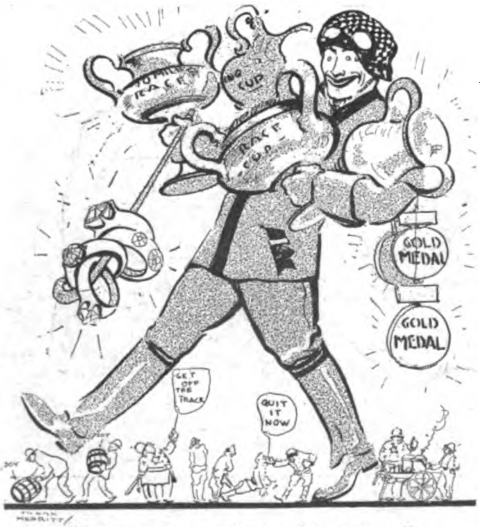
By FRANK HART

WHEN all was in readiness for the amateur championship event in the F. A. M. meet on the Fort Erie track I had No. 28 filled with gasoline and oil until the tanks overflowed, saw that my tires were well inflated and then gave the entire machine a final inspection. I was well prepared for the long grind. There were about twelve entries, among them several singles whose riders were taking a chance in the belief that a big twin could not stand up throughout the hour race. What a surprise they were given!

At the crack of the gun I jumped to the front and was not passed until the fortieth mile, when I stopped for oil. This cost me 32 seconds and then I was on my way again. In the forty-second mile Bill Teubner was forced to quit with a blow-out in one of his tires, and a short time later I narrowly escaped being retired under hair-raising conditions. I was close behind Boyd Anderson at about the fiftieth mile when he went down on a turn. He scrambled to his feet as I came upon him and my left handlebar side-wiped his as I flew past. It was the closest kind of a shave.

First Under the Flag.

Harvey Barnard, who was just behind me, struck Anderson's machine and was hurled twenty feet through the air, but escaped serious injury. Knowing that there had been a scrimmage behind me I put on power and cut out a terrific pace to lose the others. I think the watches showed that I covered the next five miles in 4:26. Then I slowed down to save my tires, as they were the only things that gave me any cause for worry now. From the fifty-fifth mile to the sixtieth, which I covered in the hour, I rode along as if I had been touring and finally saw the checkered flag go out before me as I came down the stretch. I had won the championship and captured the Bosch cup, a handsome trophy standing twenty inches high.



"I Won Every Race That Day."

The last event of the day was an unknown distance race. In this I used Hasha's machine, a regular stock model but with open ports, and after covering four miles I saw the checkered flag and knew that I had won this event also. I had won every race held that day, including all my heats, and my total winnings for the two days of racing were as follows: Two solid gold championship medals, one solid silver championship medal, four diamond rings, one watch fob, the Bosch cup, the Standard Welding cup, a point cup and the Brake Manufacturers' cup. The total value of my prizes was about $1,000.

A Well-Earned Vacation.

What gave me most satisfaction after the races was the discovery that my mother had been in the grandstand throughout the program. She had made the trip from New York City without my knowledge, and lost no time in congratulating me when I left the track after the last race. When the prizes had been turned over to me I gave one of the gold championship medals to Balke to show my appreciation of his kindness in allowing me to use his headguard. The other trophies I shipped back to New York.

From Buffalo I went over into Pennsylvania to recuperate for a few days, for I needed a rest. I was a bit unstrung from the severe nervous strain to which I had been subjected, and did not feel inclined to race for a while. I returned to New York City on July 22 and did not ride again until I went to Worcester, Mass., on August 12 to compete in the Dead Horse hill climb.

Close Call at Worcester.

At this climb I had what I consider a very narrow escape from death. After climbing the hill at top speed and making the fastest time of the day for both automobiles and motorcycles, I shut off my engine, but suddenly discovered that I had no brake. There was a sharp descent down the other side of the hill with a bad turn, and for a moment I thought my time had come. With my usual luck, however, I ran the machine up on a bank and fell off backward, escaping with slight injuries.

My next trip was to Detroit where I won the three main events of the day, 5-mile, 10-mile and 25-mile races. The latter I rode in 22 minutes. At this meet I won a shotgun, but as the law had just been passed in New York State prohibiting the carrying of firearms, I exchanged the gun for a valise which had been won by Bill Teubner. Teubner lived in Pennsylvania and often went hunting so the gun came in very handy for him.

Fast Work at Toledo.

On September 15 I left for Toledo, Ohio, arriving there just in time to get out to the track for the first event. At this meet Bill Teubner and I rode the greatest race of our lives. We mounted singles and at the start Bill got away a second ahead of me and held this slight lead for six miles. I do not believe our relative positions changed six inches throughout that terrific whirl. We were riding the turns wide open and as close to the inner rail as we could, but try as I would I could not gain the few inches he had over me. In the eighth mile I figured that Teubner led me by only one inch, and I thought of a scheme whereby I could pull away a bit. As we came down the stretch side by side we would cut in at the pole as closely as possible and then swing out at the other end of the turn, and I doped it out that if I could swing wide at the beginning of the turn and cut in at the end I would have an advantage.

I tried this wrinkle in the ninth mile, but when Bill saw me riding wide going into the turn he smelt a rat. As I cut in behind him while he was finishing the turn he made a desperate effort to hold his position near the rail and down he went. I was forced to ride over his rear wheel, but did not fall and so won the race. This victory brought me a $100 diamond ring. I won three out of four events at this meet, being forced out of the fourth when my chain broke.

At Columbus Meet.

My next track work was at Columbus. I arrived there with Don Klark, Boyd Anderson and Bill Shomo, the latter being well known as an Indian traveling man and a good sport. Klark had so many friends in the city that it was after 3 a. m. when we got to bed, and it goes without saying that we were in no condition to ride in a 100-mile race the following day. However, we were out at the track at an early hour. The meet was well-managed, one of the best in this respect I have ever participated in. Every one knew just what to do and how to do it and there were no tedious waits. If a rider was not on the line when the starter called for him he was left behind. As a result everything went off in fine style.

The referee was so strict that he gave me what I considered a shabby deal in one race, but no doubt he felt that he was acting within his rights. At the start of a 10-mile event my pusher stepped over the foul line to avoid being struck by a rider and was slow in getting off, and for this I was disqualified. That wasn't the worst part of it, however. I was allowed to ride the whole race, taking all kinds of risks, when the officials knew that I was to be disqualified at the finish. I felt that it would have been only fair to flag me as soon as possible and explain the situation, instead of letting me ride my head off and then disqualifying me after I had won. There should be an F. A. M. ruling to govern such situations. I rode the 10 miles in 8:40.

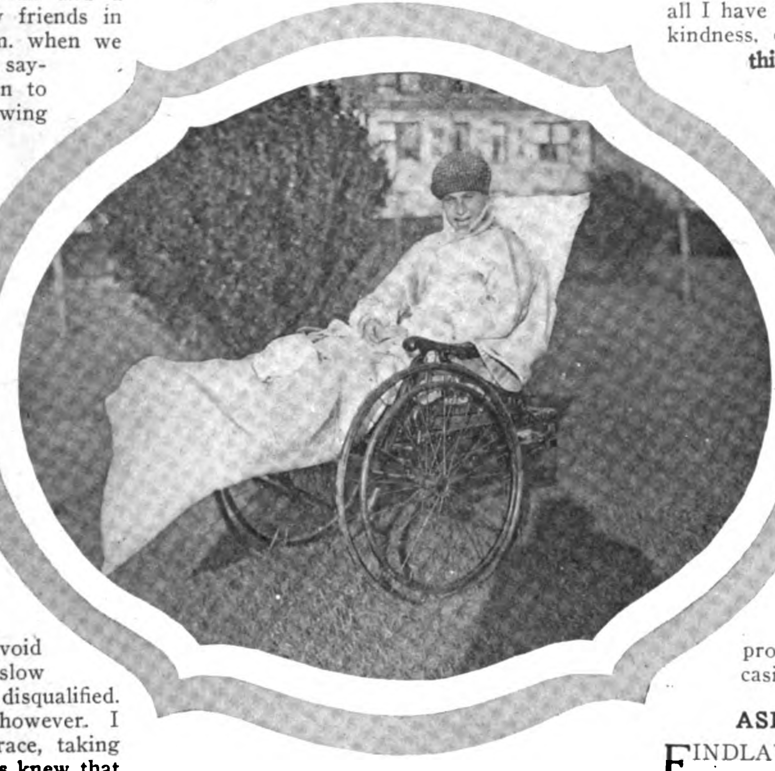
Forced Out of 100-Mile Race.

In the big 100-mile race I rode No. 26, but in the fiftieth mile the continuous vibration broke the gas pipe away from the tank and as I could not get another one I was forced to quit. Evans, on a 7 h. belt Emblem, won the event after riding a very consistent race. That night I surely was tired and I lost no time in getting aboard a train for New York City. The following day at 3 a. m. I reported at the office of my firm and felt quite a stranger in the place after my long trip.

The next meet in which I was to participate was scheduled for Guttenberg, N. J., on October 15, but rain caused a postponement of the races. They were held on October 29. In the meantime I had heard that Jake DeRosier was to be on hand with one of the new Excelsior racing machines, and I wrote to the factory asking for a faster machine than No. 26, which I had been riding. The Hendee folks wired me that they would send down No. 23 and that I could turn pro if I cared to, in order to ride against the redoubtable Jake.

How the Accident Occurred.

I have since been very sorry that I did not enter the pro ranks and go against DeRosier, for if I had it is not likely that I would have been hurt. When the professional race was called I turned my machine over to Ferdie Mercier, whom I knew to be a good, nervy rider of wide experience, and told him to go in and win. I explained that I would stand on the turn at the point where he should begin to cut in, and that this probably would help him. Accordingly I went down to the turn as the professionals started and took up my position close to the outer edge of the track.



Hart in Grounds at St. Luke's Hospital.

As the pack came sputtering down the stretch two Indians were in the lead with DeRosier a good third. I was watching for Mercier to swing out when near me, but instead he cut in quite a distance from me. I was giving all my attention to Ferdie when suddenly I heard someone shout "Look out!" I turned and jumped, but was too late. Jake's machine had caught my right leg just above the ankle, breaking it in five places. I was rushed to a nearby hospital and later removed to St. Luke's hospital in New York City. When the doctors told me that the foot would have to be amputated to avoid blood poisoning I raised serious objections and said I would take a chance on the poisoning. This proved to be the wisest course after all, for the breaks are now knitting nicely. I have discarded the plaster cast and am able to get around fairly well with crutches.

Anxious to Ride Again.

Thus endeth the story of my career as a motorcycle racer—at least my relatives and friends insist that this ends it, but I am not so certain. The doctors say that I will be able to ride again some time in May, and I sincerely hope their predictions will be borne out. I love the sport and have never lost interest in it, although I have been discouraged at times. If things go satisfactorily I certainly hope to ride again and feel the thrill that only the racing man can know when he sees the checkered flag before him and realizes that he is leading the boys over the tape. As most folks are interested in the monetary side of things it may be interesting to note that my winnings for 1911 totaled about $4,700.

While I was confined to St. Luke's hospital hundreds of friends in all walks of life called upon me and I was treated with the utmost consideration. The folks at the Indian factory have been very generous in their treatment of me since I was injured, and all in all I have had good reasons for believing that kindness, even in these busy days, is something more than an empty name.

UNIVERSITY CLUB.

ANOTHER motorcycle squad has been organized in a State university. This time it's the University of Maryland Club at Baltimore. Other clubs have been formed at the University of Illinois, at Champaign, and Ohio State University, at Columbus.

WISCONSIN STAFF.

AT the last meeting of the Wisconsin M. C., of Milwaukee, the following officers were elected: P. D. Rosche, president; A. G. Parsons, vice-president; George Schedler, secretary, and W. Rohn, treasurer. The object of the club is to promote motorcycle races and occasional runs.

ASK CITIZENS TO HELP.

FINDLAY, Ohio, motorcyclists have asked co-operation of the public in enforcing the speed ordinances. At a recent meeting the club issued a request to the public that the club be informed whenever a member was exceeding the speed limit.

NELMS WON A CUP.

FRANK NELMS won the trophy cup of the Tampa, (Fla.) M. C., by racing from that city to Sutherland and return against W. J. Stewart. He made the forty-two and one-half miles in fifty-three minutes.

UTAH MOTOR CLUB.

TRAVELING parties to make trips in various parts of Utah will probably be formed as a result of the organization of the Utah Motor Club at Salt Lake City.

KAW VALLEY SQUAD.

ONE hundred motorcyclists have organized the Kaw Valley M. C., at Kansas City, Mo., to assist in the good roads movement in the West.

NO SPEEDERS WANTED.

SPEEDING motorcyclists who are members of the San Jose (Cal.) M. C. will be fined by the club as well as the city, according to the recent action of the club.

BAY RIDGE PLANS.

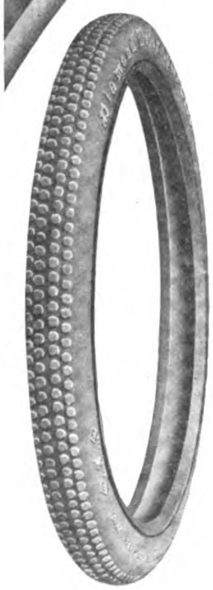
SEVERAL new members were taken into the Bay Ridge M. C., of Brooklyn, N. Y., at the last meeting, and the boys are fast getting into trim for summer outings. They count upon making runs to New Jersey and Connecticut points in the near future.

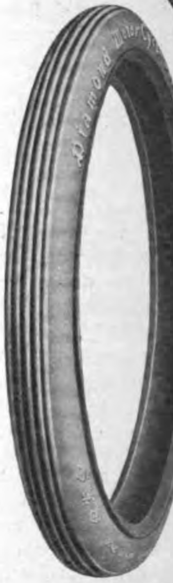
Fulfils Every Requirement

Diamond

Motorcycle Tires

Fulfill Every Requirement
of the
Discriminating Rider





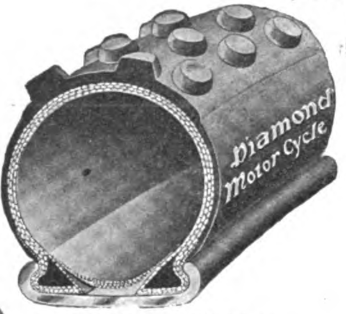
Your tires determine to a great extent the degree of pleasure you get from motorcycling.

Tire trouble and expense dampen the interest of the most enthusiastic motorcyclist.

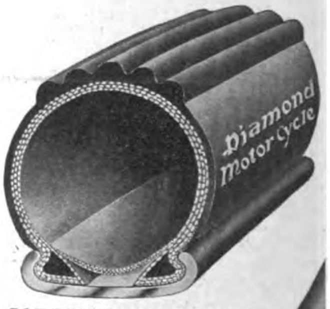
The time to select your tires is before you buy your machine.

Diamond Motorcycle tires are built by experts—the same experts that build Diamond Automobile tires.

They make it possible for us to offer you a tire that features in the highest degree every quality that adds to the pleasure and comfort of motorcycling, and reduces tire cost to a minimum.



STUDDED TREAD



CORRUGATED TREAD

WRITE FOR OUR NEW 1912 CATALOG

Our 54 Service Stations do more than sell tires—they take care of Diamond Tire Users

THE DIAMOND RUBBER CO.
AKRON, OHIO

Diamond 28 x 2½

EDITORIAL

Motorcycle Illustrated is published every other Thursday at 51 Chambers Street, New York.
Home Subscriptions, $1.00; Foreign Subscriptions, $2.00; Single Copies, 10 Cents.
Entered as second class matter July 6, 1908, at the Postoffice at New York, N. Y., under act of Congress, March 3, 1879.

J. LEO SAUER
PRESIDENT

THURSDAY, APRIL 18, 1912
CIRCULATION THIS ISSUE: TOTAL 11,650; NET PAID, 11,025

H. N. CONDICT
SECRETARY

A TOURING NUMBER.

WITH a view to producing a spring issue that will be distinctive for something more than the number of its advertising pages, MOTORCYCLE ILLUSTRATED, under date of May 16, will publish a Motorcycle Touring Number, the first of its kind ever issued. Not less than one hundred tours, prepared at the expenditure of much time, effort and money, will feature this issue. Each tour—and they will run from one hundred to one thousand miles—will be carefully worked out from a *motorcycle* point of view, and specially prepared for this issue. In each instance there will be accurately drawn maps, accompanied by text matter indicating the principal towns and cities en route, and giving other practical information concerning road conditions, license requirements, hotel facilities and points of interest. .

Every tourable State in the Union is now being mapped out and in such a way that it will be possible for readers of this issue to plan vacation trips from almost any town and of almost any distance from a hundred mile circuit in any particular locality to a journey, East or West, North or South, across an entire State or, for that matter, the entire continent.

For example, there will be a series of touring circuits, each one of which will be built upon a principal cross country route as a base line. The piecing together of the different sections of any of these trunk lines will give the rider through routes from New York to Boston and thus into the White Mountains of New Hampshire and the pine forests of Maine; from the metropolis southward to Baltimore and Washington down to Richmond, Old Point Comfort and even unto the extremities of Florida; from New York to Albany, Buffalo and Chicago, then from Chicago westward as far as the Pacific coast.

There will be provided a wealth of intensely practical information, not only for the hardy tourist who laughs at distances but for the beginner for whom one hundred or one hundred and fifty miles is the touring limit. The great majority who demand short distance trips will find in the May 16th Spring Touring Number of MOTORCYCLE ILLUSTRATED a delightful array of tours such as will meet all their requirements, each one accurately mapped out and interestingly illustrated and described.

The publishers of MOTORCYCLE ILLUSTRATED will print at least thirteen thousand and possibly fourteen thousand copies of this Spring Touring Number. In all probability, however, the demand will be so great that, in order to insure the receipt of a copy, those who are not regular subscribers are advised to place their orders in advance, either with their newsdealers or by remitting ten cents direct to this office. Please note that the price for this particularly valuable number has not been advanced, and there is no gainsaying that buyers of the Spring Touring Number of MOTORCYCLE ILLUSTRATED at the nominal price of ten cents a copy, will receive ten times the value they have ever obtained through the purchase of a single issue heretofore of any motorcycle journal.

Incidently the benefits of the extra value of this number will be shared by those whose advertising announcements appear in this issue, both because of its unprecedented circulation and also for the reason that every recipient of a copy will keep it for constant reference and also show it to many of his friends.

RELIABILITY.

ALL the circulation records of MOTORCYCLE ILLUSTRATED *may be examined by anyone at any time. Advertisers are invited to demonstrate to their own satisfaction the correctness of the circulation figures given above, and to refuse to pay their advertising bills if our figures are at all inaccurate.*

By the same token, readers are specially requested to call our attention to any misstatements or misrepresentations in either the text or the advertising published in MOTORCYCLE ILLUSTRATED. *It is the policy of this publication to insist that the same regard for absolute truth and accuracy that characterizes our circulation statements must also distinguish the reports of our correspondents and the announcements of our advertisers. If a* single line *in this or any other issue of* MOTORCYCLE ILLUSTRATED *lacks reliability, we shall appreciate being so advised.*

FRANCHISE TERM.

THERE has been some criticism of the action of the F. A. M. Board of Directors in limiting to one year the period for which exclusive board track franchises are to run. But the Federation Directorate would have been properly exorcised had it made the fatal mistake of authorizing franchises in perpetuity. As a matter of fact, it is not in position to do so legally. Any agreement entered into by an F. A. M. official, under existing conditions, is subject to the approval of the National Assembly, and it is an established practice that no such body can in any way determine the acts of any of its successors. The F. A. M. directors therefore very prudently decided to limit franchises to a one-year period, with the important concession that preference in the matter of renewals should be given to franchise-holders who had faithfully lived up to the terms of their agreements. Renewals of the original agreement are to be entered into from year to year as long as the Federation is satisfied what exclusive track franchises are beneficial to the sport. No fair-minded promoter can object to this arrangement, which effectually safeguards his interest as long as he is endeavoring to properly co-operate in upholding the principles upon which the F. A. M. is founded. The F. A. M. could not do more for track-builders without compromising itself.

SEVERE TEST IN STORE FOR JERSEY RIDERS

Twice-Around-the-Clock Endurance Run of Newark Club Will Carry Contestants Over Long and Arduous Route on Memorial Day—Notes of Riders and Agents.

RIDERS who compete in the 24-hour endurance run of the New Jersey M. C., of Newark, which is scheduled for Memorial Day, will find the route considerably more trying than that followed on May 30, 1911, when the club held the first night-and-day motorcycle road contest in this country. Out of 40 starters last year about 20 romped home with clean scores, and the club officials have decided that the endurance qualities of the Jerseyites justify a more strenuous program. As a result the route for the coming run will be longer, and the contestant who succeeds in keeping his score intact will earn his medal.

The route has been officially announced as follows: From Newark to Elizabeth, to Rahway, Perth Amboy, Keyport, Freehold, Hightstown and to Trenton. Swinging at the latter city the riders will travel northward through Princeton, Belle Mead, Somerville, Clinton and Washington to Phillipsburg, the half-way mark. Thence the route will continue through Belvidere, Hackettstown, Newton and Sussex to Port Jervis. Turning westward at this point the riders will enter New York State to Goshen and Newburgh, from which point they will swing southward again through Tuxedo, Suffern, Signac, over Cuchmaul Hill to Caldwell and thence to Newark and the finishing mark.

The riders will make their start from in front of the club headquarters at 6:30 p. m. on May 29, and will trail in from their long hike early in the evening of the following day. When the night-riding idea was first broached last year it met with considerable opposition on the ground that a big squad of riders humming over country roads after nightfall would be sure to encounter trouble. However, mishaps were no more numerous on the night section of the run than on the day stretch, and no trouble really worthy of the name was met with at any time. Special arrangements were made by the Newarkers in connection with headlights and tail-lamps.

SALES CLIMBING.

NEWARK dealers report that the business transacted during January, February and March of this year shows a 100 per cent increase over that for the corresponding period in 1911, and some of the more optimistic boomers in the city argue that the total sales of the agents should total nearly $100,000 for the year.

Walter Goerke, who recently entered the Newark field as agent for the Indian had at latest reports disposed of thirty machines; this is about the number of Indians sold during the whole season of 1911 in Newark. Bush & MacDougall, handling Thor and Excelsior machines, state that they have orders for twenty-six of the new models, and Frank Cornish has lined up eighteen Yale buyers. Herman Jaehle, who claims the distinction of operating the largest motorcycle garage in the State, has placed about a dozen Merkels, and does not hesitate to say that he expects his total business to run about $25,000 for 1912. Krebs, selling the Flanders and Pierce products; Meyer, with the Reading Standard; Kluczek, handling the Harley-Davidson, and the Bohsen firm, which is boosting the Excelsior trade in the Oranges, all submit highly encouraging reports and state that Newark is on the eve of a motorcycle boom which will cause dealers in surrounding territory to sit up and gasp.

GOOD NEWS FROM GOERKE

WALTER GOERKE, who was forced out of the racing game by his accident on the Long Island Motor Parkway in the spring of 1911, and who is now located in Newark as the Indian agent, recently underwent a supplementary operation which may give him the full use of his injured leg. The leg, which was broken in several places, failed to knit properly and up to the present time Walter has been walking with difficulty, aided by a cane. The last operation was performed at a private hospital in Brooklyn, and the former rider's leg has since been in a brace. Should the new treatment prove as successful as the surgeons predict Goerke will be "as good as new" before the summer is half over.

GUNN NAMED AS REFEREE.

JOSEPH H. GUNN, well known in Newark as a writer on sporting topics, has been chosen by the New Jersey M. C. as referee for its 24-hour endurance run to be held on Memorial Day. Gunn has been connected with the New Jersey club for three years, and is well up on motorcycle affairs.

PASCAL TO HAVE OPERATION.

ROY PASCAL, at one time prominent in the ranks of Newark speedsters, will soon undergo an operation on his left arm which was injured in a motorcycle race at Olympic Park in 1910. The motor nerve of the arm was injured in a fall and the member has since been partially paralyzed. Pascal is now in the middle West traveling for the Reading Standard factory.

SHOW PLANS FOR 1913.

NEWARK dealers are taking time by the forelock and discussing plans for a motorcycle show to be held early in 1913. They did not exhibit their machines at the recent automobile show in Newark because they felt that the space set aside for them was not suitable for a good display, and later a proposition was considered for an exclusive spring motorcycle show to be held at the Electric Park Hall. The project was taken up too late, however, and the agents are now determined to make the most of their opportunities next year.

D. A. NELSON, of Plainfield, was the first rider to obtain an entry blank for the New Jersey club's twice-around-the-club run slated for May 30.

REORGANIZATION IN DALLAS.

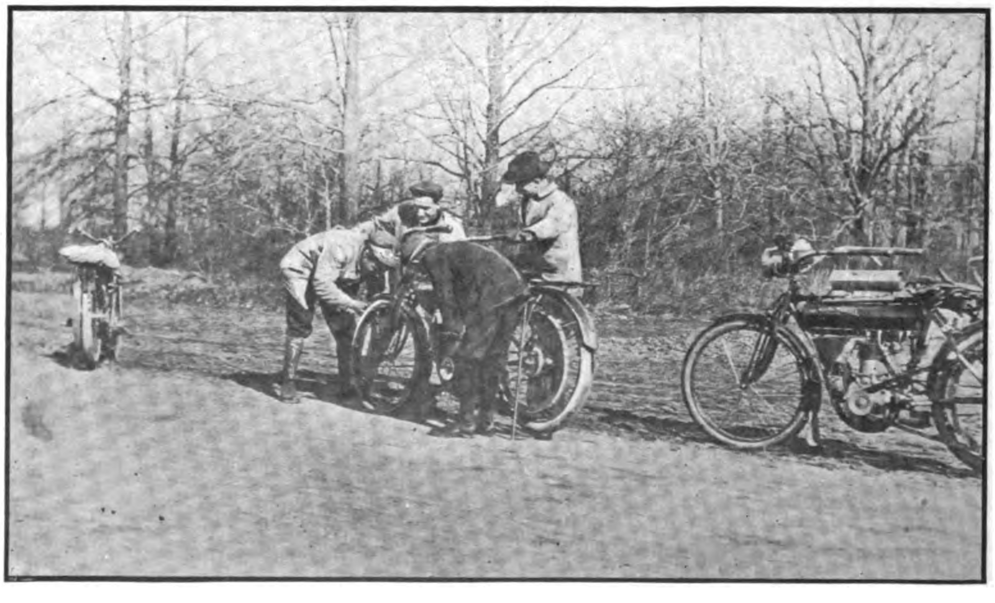
THE Lone Star Motorcycle Club of Dallas, Tex., will soon be reorganized. Several of the most active members have left the city, but a few of the old leaders, including President Geo. Huter and Vice-president Ed. Meissner, are still on the list of "live ones" and are anxious to get things going again.

LIMA COPS AFTER SPEEDERS.

THE city government of Lima, Ohio, has declared war on both motorcycle and automabile speeders and on one day recently thirteen of them were taken in by the police. The motorcyclists were given small fines for exceeding the speed limit.

TYLER SAVES THE DAY.

A. P. TYLER, of Boise, Idaho, has the honor of rescuing his State from the "never was" class, by taking out the first and only certificate of registration in the State. Thus it is that his shop is in a class by itself—and a pretty classy shop it is at that. It is No. 606 on the registered list. Other dealers now promise to profit by Tyler's good example.



First Blow-Out on Initial Run of Imperial M. C., of Brooklyn.

THE PIERCE IN SEATTLE.

TWO Pierce four machines are now in use by the police of Seattle, Wash., and J. E. Bunker, Pierce representative in the Washington city reports that the officials plan to equip their force with nine of the Pierce mounts.

NEW INDIANAPOLIS CLUB.

THE Hoereth Cycle Club is the latest motorcycle organization in Indianapolis, Ind. The club was formed last week, and it is to be a department of the Hoereth Athletic Club. D. Pressley has been chosen president, and the other officers are: Otto Sacks, vice-president; Floyd Hassler secretary, and Harry Cubel, treasurer. The club is conducting a thirty-day membership campaign with a bicycle, loving cup and season membership card as the trophies. The first run will be held May 12, and a smoker will be held on May 9. Weekly meetings are to be held on Thursday.

LOOKING DOWN THE STRETCH.

APRIL 26, Augusta, Ga.—Augusta Motorcycle Club; spring race meet.

April 26, Savannah, Ga.—Savannah Motorcycle Club; endurance run over the Grand Prize course.

May 5, Peoria, Ill.—Motorcycle race meet; mile dirt track.

May 5, Brooklyn, N. Y.—Invincible Motorcycle Club; single and double century runs; 100-mile course, Patchogue and return; 200-mile course, Southampton and return.

May 12, Newark, N. J.—Opening meet at Newark Motordrome, Electric Park.

May 19, Detroit, Mich.—Detroit Motorcycle Dealers' Club race meet; mile dirt track.

May 30, Lancaster, Pa.—Lancaster Motorcycle Club race meet.

May 30, Joliet, Ill.—Will County Motorcycle Club, 100-mile race; Ingalls Park.

May 30, Washington, D. C.—National Capital Motorcycle Club's race meet at Bennings.

May 30, Detroit, Mich.—Race meet under auspices of Motorcycle Club of Detroit Wheelmen on State Fair grounds track.

July 4, Detroit, Mich.—Race meet under auspices of Motorcycle Club of Detroit Wheelmen on one-mile State Fair track.

July 4, Cortland, N. Y.—Cortland Motorcycle Club race meet; half-mile dirt track.

August 6-9, Detroit, Mich.—Cycle Parts and Accessories Association annual summer convention.

August 17, Pratt, Kan.—Start of 15-day tour of Short Grass Motorcycle Club.

September 2, Detroit, Mich.—Race meet under auspices of Motorcycle Club of Detroit Wheelmen on State Fair grounds track.

THE Camden (N. J.) M. C. has elected the following officers for the coming year: W. R. Smith, president; W. A. Harris, vice-president; R. C. Smith, secretary, and W. T. Reed, treasurer.

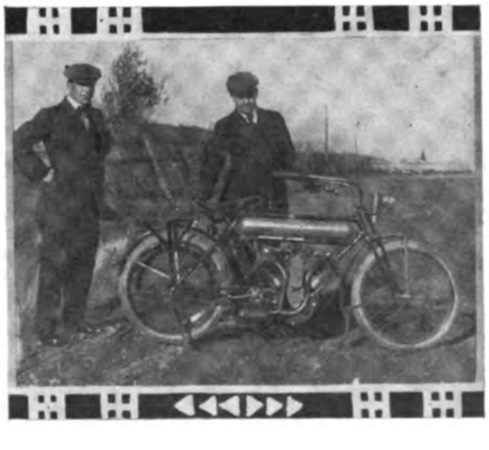
BUSY SUMMER AHEAD

Augusta Club Aims to Bring Every Rider in the City into Its Ranks—Many Events Planned.

SCHEMES for sport and amusement during the spring and summer months were discussed at a well-attended meeting of the Augusta (Ga.) Motorcycle Club on April 9. Various suggestions for club runs and road contests, fish fries and barbecues and many different forms of amusement were received and considered with lively interest. No dates were fixed, but every member left the meeting feeling that there are big times ahead for the motorcyclists in Augusta this season.

It was voted at the meeting to reopen the charter of the club for sixty days, during which time new members will be received for one-fourth of the regular initiation fee. A vigorous campaign for new members will be conducted and efforts will be made to bring the membership of the club up to 200, which will include practically every motorcyclist in the city.

The affair of immediate importance now engaging the attention of the club is the race meet which will be held on the Georgia-Carolina Fair Grounds track April 26. With a profit of over $100 from the sale of program advertising to help pay expenses the club is counting on making a big financial success of the meet.



"FINE chance for a live dealer," writes A. N. MacMillan, whose photograph appears herewith. He is the only rider in Sydney, Nova Scotia, a promising town in Canada.

ONE FORM OF AMUSEMENT.

SOMEBODY with unusually malicious intent—also with a key to the clubrooms of the Boston M. C.—entered the headquarters of the squad recently and slashed the cover of the pool table with a knife, broke several pool cues and damaged furniture. The boys are without a clue to the miscreant, but should they run across the clandestine visitor there will be prompt action. At the last regular meeting, which was well attended, W. M. Binney, J. R. Madden, H. F. Fisher, Harry Horn and H. R. Wheeler were admitted to membership.

PHILLY CLUB REORGANIZED.

THE Philadelphia Motorcycle Club has been reorganized with a membership of twelve, and temporary quarters have been taken at 5015 Aspen street. The club is affiliated with the F. A. M., for which Louis J. Spingler is the local commissioner. The officers of the club are: President, T. Foulds; vice-president, William Reidman; secretary, S. Gosnay; treasurer, William Weideman; captain, Louis J. Spingler.

SUCCESSFUL SPRING RUN.

DESPITE the fact that no prizes were offered by the Savannah (Ga.) M. C. for its run held on Easter Sunday there was a creditable turnout of the riders and the outing proved satisfactory. A trip was made to Belfast, Ga., where a baseball game and impromptu races helped to fill out an enjoyable program. Final arrangements are now pending for the club's Memorial Day run which will probably be over a 150-mile course.

"EXPERIENCE" MEETINGS.

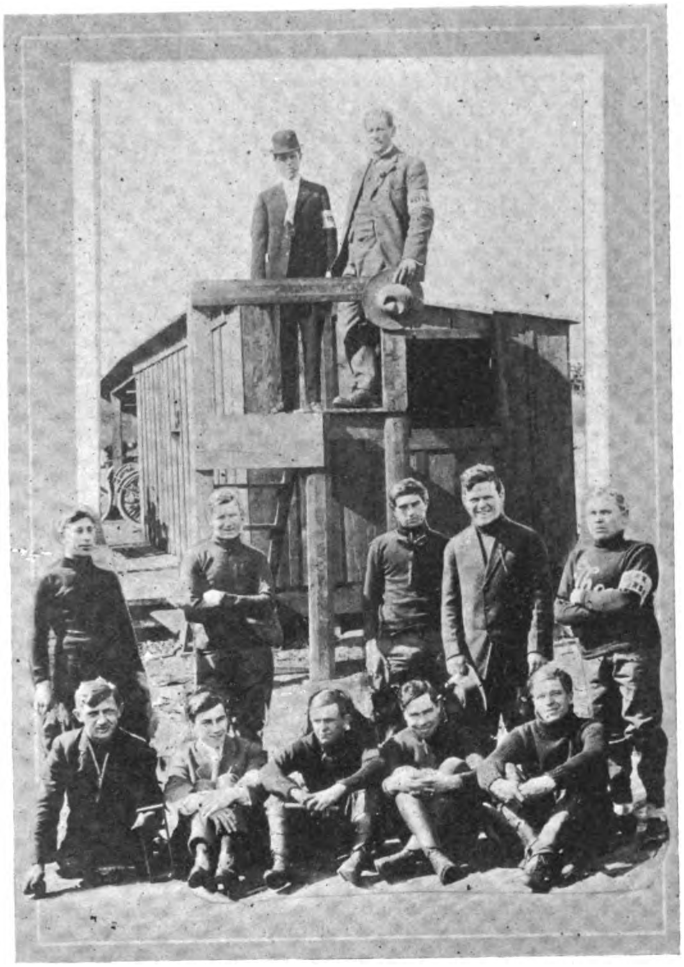
ONE of the latest wrinkles for stimulating club interest is a series of "experience" meetings. Several prominent squads have held them of late with marked success. The idea is to have the boys gather at the clubrooms and engage in practical discussions concerning their methods of overcoming road and machine difficulties. In this semi-social way much valuable information is dispensed.

SUNDAY OUTINGS.

A SERIES of Sunday runs is being arranged by the Topeka (Kan.) M. C. It is the intention of the club officials to make trips ranging from 50 to 200 miles every Sunday and holiday when the weather will permit of riding, and the outings will be featured by dinners, baseball games and swimming parties.

LOS ANGELES SQUAD OF REFEREES AND RIDERS.

ONE of the innovations insisted upon by Referee Charles Fuller Gates during the recent meets on the Los Angeles motordrome was a special stand for the referee from which he could watch the riders without interference during their entire circuit of the saucer. One of the accompanying photographs shows Referee Gates (to the right) occupying this stand with L. R. Miller, of Denver, State F. A. M. referee for Colorado. The other picture shows a group of the riders who recently made motorcycle history on the Los Angeles track. Those standing, from left to right, are: William Samuelson, Ray Seymour, Johnnie Albright, Charles Balke and Clerk of the Course Earhart, formerly well known as an amateur star. Those sitting from left to right are: Al. Le Roy, the legless rider of Los Angeles, who uses a side car; M. J. Graves, Eddie Hasha, Al. Ward and S. I. Humiston.



F. A. M. IN MANILA.

THE advent of the Luzon M. C., of Manila, P. I., as an F. A. M. club, opens up the question of Federation policy in its insular districts.

TO ATTEND CHURCH SERVICE.

REV. ARTHUR HORROCK, Pastor of the Brecksville (Ohio) M. E. Church, is an ardent motorcyclist. He makes weekly trips between Cleveland and Brecksville on his machine, and is well acquainted with members of the Cleveland Motorcycle Club. Last year he extended an invitation to club members to attend services at his church at Brecksville on Easter Sunday. About thirty members accepted, riding their machines to the village. This year the pastor extended a similar invitation. It was planned to take an even larger number of motorcycle enthusiasts to church, but the weather interfered. About twenty members gathered at club headquarters, but the rain kept coming down and it was finally decided to call the trip off. The boys will attend at a later date.

THE young men connected with the Elyea-Austell Co., of Atlanta, Ga., are interesting their friends in the organization of a club.

O. A. Meyer (Merkel), Savannah Press Motorcycle Reporter.

SAVANNAH RIDERS WERE GAME

On Eventful Run to Belfast They Ploughed Through Record - Breaking Stretches of Bad Roads.

SAVANNAH, GA.—Despite threatening weather twenty members of the Savannah M. C. went out on the Club's Easter Sunday run to Belfast. The roads were bad, the efforts of three riders being required at times to lift a machine out of the worst ruts. The course led out Bull street to the Ogeechee road which is straightaway for fourteen miles. This stretch caused the riders no trouble, but at the Ogeechee river the heavy going began. Road conditions were so bad that one of the riders turned back at this point. A causeway has been built over this section of muddy land and at more than one point the riders feared their machines were going to disappear altogether. The causeway is about a quarter of a mile long and the squad spent more than an hour crossing it. At times a dozen machines were laid over beside the "road" to permit of pedal, chain and tire repairs. Beyond the causeway there is a gravel roadway for two miles and the remainder of the run to Belfast was made without incident.

Many people in the little village of Belfast turned out to greet the Savannah riders and they were cheered for their pluck in traveling roads that no automobile driver has ever dared to tackle. After a good dinner the boys returned by a new route. They encountered another causeway, but it was made up of deep white sand instead of mud and water. At this point there was much skidding. Mell and Heidt went over into a creek and Mercer, Dowling and Meyer had a mix-up on a turn, but there were no serious results. On the return it was found that the following had perfect scores: George A. Mercer, Jr., Indian; George Mell, Excelsior; J. W. Heidt, Jr., Excelsior; Tom McFarland, Merkel; John Balmer, Harley-Davidson, and Octavus A. Meyer, Merkel.

NEW HUDSON CLIPS RECORDS.

THAT all unique motorcycle records do not by any means fall to American riders is proved by the recent performance of George Patterson, Jr., who broke the 12 and 24-hour road records for Australia on a 3-speed New Hudson machine. Patterson is touring the British colonies in the interest of the New Hudson Company. In the 12-hour test he covered 312 miles, and for 24 hours his mileage was 547. The best previous showing for the latter time schedule was 510 miles, made on a 3½ h. 500 c.c. racing machine. The New Hudson representative rode a machine of 2¾ h., rated at 292 c.c., and with 70 by 76 mm. bore and stroke. Patterson is also showing some remarkable hill-climbing performances on his Australian trip.

VOGEL'S LONG JAUNT.

E. L. VOGEL, of Sumter, S. C., passed through Augusta on March 9 on his return from a motorcycle trip to Atlanta. He is riding an Excelsior single. The distance from Sumter to Atlanta by the route followed is 335 miles. Vogel made the trip in two days, stopping overnight in Augusta. He says he rode along in a leisurely manner, experienced no mechanical troubles and found the roads good all along the route. In the 171 miles from Atlanta to Augusta he says he was not compelled to dismount from his machine a single time on account of the condition of the road.

"WE GOTCHA, STEVE."

STEVE LICENCE, the Harley-Davidson dealer at Toronto, Canada, went for a ride the other day on a new model through the streets of his home town. So silently did he ride, so the story goes, that he came upon a "gang" of sparrows by surprise, riding over one bird. By way of proof, Licence displayed a sparrow's head and tail as the remains of the victim.

PILING UP ORDERS.

THE Lister Motorcycle Company has completed improvements in its establishment and is now ready to meet the spring business. The firm recently received a large consignment of Harleys. Up to date, they have taken orders for 183 machines of the 1912 models. They also distribute the Flying Merkel for Cleveland and vicinity.

Savannah Boys in Flooded Belfast, After Muddy Journey.

WILLIAM STREIFF, trans-continentalist, who has recently completed a 5,000-mile European tour.

DOES RILEY HOLD RECORD?

J. M. RILEY, R. F. D. carrier No. 3 at Hartford, Ala., is convinced that he holds the lead among rural mail men for mileage covered on a motorcycle in the performance of his duties. Riley has been riding Yale machines for the last five years and has covered 39,000 miles, not including pleasure runs on Sundays and afternoons. Since taking to the motorcycle Riley experiences no difficulty in completing his route in the morning and has the remainder of the day to devote to other interests. Riley states that he will be glad to hear from any other R. F. D. carrier who has a lead on him as to miles covered on an R. F. D. route.

FITTING DELIVERY ATTACHMENTS

CLEVELAND dealers are doing an extensive business along the line of fitting up machines with boxes for delivery purposes, as the small commercial houses realize the advantages gained by having a quick motorcycle delivery department.

J. M. Riley.

A CLERGYMAN, the Rev. J. D. Morrow, is honorary president of the Toronto Motorcycle Club.

Spring Activities of Cleveland Riders and Dealers

ANNUAL HILL-CLIMB.

THE Cleveland M. C. is completing arrangements to hold its annual hill-climb on Decoration Day. At this event electrical timing will be used. The course as yet is undecided upon, but in all probability Snake Hill, along the Canal Road of Cleveland, will be used. The entry fee has been put at 50 cents, and the event is open to all amateur and trade riders. Medals will be awarded.

SCOUTING FOR MEMBERS.

A MEMBERSHIP campaign is being waged by the Cleveland M. C., and every member has been furnished with twelve application blanks. The membership is expected to reach 250 before June 1.

FIGURES TELL THE TALE.

ACCORDING to the registered numbers recently issued to the building inspectors of Cleveland, there are 1,256 motorcycles in the city of Cleveland, and this does not include the estimated 600 in the suburbs that are not required to have a city license. The number of registered machines is expected to pass the 2,000 mark as soon as the weather opens up, judging from the number of orders received by dealers.

BOOMING McCONNELL.

CLEVELAND motorcyclists are boosting President R. S. McConnell for referee and commissioner for Northern Ohio. "Mac" is a hard worker for the F. A. M., and a favorite with the boys.

ON THE RIGHT TRACK.

THE Cleveland M. C. expects to be a 100 per cent. club very soon, as practically all the riders now in the club are F. A. M. members and no new members are taken in unless they make application at the same time to join the F. A. M.

SEVEN AT A CLIP.

THE Yale Cycle & Supply Company, of Cleveland, has received an order for seven 4 h. Yales for the city of Painesville, to be delivered at once.

ANOTHER CARLOAD.

L. J. MUELLER has just received another carload of Indians. He disposed of the last carload in exactly nine days and more than half the new carload, mostly twins, has been sold.

NAMING SUB-AGENTS.

KUMLER BROS., enterprising Flanders distributors in Cleveland, are placing sub-agencies throughout the city. Herman Bros., of 2210 W. 25th Street, will cover the South and West Sides.

DEMAND FOR EXCELSIORS.

MANAGER ZUCKER, of the Casino Cycle & Supply Company, when in Chicago recently, was assured of receiving Excelsiors at the rate of one to three machines a day. He reports the factory rushed to the limit. He has been handicapped somewhat on deliveries.

OPENING DATES.

THE opening dates of the Luna Park Motordrome have been decided upon as May 15, 16 and 17. A good programme is to be announced later.

COFFMAN DROPPED IN.

A. B. COFFMAN, the Toledo-Yale enthusiast, was in Cleveland last week conferring with the Yale distributors, the Yale Cycle & Supply Company.

VALIANT A VISITOR.

FRANK LIBBY VALIANT, the recently appointed advertising agent and assistant sales manager for the Miami people, was in Cleveland last week looking over the local field.

MORE CONVENTION PLANS.

MESSRS. MERRELL AND SLOCUM, assistant manager and publicity agent for the Luna Park Motordrome in Cleveland, attended a special meeting of the Cleveland M. C. called by President McConnell, and the matter of entertaining the F. A. M. visitors with a blow-out at the Park was taken up. There will be "doings" if Cleveland lands the big meeting. An inspection of the rubber plants at Akron will be included in the fine program to be submitted to President Hamilton by the convention committee.

ROADS IN GOOD SHAPE.

A NUMBER of enthusiasts of the Lorain (Ohio) M. C. held a pleasure trip to Cleveland recently. They reported the roads in fine condition for the spring of the year.

'PHONE FOLKS ARE PLEASED.

THE Cleveland Bell Telephone Company is considering the purchase of a lot of new machines. They now use Harley-Davidsons of the 1910 model. These machines have a total average mileage of about 30,000 miles each The management is considering the purchase of new machines or the general overhauling of the old ones. They are well satisfied with the service given.

NEWSPAPERS IN LINE.

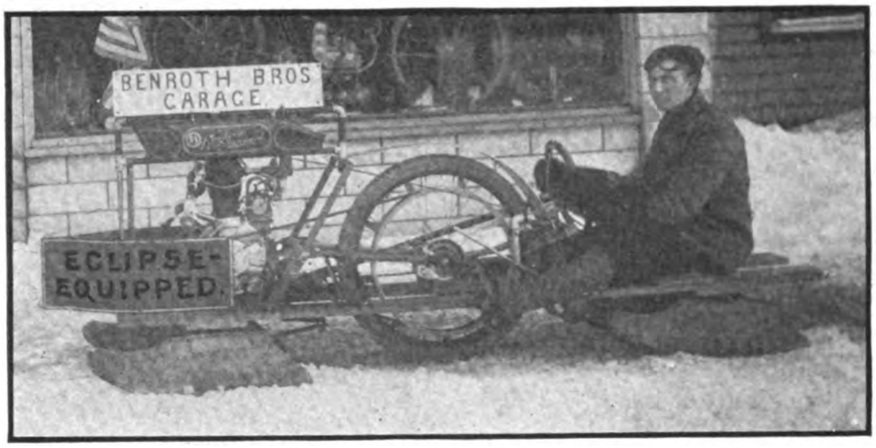
THE Cleveland newspapers, at least three of the four published, are running a motorcycle column once a week and boosting the economical single-tracker and the dealers are doing quite a lot of advertising.

TRYING OUT A HARLEY.

A HARLEY-DAVIDSON machine recently purchased from the Lister Motorcycle Company will be used by the Cleveland Electric Illuminating Company in the "trouble" department. It is expected that more machines will be purchased if the trial one proves satisfactory. Statistics are being taken as to the expense compared with the horse and wagon system.

BINGHAMTON CUPS.

TWO silver cups are to be awarded to the season champion riders in a series of race meets scheduled for the coming summer at Binghamton, N. Y. The Binghamton club has been picking up rapidly in membership of late, and its outlook for the summer is exceedingly bright, say the officials.



AN OHIO OUTFIT.

THE accompanying photograph shows a motor-bob built by the mechanics of Benroth Brothers' garage in Bluffton, Ohio, and used with success during the last two months. It is fitted with a 4 h. Reading Standard motor and Eclipse free-engine pulley. The outfit is speedy and has carried the driver and a passenger over the snow at a 35-mile an hour clip. The photograph shows Mr. Kimmel at the wheel.

WASHINGTON RACE MEET

National Capital M. C. with One Hundred Active Members Will Open Racing Season Auspiciously.

THE National Capital Motorcycle Club, of Washington, D. C., has arranged to hold a race meeting at the Bennings mile track on Memorial Day, and a tentative program has been arranged as follows: First race, three mile novice, private owner, stock 30.50 class; second race, five miles (club members only), private owner, stock 30.50 class; third race, ten miles, open, stock 30.50 class; fourth race, ten miles, stock 61 class; fifth race, fifteen miles, open, 61 class; sixth race, for automobiles, ten miles, open; 40 horsepower and under; seventh race, for automobiles, fifteen miles, open; all machines.

The National Capital M. C., since its organization several months ago, has prospered and now has a membership of 100. It is strongly backed financially, and no feature has been overlooked to make the coming race meet a success. Papers of incorporation will be filed in a short time and an issue of stock to finance the coming race meet has been 100 per cent. oversubscribed. The management will issue 10,000 elaborate programs and advertise the affair extensively in the newspapers, on the street cars, etc. The committee in charge of the meet consists of President F. D. Yowell, vice-president E. M. Dodson, T. O. Wansleben, Charles H. Gross, J. S. Berryman, Samuel McPherson, W. E. Anderson, John Guntow, S. B. Eaton, H. B. Cohen, George W. Beall, Harry Foulds, A. G. Schmidt, T. N. Mudd, Jr., and Paul A. Draper.

SIX motorcyclists of Phoenix, Ariz., recently made a motorcycle trip to Castle Hot Springs and return.

OE THOMPSON, of Franklin, Ind., recently returned from a motorcycle trip to Florida.

HILL-CLIMB TO OPEN SEASON

Toronto Club's Program Also Includes a Run to Hamilton and Several Purely Social Events.

SEVENTY-FIVE members of the Toronto M. C. attended the last regular meeting of that organization, when further plans and preparations were entered into for the coming season. The first event of the year will be a hill-climb at York Mills, five miles from the city, on May 11 (rain date May 18), which will be worked out on formulae and time, the competitors using any gear. A social run of 100 miles to Hamilton and return, will be held on May 24, the idea being to provide something fairly easy for the first ride, in order to encourage the many new riders and side-car enthusiasts. It is also proposed to hold a theater party and Dutch luncheon in the near future.

Vice-president W. G. Self officially presented a vice-president's cup to the club for competition among all members in tours, endurance runs, hill-climbs and races during the coming season.

A communication from the Cleveland (Ohio) M. C., asking for the endorsement of the Toronto club for the holding of the F. A. M. national meet in that city this summer, was read and filed. An invitation from the Detroit M. C. to the local racers to take part in a race meet to be held at Detroit on May 19 was also received.

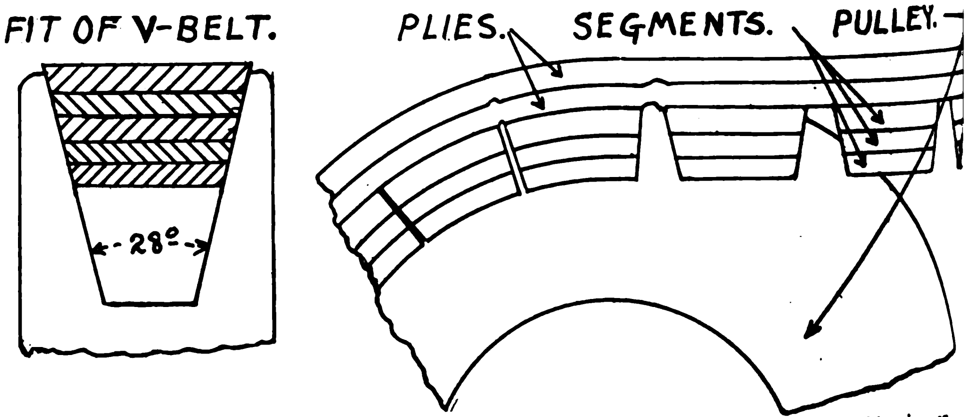
Prominent visitors at the meeting included L. B. Lyman, of Akron, Ohio, factory representative of the Diamond Rubber Company, and G. L. Mitchell, manager of the Canadian factory branch of that company. In a short address, Mr. Lyman commented upon the apparently peaceful condition of affairs prevailing within the club. Seven new members were obligated at the meeting.

CLUB ORGANIZERS.

AMONG new club organizers are the following: Kessler & Miller, Rochester, Ind.; A. M. Reynolds, 406 Smith street, Schenectady, N. Y.; A. J. Hall, 3741 W. 25th street, Cleveland, Ohio; J. W. Warnken, 711 46th street, Milwaukee, Wis.; Will Last, 209 River street, Holland, Mich.

TREATS FOR COLUMBUS FANS.

COLUMBUS, OHIO.—The Columbus Motorcycle Club is going to make the season of 1912 a banner year in motorcycle racing in the Buckeye capital. Arrangements are being made for four big race meets to be held, one in June, one in July, one in August and one in September. Each of the meets will be on Sunday on the track of the Columbus Driving Park Association. The first meeting may be held early in June, when a number of short events will be staged. It is proposed to hold several long-distance races at the meets in August and September. Options have been taken on the track for the dates desired, and the committee on arrangements is now at work. This committee consists of G. H. Bangham, chairman; L. P. Birkenbach, W. H. Snyder, P. I. Haynes, C. W. Barr, P. A. Vogel and A. C. Edwards.



FIT OF V-BELT.

WITH the excellence of construction of most motorcycle parts nowadays, it should be unusual to see V-belts running high in the groove of the pulley or with a distorted upper side. Unfortunately, conditions such as these are too frequent, and are in the main due to misalignment of the rear wheel pulley as regards that on the motor shaft. In other, but exceptional, cases, the pulleys used are improper in the angle between the sides, and this may have been due to deformation by a fall, or carelessness in machining.

A glance at the drawing will give the proper fit of a V-belt, one of the compound type being shown in both cross section and side view on the pulley, one of whose faces has been removed. The correct angle of 28 degs. between the sides is indicated and the action of the segments as they curve on the pulley is clearly shown. It will be noticed that the upper ply fits slightly above the pulley side edges; on a two-ply with single segment belt it will be nearly or entirely flush. The clearance between the pulley and bottom is likewise indicated. If the belt strikes the bottom, the running will be jerky and the strain such that the belt will soon part. If the top of the belt is arched, too small a pulley is indicated, and the "bottoming" just mentioned shows that the pulley is too large.

Commercial Department.

TESTING MOTORCYCLE SYSTEM.

THE local Board of Park Commissioners in Louisville, Ky., has decided to buy an Indian machine, and an order for one has been given to the Sutcliffe Company, local agents for the Hendee product. The machine, which will be used by park guards on the Grand Boulevard and through Iroquois Park, will be a 7 h. 1912 model, and some delay will ensue before delivery, because the machine must be especially enameled in brown, with green striping, these colors being designated by the Park Board. A thorough try-out will be given the machine, and if it proves entirely satisfactory for park work, immediate steps will be taken to equip the rest of the guards with motorcycles.

FINES SWELL CITY COFFERS.

DURING the past twelve months seventeen motorcycle officers in Chicago made 6,000 arrests and turned $150,000 into the municipal coffers in fines. The Windy City now has 140 motorcycles in use by men employed in the various municipal departments, and there are indications that this number will be materially increased before the summer is over. Recently one of the city's motorcycle officers answered a "burglar call" with such speed that the man of the house mistook him for a pal of the intruder and attacked him. Needless to say the minion of the law made his identity clear and "landed" the intruder, much to the latter's surprise.

PROMPT WORK BY POLICE.

A FEW days ago the Toledo (Ohio) police department received a message to the effect that neighbors had seen a stranger enter a certain house under suspicious conditions. Two motorcycle officers reached the house in time to discover the unauthorized visitor hidden in a closet. He was arrested as a burglar and sentenced to three months in the county jail.

R. F. D. CARRIERS IN TEXAS.

WILLIAMSON COUNTY, Texas, claims the distinction of having the swiftest and best-paid force of R. F. D. carriers in the service. It has 42 carriers, nearly all of them mounted on motorcycles. The Harley-Davidson agent in Georgetown has sold 23 machines to R. F. D. workers during the last two seasons, and it is reported that the single-trackers are admirably suited for the service, even over unsatisfactory roads.

SEVEN building inspectors have been provided with motorcycles by the City Council of Cleveland, Ohio.

THREE rural mail carriers at Urbana, Ohio, have adopted the motorcycle to deliver mail on their routes.

BUSINESS TRIPS ON WAGNER.

MOTORCYCLES are being rapidly adopted by traveling salesmen through Kansas, Colorado and Oklahoma. These men say they can cover their territories in a trifle over half the time required by rail, and at less expense. It is much healthier than traveling by rail since it places the rider out in the fresh air, just where a salesman should go for recreation. The accompanying picture shows B. W. Harmonson, a wholesale groceryman of Norton, Kan., who makes an average of 1,000 miles per month on his 1911 model free-wheel Wagner, and says that the motorcycle is the only way to travel easy and enjoy it.

IN THE NICK OF TIME.

EDWARD SCULL, an enthusiastic motorcycle rider of Jacksonville, Fla., had the misfortune of having his new 1912 Indian stolen from him about three weeks ago, but thanks to the cunning of one of the local constables his machine was located in the nick of time. The thief had taken the machine apart and placed it in a large box ready for shipment, and was off in search of a team. Upon his return the officer placed the machine and would-be owner in the wagon and brought them to Jacksonville. The justice of the peace in whose district the thief was captured gave him a preliminary trial and deemed the evidence sufficient to bind him over to the higher court, where it is more than probable he will get his just deserts. Mr. Scull is now a strong booster for the local guardians of the law.

EIGHT motorcycle policemen at Newark, N. J., are to be the nucleus of a motorcycle police squad in that city.

TWO more motorcycle policemen have been added to the police force of Racine, Wis.

IN ARMY SERVICE.

UNCLE SAM is gradually adding the motorcycle to all the government departments. The latest recruit is in the War Department. Color Sergeant von Lang, of the 11th Cavalry at Fort Oglethorpe, Ga., has a motorcycle and is riding rings around his brother officers on the field.

STURDY MILLER TIRES.

MOTORCYCLE tires of unusual sturdiness with either non-skid block or corrugated tread, inner tubes and tire repair specialties are among the products of Charles E. Miller at the Anderson Rubber Works, in Anderson, Ind. The firm is now giving special attention to its "Block Tread" tire which embodies Sea Island cotton fabric of the same weight and quality that is used in high grade automobile tires. Three plies of the heavy fabric extend from bead to bead, and two plies run up the side of the tire above the bead about an inch; these plies also extend around the point of the bead and up on the inside so that there are five plies of cloth at the beads to prevent splitting and rim-cutting. The Miller corrugated tire embodies the same high class material and workmanship as the non-skid tire, but is of lighter weight. The firm gives special attention to vulcanizing outfits.

Charles E. Miller.

THE Des Moines (Iowa) police department is now in possession of two motorcycles for use by the park and street squads.

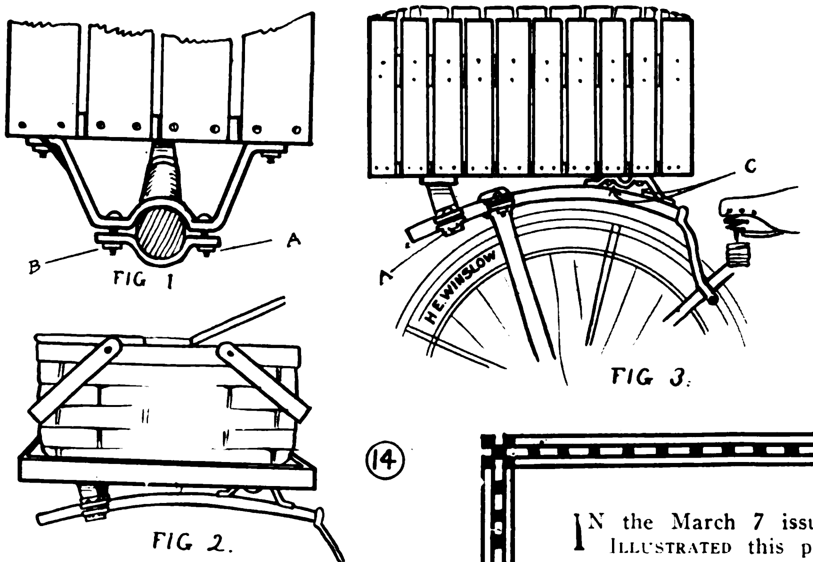

B
A
C
A
H.E.WINSLOW

FIG 1

FIG 3.

FIG 2.

⑭

PRIZ

MOT
LUGGA

IN the March 7 issue of MOTORCYCLE ILLUSTRATED this paper announced a Luggage Carrier Contest, and offered prizes of $25 and $15, respectively, for the best and second best designs for a perfectly efficient commercial luggage carrier.

Since the publication of that issue, designs have been submitted at the rate of fifteen or twenty a week. Thirteen suggestions were published in the April 4th issue of this paper. Twelve are presented herewith, and as many more drawing are in the hands of the engraver, and will be reproduced in the May 2 issue. As the contest dces not close until June 1, there is still plenty of opportunity for ingenious riders to win one of the prizes. The conditions under which the contest is being conducted are as follows:

1. All are eligible and each contestant may submit as many designs as he chooses.

2. The idea submitted must embody a luggage carrier suitable for attachment to a motorcycle and adapted for conveniently carrying a number of small parcels of moderate weight.

3. Sketches must accompany descriptions, but these drawings need not be either artistic or absolutely accurate. A rough sketch will do, but the description should be complete, with all the details carefully noted. Prizes will be awarded according to the *practical value* of the *ideas* presented, and not the symmetry
the drawings.

4. The prize winners will be determine
by a committee of three disintereste
persons.

5. Three Dollars will be paid durin
March and April, and Two Dollars du
ing May for *every* suggestion consider
deserving of publicity through the co
umns of this paper.

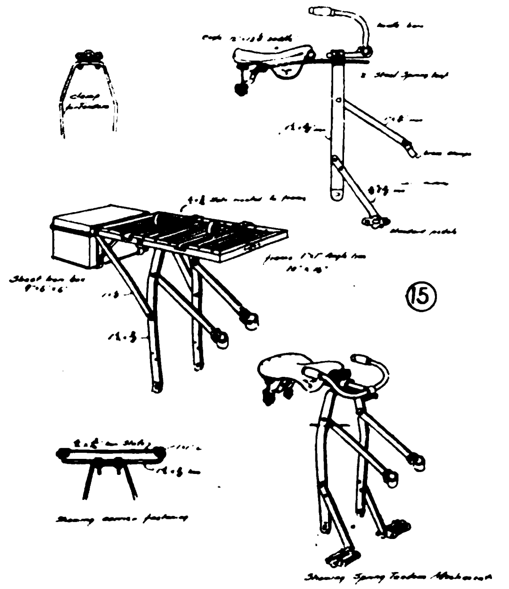
6. In the event of a tie for first, secon
or both prizes—a very improbable resu
—the prizes will be equally divided.

7. Competitors are requested to a
dress all their communications as fo
lows: "Luggage Carrier Contest, Moto
CYCLE ILLUSTRATED, 51 Chambers stre
New York City."

The designs reproduced on these tw
pages, and the page following, may
briefly described as follows:

14. Combination luggage carrier a
tandem attachment, rigged on a sto
tandem attachment frame. The arrang
ment enables quick removal or replac
ment of either the "light delivery" or pa
senger rigs or the substitution of o
for the other, by removing nuts A and
and bolts C C. Approximate cost, le
the V-clamp shown, is $1.25. Contribut
by H. E. Winslow, Providence, R. I.

15. Combination luggage carrier a
tandem attachment, with 1 in. x 1 i
angle iron frame, and ½ in. x 3-16 i



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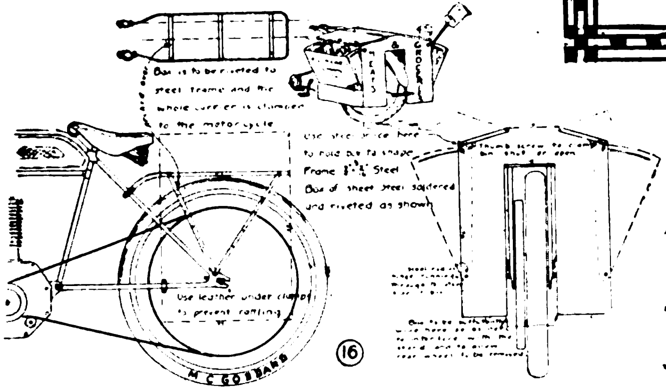
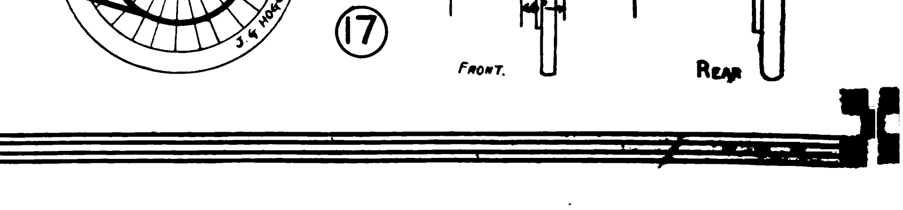

Box is to be riveted to steel frame and the whole carrier is clamped to the motorcycle
MEATS & GROCER
Use steel brace here to hold box to shape
Frame 1"×¼" Steel
Box of sheet steel soldered and riveted as shown
Thumb screw to clamp box shut or open
Use leather under clamp to prevent rolling
M C GODDARD

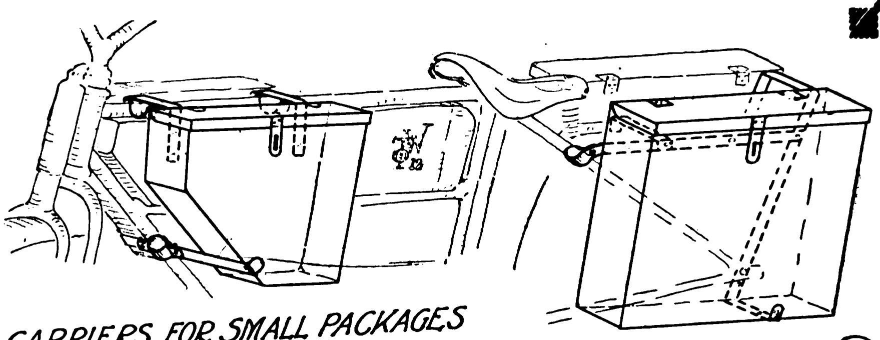
⑯


28"
WIRE WORK TUBULAR FRAMING
24"
7"
7"
20"
J. G. HOGG
FRONT.
REAR

⑰

ONTEST
CYCLE
CARRIER

FRANK MERRITT



CARRIERS FOR SMALL PACKAGES
To be of Fiber, Reed or Sheet Metal with Metal Braces. to fit each side of Machine.

⑱

ap iron riveted on. Rear box of 9 in. 6 in. x 6 in. sheet iron, made water-ght, used generally to carry spare tin carbide and inner tube. Spring taken om one used on a motor car, and ad-stable in length to carry any passen-r's weight. Contributed by G. Harold nase, Dorchester, Mass.

16. Parcel carrier, attached to mud-uard with frame of ¾ in. x 3-16 in. eel, fastening by rivets. Braces at-ched to frame of motorcycle by the me bolts that hold the mudguard sup-ort. Side-sway prevented by connection horizontal frame of machine as shown. arcel box of 36 gauge sheet steel (B. d S.), soldered and riveted at joints. as bin doors, providing room for bulky ackages by clamping open doors. Ar-angement gives low center of gravity and asy removal of rear wheel. Capacity, 50 lbs. and weight empty, about 35 lbs. ontributed by Murray C. Goddard, nionville (Lake Co.), Ohio.

17. Rear carrier with tubular framing nd wire-work panels. Stays of solid ods, from axle to upper rear sides; ad-ustment by nuts to tighten up according o load. Wheel revolves in a 6 in. well, nd mudguard here forms bottom to car-ier. Cover has spring lock, and hinges t front. Weight empty 13 lbs., and has a apacity of about 7 cubic feet. Con-ributed by J. G. Hogg, Toronto, Canada.

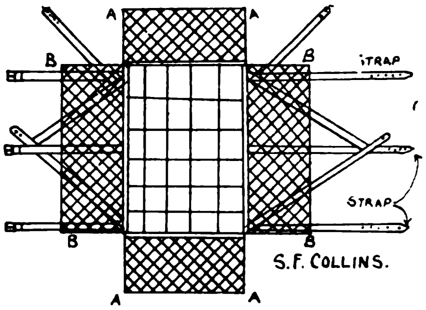
18. Side pannier and rear box carrier, for light delivery, such as druggist's service, letters, etc. Boxes of willow reed, in duplicate on each side, held by braces as shown. Contributed by Thomas O. Wansleben, Washington, D. C.

19. Carrier of folding type, of wire netting. End and sides hinge on body and fold, ends first and sides last. Point A then fits hole at B, end straps holding in position. Contributed by S. F. Collins, New Straitsville, Ohio.

20. Rear carrier of steel construction used by poultry farmer for transportation of fowls and dairy products. Cage double-decked with doors on one side, trays carried from base of cage. Capacity, 25 fowls, packed. Weight fitted, 25 lbs. Contributed by Leroy F. Hiss, West Pullman, Ill.

21. Rear carrier of sheet steel with rear doors when used for small packages. Top removable for use with larger packages. Box fastened to carrier by four bolts, making it readily removable. Contributed by W. E. Palen, Atlanta, Ga.

22. Rear carrier for groceries and small packages. Frame attached below saddle and to stand hinges, and has bottom braces, supporting box bottom. Frame covered with heavy hail screen and oil-cloth lined. Cover can be used as basket. Contributed by Fred Andregg, Hoxie, Kan.



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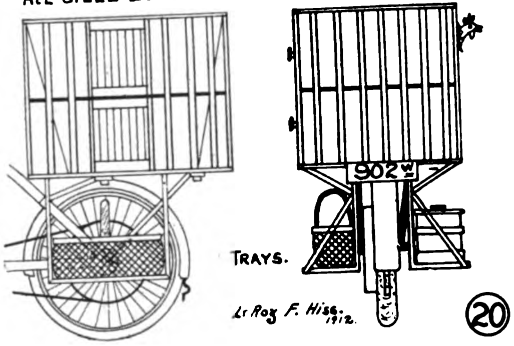
ALL STEEL DOUBLE-DECK POULTRY CRATE.



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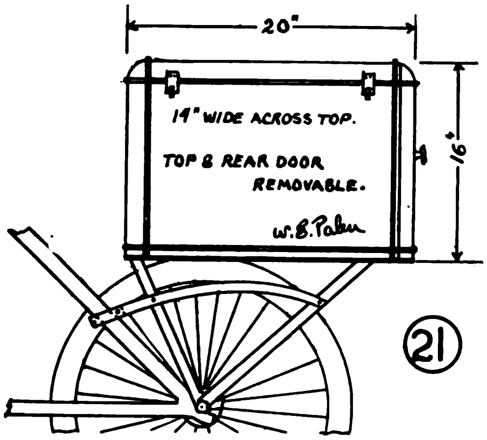

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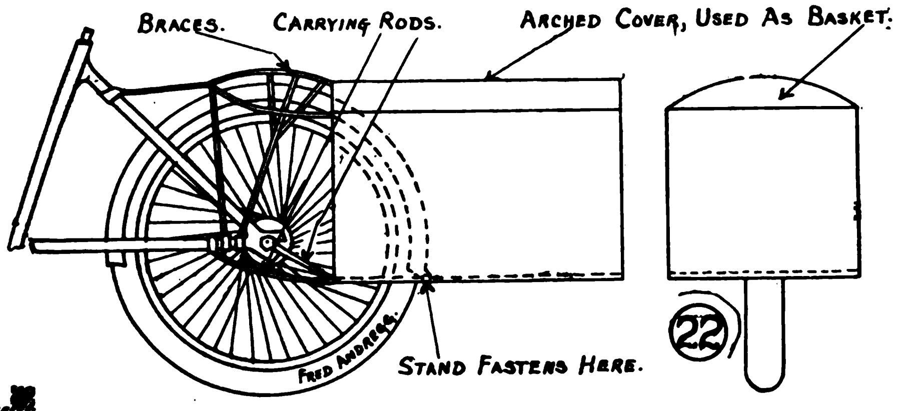

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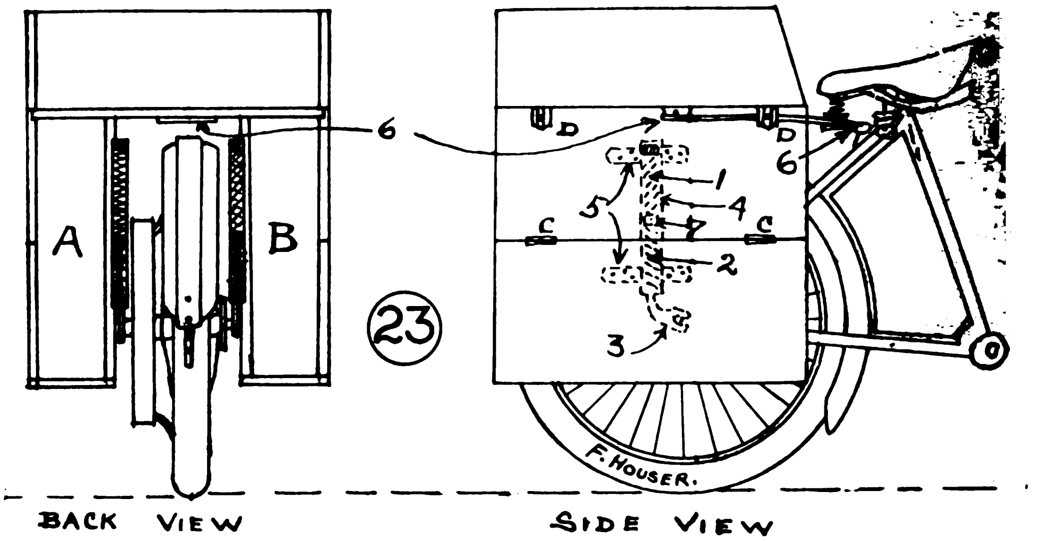
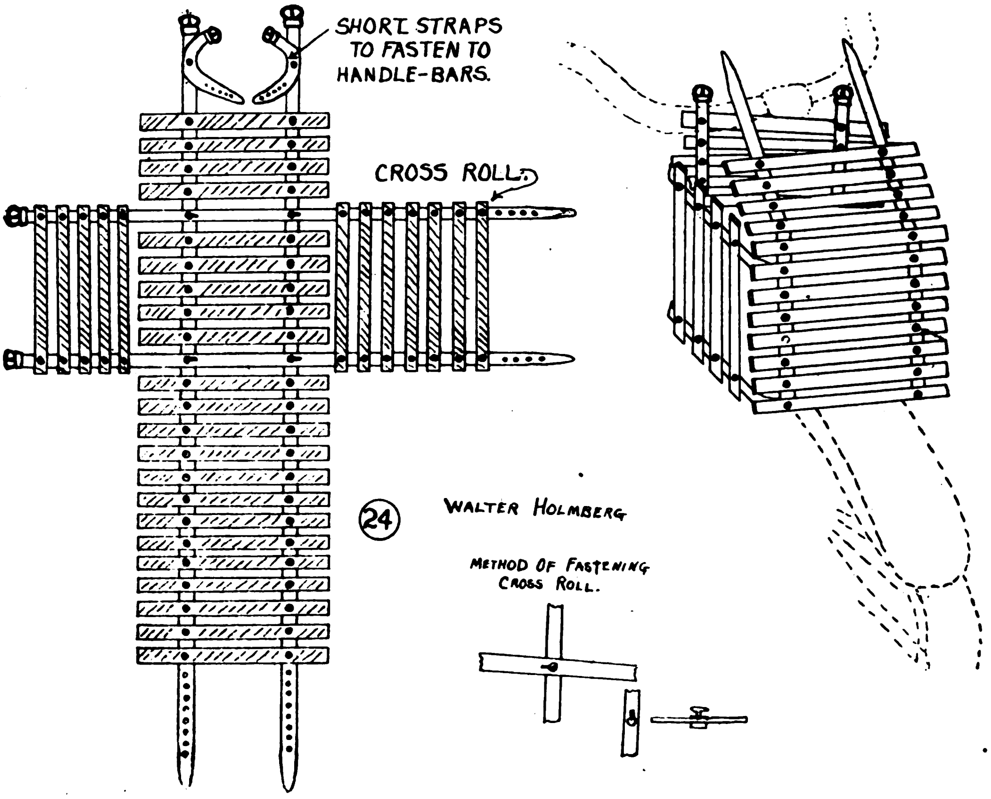
23. Rear carrier of wood construction with reinforced corners, supported between springs 1 and 2. Springs 1 carry load and 2 care for recoil. Fasten to axle by rods 3 and, and between the springs at 7. Spring-containing tube shown at 4, attached to carrier by straps 5. Another attachment shown at 6, having a hinge clamp to allow of motion on springs and prevent side-sway. Sides A and B are 6 ins. wide, with outwardly-opening doors hinged at C. Contributed by Frank Houser, Palmyra, Wis.

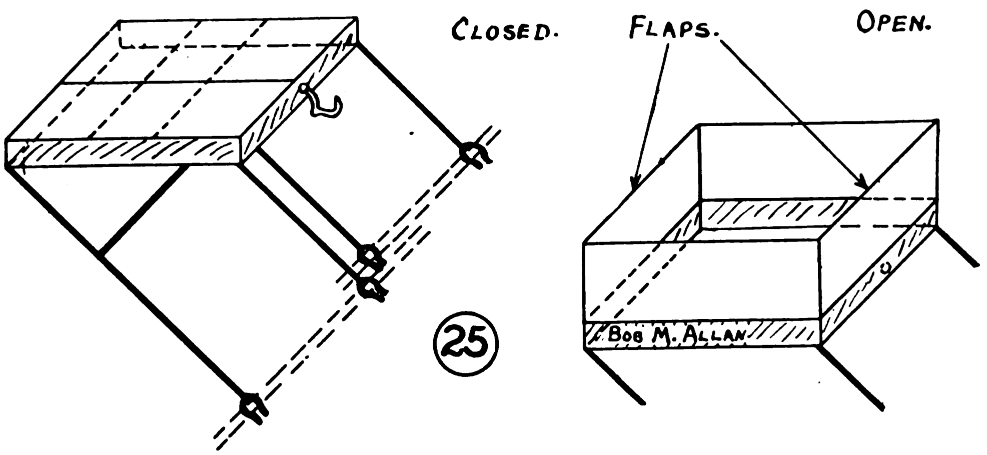
24. Front carrier of slat-work, with wood slats riveted to straps and attaching to handlebars. Cross roll detachable by buttons as per small sketch. Adaptable for square or irregular packages, or for cylindrical or round parcels when short roll is detached. Contributed by Walter Holmberg, Duluth, Minn.

25. Rear luggage carrier of strap and sheet iron. Base of carrier made of 1/8 in. x 1¾ in. strap iron, supports and fasteners of 1/8 in. x ¾ in. steel. Top which forms sides and ends made of 1-16 in. sheet iron. When closed can be used to store rain-coat, etc.; when half-open, used for small bundles, and when fully open for large bundles or a bushel basket. Contributed by Bob M. Allan, Detroit, Mich.



THE executive board of the Des Moines Motorcycle Club filed articles of incorporation recently with the secretary of State.


SHORT STRAPS TO FASTEN TO HANDLE-BARS.
CROSS ROLL
24
WALTER HOLMBERG
METHOD OF FASTENING CROSS ROLL.



POOR ROADS IN VANCOUVER

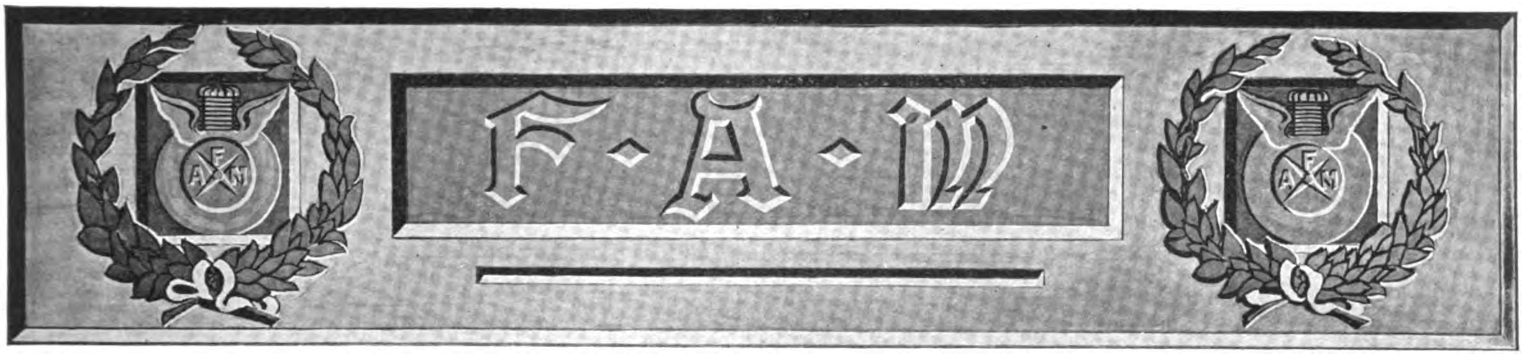
Opening Run of Club Was Postponed Because Course Was Impassable—American Machines Popular.

OWING to continued rains the Vancouver (B. C.) Motorcycle Club was obliged to call off its first endurance run of the season, and it is not likely that further efforts will be made to hold road events until the weather is definitely settled. Some of the roads over which the riders were to travel are almost impassable for pedestrians at this time and an attempt to navigate them on motorcycles would have been foolhardy. The club will hold a hill-climb in about a month and many of the riders are worried because there are no indications that the new model machines will be on hand in time for the event. Some orders for machines placed last November have not yet been filled.

The Exhibition Society recently conferred with the club with a view to having motorcycle races at the annual fair in August and three motorcycle events will be held each evening. Late reports from Vancouver are to the effect that American machines are now being used almost exclusively in the city. Last season brought out a number of English makes, but so far this year no British types have appeared in the streets. It is argued that the double gas and air control on English machines render them unsuitable for use in a hilly country of poor roads like British Columbia. These controls require most careful manipulation in climbing hills and in rough going a little excess air stalls the motor and often leaves the rider in a serious predicament. "It is small wonder," writes a Vancouver enthusiast, "that the riders of our city sell their English mounts quickly and buy American models. The latter are infinitely better suited to our rough and hilly roads."

WEBSTER IS PRESIDENT.

AT a recent meeting of the Columbus M. C., Dr. P. C. Sarver, who had been president of the organization for the past year, resigned his position and he was succeeded by Charles Webster, who has been acting as vice-president. Albert Waldschmidt, electrician at the local barracks, was elected vice-president to fill out Mr. Webster's unexpired term. Arrangements have been made by the club for the first run to be held Sunday April 28 to Bellefontaine, Ohio, and back.



WHAT'S THE MATTER, DEALERS?

"DEALERS, repairers and F. A. M. officers in twelve States and the District of Columbia evidently are not aware that the F. A. M. is making good its promise and issuing a list of registered shops," writes Chairman Estabrook, of the membership committee, "for not one shop has been listed from the States in question. This indicates a woeful lack of interest and a deplorable lethargy on the part of trade men. Certainly all the dealers in the country were given fair notice that the F. A. M. had this list in preparation and still shop proprietors in these districts have disregarded an opportunity to reap the benefits of publicity by having their names included. It may seem strange, but the list shows no shop representatives from Arizona, Arkansas, Delaware, Louisiana, Mississippi, Nevada, New Mexico, North Dakota, Oklahoma, Vermont, West Virginia, Wyoming and the District of Columbia.

RECRUITING STATIONS.

FORTY proprietors of repair shops obtained certificates of registration for the F. A. M. during the month of March, bringing the total up to 608. Recruiting stations for the F. A. M. have been installed with the following newly-registered shops during the past ten days: Wilkins & Grove, 12 West High street, Springfield, Ohio; Stockton Motorcycle & Supply Company, 439 East Weber avenue, Stockton, Cal.; Yale Cyclery, 914½ 10th street, Modesto, Cal.; Roy L. Smith, Logan, Kan.; C. J. Hendrickson, 161 West Front street, Red Bank, N. J.; G. W. Smith, 43 American avenue, Long Beach, Cal.; O. Ray Stanfield, 501 North Buckeye street, Kokomo, Ind.; Stevens Cycle Company, 113 State street, Madison, Wis.; Charles J. Durheim, 51 Western street, Muskegon, Mich.; Wood & Brussel, 99 South Third street, Muskegon, Mich.; N. P. Hansen, 22 South Terrace, Muskegon, Mich.; A. P. Tyler, 919 Grove street, Boise, Idaho; John L. Miller, 1115 Delaware street, Paulsboro, N. J.; W. B. Schaeffer & Co., 27 East Second street, Dayton, Ohio.

ON THE REGISTERED LIST.

AMONG the latest shops to take out F. A. M. certificates of registration are the following: Motor Sales Company, 401 Market street, Sandusky, Ohio; Samuel F. Saylor, 700 N. 10th street, Reading, Pa.; Vincennes Motor and Bicycle Supply Company, corner Seventh and Broadway streets, Vincennes, Ind.; Michel Hirschberg, 28 E. Fifth avenue, Gary, Ind.; Laurence Conly, Main street, Herkimer, N. Y.; Wright & Meisenholder, Parkston, S. Dak.; Samuel A. Flamm, 2520 N. Broad street, Philadelphia, Pa.

HOWELL WOULD REVISE LAW

Secretary of State in Washington Favors Several Important Changes in Motorcycle License Statute.

I. M. HOWELL, Secretary of State in Washington, is of the opinion that the motor laws of his State should be revised He argues, for instance, that the tax on motorcycles should be payable on January 1 of each year, and that there should be proportionate quarterly payments to cover machines bought throughout the year. He contends that motorcycles should carry license numbers in front as well as in the rear, but is of the opinion that owners of machines should not be compelled to carry four-inch numbers because this regulation necessitates the use of a cumbersome tag. Secretary Howell declares that all number plates should be obtained from the State and that the color of the tags should be changed each year so that a single glance will enable officials to determine whether a rider is carrying a proper license. At present it is necessary for an officer to examine a registration book before he is able to decide whether a motorcyclist is delinquent.

For the past two years Secretary Howell has tried to save the numbers under 1,000 for motorcycles so that the license plates need not be too large, but he has been hampered in this by the automobilists who desire to keep their original numbers when taking out new licenses. However, he is now filling out all the old numbers under 1,000 with new motorcycle registrations. Statistics for 1912 to date indicate that there is plenty of activity in the motorcycle field and it is believed that the number of riders in the State will be doubled during the summer.

MAPPING GEORGIA ROADS.

AN interesting visitor to the quarters of the Augusta (Ga.) Motorcycle Club recently was Ernest Daine, of Rockford, Ill., who is making road maps of Georgia for the Scarborough Map Company, of Indianapolis, Ind. Daine started out of Albany, Ga., on January 25. On his single cylinder Harley-Davidson he has ridden some 4,000 miles of Georgia roads, covering all of the southeastern portion of the State.

His experiences have been many and varied. Good roads, bad roads and no roads at all have been his lot. He says that the people of the sections of the State through which he has passed all seem awake to the value of good highways, and that extensive road improvements are being carried on. The roads between Augusta and Savannah he states are in good condition. He is much pleased with the splendid roads around Augusta and says that his run over the highways leading into Augusta was the best day's riding he had.

LAMP WINNERS FOR MARCH.

FOURTEEN clubs entered the F. A. M. membership contest for March and the four standing highest, as given below, will receive handsome Old Sol lamps donated as prizes by the Hawthorne Mfg. Co., of Bridgeport, Conn. The Modesto (Cal.) M. C. brought 34 new members into the F. A. M. ranks during the month, and as a result is entitled to two of the lamps; the Attleboro (Mass.) M. C. was a good second, bringing in 29 members and winning one lamp, and the Muskegon (Mich.) M. C. affiliated 20 members and carried off one of the prizes. As was previously announced Chairman Estabrook, of the membership committee, will award four lamps each month until the first lot of twenty-five given by the Hawthorne company is disposed of. In the fall another contest will be inaugurated for which the Bridgeport firm will donate twenty-five more lamps. The clubs winning lamps in these contests will use them as trophies for some sort of a club event.

SIX MORE F. A. M. SQUADS.

NEW F. A. M. club arrivals have been listed as follows: Harley-Davidson Motorcycle Club, Philadelphia, Pa., F. R. Shenh, secretary, 2204 N. Broad street, 19 members; Attleboro (Mass.) Motorcycle Club, C. H. Obrist, secretary, 22 Fourth street, 31 members, 100 per cent.; Herkimer (N. Y.) Motorcycle Club, T. E. Kelley, secretary, 215 Dewey avenue, 22 members, 100 per cent.; Valejo (Cal.) Motorcycle Club, D. R. Rutherford, secretary, Box 382, 14 members; Whittier (Cal.) Motorcycle Club, Horace B. Miller, secretary, Rivera, Cal., 13 members; Bay Ridge Motorcycle Club, Brooklyn, N. Y., R. G. Hann, secretary, 859 61st street, 17 members.

WASHINGTON RACES.

THERE was a creditable turnout of members of the National Capital M. C., of Washington, D. C., for the postponed run to Great Falls, which was held on Sunday, April 14. The riders were in two divisions, the first, for single-cylinder machines, being led by Captain George W. Beall, and the second, for twin-cylinder mounts, led by First Lieutenant Samuel McPherson. The first squad pulled away from the clubhouse at 9 a. m., and the other division left half an hour later.

At the last regular meeting of the club final arrangements were made for the race meet to be held at the Bennings track on Memorial Day. Entry blanks may be obtained on application to Treasurer H. B. Cohen, 1812 Ninth street, N. W.

BALTIMORE motorcyclists are arranging to enter the Decoration Day races planned by the National Capital Motorcycle Club.

MOTOR TROUBLE CHART

ENGINE TROUBLE

Assuming that the engine has been running well until the trouble develops.

> **NOTE**
>
> **Troubles which perhaps might only cause misfiring in a twin or four cylinder motorcycle may result in the complete stalling of a single; therefore, the user of this chart, in trouble with a single cylinder, should turn first to ignition and carbureter troubles.**

- Engine stalled
  - Compression normal
    - No spark when contact is made
    - Strong spark (is gasoline tap open?)
  - No compression
    - Externally shown causes
    - Internal causes
  - Pulley or sprocket will not revolve; caused by Overheated engine (see external cause above).
    - Also Crank shaft or connecting rod bearing seized.
    - Crank shaft bent or broken.
    - Timing gear jammed or broken.
    - Connecting rod bent or broken.
    - Connecting rod adrift.
    - Piston seized. Flywheel jammed.
- Engine misfiring or very difficult to start
  - Ignition trouble
    - Magneto ignition
    - Battery ignition
  - Carbureter trouble
    - Fuel supply (tank and pipe line)
    - Carbureter difficulties
- Loss of power, though no misfiring.
  - Muffler or pipe obstructed.
  - Weak valve springs.
  - Leaky inlet valve pipe.
  - Mechanical trouble
    - Externally apparent
    - Internally apparent
  - Lubricating failures.
  - Leaking valves.
  - Weak batteries.
  - Valve timing wrong.
  - Worn cams or push rods.
  - Ignition adjustment disturbed or set wrongly.
  - Carbureter adjustment disturbed or set wrongly.
  - Compression lost internally through worn piston rings, etc., or externally by leakage at plug, petcock or valve cap.

gneto ignition
- Armature shaft not revolving.
- Cable to switch short-circuited.
- Contact points burned, pitted or separated by dirt.
- Loss of magnetism in field magnets.
- Insulation in wiring broken down.
- Contact screw slipped out of adjustment.
- Contact spring broken.

ttery ignition
- Weak battery.
- Defective coil.
- Spark plug or wiring.

rburetion
- Carbureter flooded
  - Float mechanism stuck.
  - Dirt under float-valve.
  - Float-valve leaking.
  - Float punctured or clogged.
- Apparently normal fuel level in float chamber
  - Throttle valve disconnected.
  - Air valve stuck or spring weakened.
  - Air vent passage blocked.
  - Spray nozzle blocked.
  - Adjustment level, nozzle and air valve.
- No fuel in float chamber
  - Tank empty or tank vent blocked.
  - Gasoline tap shut off.
  - Feed pipe broken or blocked.
  - Float mechanism stuck.

ning of spark
- Circuit breaker shifted.
- Timing gears slipped.
- Magneto gear shifted.

lves not lifting.

igine overheated
- Lubrication failure
  - Run out of oil.
  - Oil feed pipe blocked.
  - Oil frozen (in very cold weather).
- Engine overheated from other causes.

ming pinion loose, or timing gear stripped.

ible to switch short circuited; examine for faulty insulation, etc.
ark plug fouled or broken.
igh tension wire disconnected.
ug points set too far apart.
ntact-breaker points pitted or dirty.
ss of magnetism in the field magnets.
eak battery.

rong battery
- Spark plug fouled or broken.
- Spark plug points too far apart.
- Wire to plug shorted or disconnected.
- Wire from battery connection or timer to coil broken or disconnected.
- Vibrator stuck, burned or dirty.
- Tension on vibrator wrongly adjusted.
- Coil condenser damaged.
- Insulation in coil damaged.
- Circuit breaker worn, dirty or points burned.
- Circuit breaker spring weakened.

ink nearly empty.
ir vent stopped up.
iel tap partly closed.
iel pipe blocked up.
'ater in gasoline.

ixture too rich
- Float valve leaky.
- Fuel adjustment loose.
- Air valve clogged.

ixture too weak
- Above causes, also
  - Fuel adjustment partly closed,
  - Air valve spring weakened or broken,
  - Air vent to float chamber blocked,
  - Dirt or water in float chamber,
  - Intake pipe leaky.

'alve stem or spring broken.
'alve stem bent or gummed.
'alve spring weak.
'alve clearance wrong.
luffler or exhaust pipe blocked.

ylinder and valves carbonized.
'iston rings gummed or broken.
'iston ring slots in line.
'iston head or cylinder wall cracked.
'iston rings and cylinder walls scored.

HOW TO USE THE CHART

An example—Suppose your engine stops. Try its compression. If you find that normal, also assuring yourself that spark is strong and properly timed, then the chances are you have carbureter trouble. Ascertain the cause and remove it.

The principle of this Chart is that of systematically eliminating possible causes until the real trouble is learned.

With the Clubs

LANTERN PARADE A SUCCESS

One Hundred Motorcyclists Participated in Novel Pageant in Savannah and Later Enjoyed Fine Supper.

SAVANNAH, GA.—With about 100 handsomely decorated machines in line the Savannah M. C. made a huge success of a lantern parade held recently, over 5,000 spectators being lined up in the streets to see the riders pass. The route included all the principal streets of the city, and totaled about 37 miles. The color scheme throughout the decorations of the machines was black and yellow, the official colors of the Savannah club. After being led over the line of parade by three motorcycle officers the club riders and guests enjoyed a supper and a social program. The photograph shows the boys ready to begin operations at the festive board. It is explained, by the way, that the keg in the foreground contains only "near-beer," as Savannah has, to all intents and purposes, been a prohibition city for several years past. However, the boys admit that the beverage served on this occasion was quite "near."

During the supper the boys were addressed by President Otto Kolb, of the Club; Captain Clark, O. A. Meyer, motorcycle editor of the Savannah *Press* and others. The next social program of the club will be held about May 1, and 100 covers will be laid for the club riders and their friends.

THE Rochester (N. Y.) M. C. is supporting the Cleveland motorcyclists in their contest for the next F. A. M. meet.

CLUB WORKERS AT SHOW.

THROUGH the courtesy of the automobile dealers of the city the Louisville (Ky.) Motorcycle Club occupied a booth at the recent automobile show, at which the club members welcomed visiting riders and worked for the general advancement of the sport. They were supplied with attractive folders telling of the club's aims, the varied advantages of the motorcycle and the F. A. M.

NEW TRAYMORE QUARTERS.

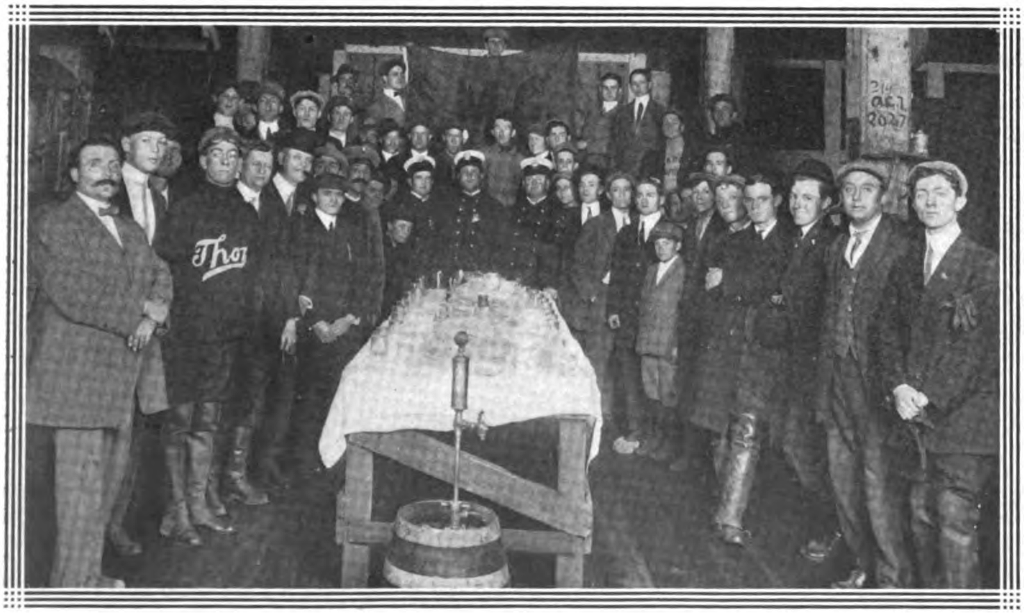
THE Traymore M. C., of Philadelphia, Pa., recently met in its new quarters at 623 West Girard avenue and discussed plans for runs to be held early in the summer. The rooms are well fitted and the riders spend much time in them. A. J. Schickling now heads the squad as president, and his associates are H. Gerlach, vice-president; William German, recording secretary; Clem Kieffer, treasurer, and Henry Warker, secretary.

LEMOORE RIDERS ORGANIZE.

THE Lemoore (Cal.) M. C., with twenty members, is preparing to affiliate with the F. A. M. The squad organized recently with the following officers: R. E. Morris, president; William Tingley, vice-president; Charles R. Fox, secretary-treasurer; Gordon Lewis, captain; Victor Smith, first lieutenant; Clarence Morris, second lieutenant.

OLD DOMINION MEET.

A RACE meet was held recently on the State Fair Grounds at Richmond, Va., under the auspices of the Old Dominion M. C.

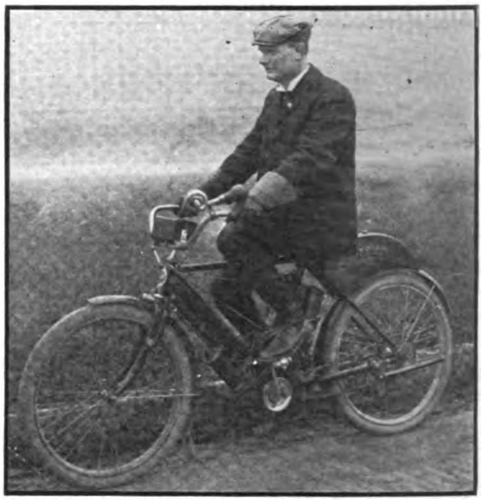


Banquet Recently Enjoyed by Savannah Club Members and Friends.

HUGHES RESTS ON LAURELS

Louisville Worker Declines Re-Election to Club Presidency but Announces That He Is Still in the Ring.

AFTER having acted as the father of organized motorcycling in Louisville, Ky., E. M. Hughes, one of the best-known motoring enthusiasts in his district, declined re-election to the presidency of the Louisville club at a recent meeting, and in future he will not be quite so active in the affairs of the organization. He wants it distinctly understood that he has not "deserted the ship"—Hughes is anything but a deserter—but he explains that from now on he will be content to figure less prominently in the operations of the Louisville squad. It was Hughes who induced F. I. Willis to visit Louisville and assist in the organization of the local club, and he has played no small part in the development of the field throughout his territory. While he remains an enthusiastic motorcyclist Hughes does not now confine himself to the single-tracker and among his possessions are a motorboat and an automobile.



Mr. Hughes states that he began his motorcycle career as soon as he could find a motor-driven two-wheeler to ride, and for years past he has been active in races, hill-climbs and endurance runs. The accompanying photograph shows the Louisville boomer astride a 1908 Indian, a machine of which he was very fond, but which has been superseded in his affections by later models.

FRED THORPE, sub-agent for the Indian and Reading motorcycles in Philadelphia, formerly at 2126 Market street, has removed to more commodious premises at 1810 Market street.

UTICA RUN ON MAY 5

Riders Are Anxious to Meet Syracuse Squad on Run to South Bay and Hope for Fair Roads.

AT a regular meeting of the Utica (N. Y.) M. C., held at the clubrooms on April 4 it was decided that the first run of the season will be held on Sunday, May 5. It was difficult, at latest reports, to make definite plans for the run, as it is now known whether the roads will be in condition, but it is expected that the club will, at least, be able to make the run to South Bay. The riders have taken this matter up with the Syracuse M. C., and the Utica boys are hoping that the Syracuse riders will be able to meet them there. South Bay is situated on Oneida Lake, about halfway between Utica and Syracuse, and the State road between these cities will probably be the first one to get into ridable condition.

The Utica club is also in correspondence with the clubs in Rochester, Batavia, Cortland, Elmira and other nearby towns, with a view to planning for some combination runs later in the season. Several members of the Utica squad are making arrangements to attend the Elmira races on Memorial Day and also the F. A. M. convention this summer. At the last meeting, John J. Weiler resigned as secretary-treasurer of the club on account of the pressure of other work, and the vacancy thus caused was filled by the election of George E. Girvan. Any communications addressed to 58 St. Vincent street will reach him. Five new applications for membership were received and a social session with refreshments was enjoyed after the meeting.

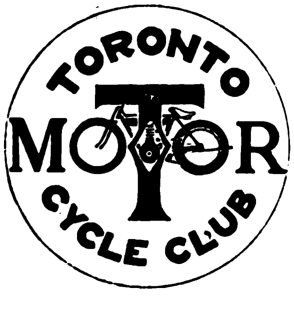
LEXINGTON RIDERS ORGANIZE.

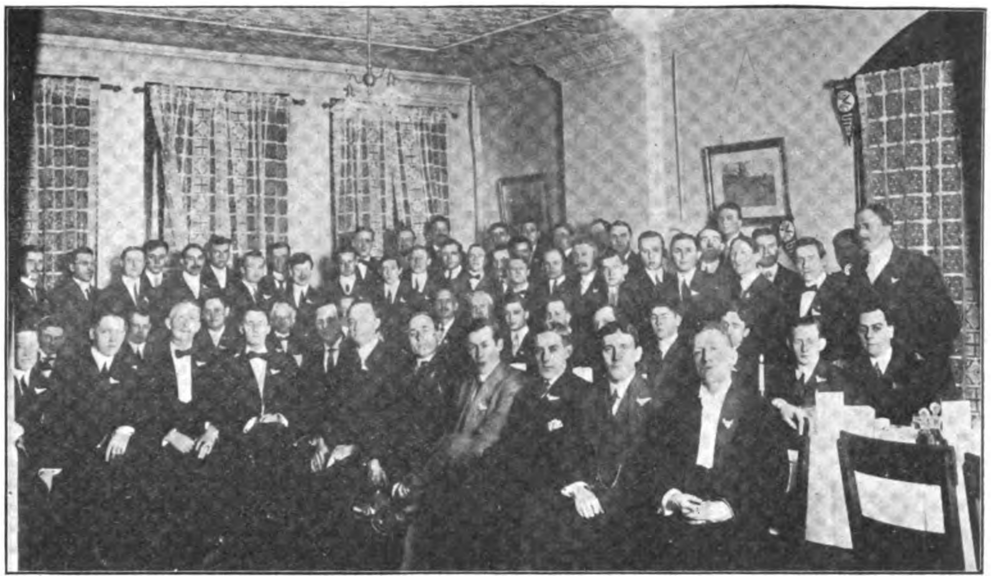
LEXINGTON (Ky.) motorcyclists have organized under the name of the Blue Grass M. C., and at a meeting held recently in the establishment of C. D. Calloway & Co., the following officers were elected: Curry Tunis, president; Stuart Tracy, vice-president; H. W. Moores, secretary and treasurer. The committee on by-laws is Stuart Tracy, Rice Walker and Oscar Lyne.

The club begins its career with twenty-five members, including the following: Messrs. Elwood Akers, R. H. Hebron, C. B. Stewart, Oscar Lyne, Chester Reese, Chester Dwyer, Richard Shryock, Raymond Randolph, Curry Tunis, C. D. Calloway, George Morgan, Rice Walker, C. K. Moores, H. W. Moores, Stuart Tracy, Walter Hillenmeyer, Elbert Jones, Robert Garrard, R. D. Norwood, James Herr, Pete Garrard, Stanley Nelson, Jack Tunis, Monroe Smith and Whitney Dunlap.

TORONTO EMBLEM.

RECENTLY the Toronto (Ont.) M. C. adopted the crest shown in the accompanying illustration and it is now being used wherever possible by the organization. While distinctive in make-up the symbol is of such a character as to permit of its being quite generally used on stationery, etc., and it is likely that some of the riders will have it reproduced on special plates to be carried on their machines during the coming season.





Taken at Recent Banquet of Utica Club. Photo Sent by H. G. Buckley.

CLUBS ON JOINT RUNS

Baltimore Squads Enjoy Sunday Outings Over Picturesque Routes Despite Bad Weather.

BALTIMORE, MD.—Motorcycling in this section is on the boom and on Sundays, despite the unfavorable weather, owners of machines can be seen spinning around the country. On Easter Sunday the members of the Maryland M. C., Indian M. C. and the Touring Club of Maryland held a joint run. They went down to North Point, led by Capt. Matt Gault, who was out for the first time since last fall. When the city was reached the enthusiasm was so great that the riders started off for Laurel, but before they could get back home a severe storm came up and they were drenched. However, the new enclosed magnetos made it possible for the boys to go along smoothly in the rain and the only inconvenience they suffered was an involuntary bath.

On Sunday, April 14, the clubs held another joint run. The plan had been to go to Ridgeville for dinner, but the threatening weather put a crimp in the plans and as a result short spins were taken through the beautiful Green Spring Valley and to Laurel. The roads were found in good shape, despite the rains, and the boys held a few impromptu speed contests on the fine stretches. Four of the local riders went out of town on their machines the Saturday before Easter and came back on Sunday. They were David W. Bridges, Samuel Congdon, Will Black and Clarence Crook. They went up to Hanover, Pa., and had a fine trip going and coming. They got back home just in time to escape a storm.

The Maryland M. C. is planning to hold a road contest on Decoration Day owing to the inability to hold track races in this city. The club has decided to offer gold and silver medals to the riders who attended the most Sunday runs, beginning April 14 and ending on December 31. A ladies' night will be held at the clubrooms in the near future.

The Indian M. C., the newest organization, is growing rapidly. Harry S. Fisher has been chosen as official photographer for the club. At the last meeting William Wood, Maryland F. A. M. Commissioner, addressed the boys on the rights of motorcycles on the highways. He also took a whack at the open muffler fiend and useless scorching on the pikes. Capt. Fisher, of the Indian M. C., is again taking an active interest in motorcycling and a few days ago joined the Maryland M. C. Nelson Johnson, the Terrible Swede, will also get into harness again after a layoff of a long time. A new speed king has cropped up in the form of Roger Wilkens, who has been passing everything on the road lately. He is out for all kinds of honors and intends to participate in all the races and contests pulled off in this section.

GOING TO INDIANAPOLIS.

ABOUT twenty members of the Lima (Ohio) Motorcycle Club have made arrangements to attend the automobile races at Indianapolis on Decoration Day, making the cross-country trip on their motorcycles. Many of them have already obtained their tickets for admission to the speedway. This will be the first cross-country trip of the club members this season, although many others are planned.

The club has fine quarters in the Pabst block on West High street, and is in a flourishing condition. It started with a membership of thirty, which is now more than doubled, with applications rolling in from this city and neighboring towns.

H.-D. CLUB IN FULL SWING.

HARLEY-DAVIDSON riders of Philadelphia, Pa., recently formed the Harley-Davidson M. C., with forty members. The officers of the club are: President, H. B. Sellers; vice-president, Elwood C. Rorer; secretary, F. Ralph Shenk; treasurer, Howard Kolp; captain, Alexander Klein, agent for the company; first lieutenant, William Jaggards; second lieutenant, Vincent Buhl. A benefit was given the week beginning February 19, in the Grand Opera House, when "The Third Degree" was successfully performed. The funds realized will be devoted to the furnishing of the new clubhouse, which will be opened soon at 1308 Cumberland street. A supper will be given to the members on the occasion of the opening.

CENTRAL JERSEY SQUAD.

FORTY-EIGHT riders are now listed with the Central Jersey M. C., of Trenton, and the club boomers believe this number will be increased to seventy-five before the summer is half over.

Touring

TO JACKSONVILLE, FLA.

GEORGE A. TAYLOR.—Go over to Atlantic City and from there go to Philadelphia via Absecon, Hammonton, Berlin, Overbrook, and Camden. From Philadelphia go to Baltimore via Chester, Wilmington (Del.), Newark, Elkton, Perryville, Havre de Grace, Belair, and Towson. From Baltimore go to Washington (D. C.) via Laurel. From Washington go to Richmond (Va.) via Fairfax, Manassas, Culpeper, Orange, Gordonsville, Louisa and Solomons.

From Richmond go on to Petersburg, Emporia, Henderson (N. C.), and Raleigh. From Raleigh go to Haywood, Sanford, Lakeview, Southern Pines, Pinehurst, Jackson Springs, Rockingham, Cheraw, Camden, Blaney and Columbia (S. C.). From the latter city go to Lexington, Leesville, Aiken, Langley and Augusta (Ga.). From Augusta go next to McBean, then to Waynesboro, Millen, Rocky Ford, Eden and Savannah. From Savannah go to Ricebron, then to Darien, Brunswick, Sterling, Owens Ferry, Kings Ferry, Callahan, and Jacksonville. The total distance is 1,231 miles. Intermediate distances are: Atlantic City to Philadelphia, 62.1 miles; Philadelphia to Baltimore, 108.4 miles; Baltimore to Washington, 44 miles; Washington to Richmond, 179.6 miles; Richmond to Henderson, 145.9 miles; Henderson to Raleigh 44.8 miles; Raleigh to Pinehurst, 81.7 miles; Pinehurst to Cheraw, 57.6 miles; Cheraw to Camden, 85.4 miles. From Camden to Columbia is 32.7 miles, and from Columbia to Augusta, 75.2 miles. The distance between Augusta and Savannah and Savannah and Jacksonville are, respectively, 132.6 miles and 176.5 miles. Road conditions fair to good on the average, but there may be rains in Florida at the period you mention. Allowing 100 miles per day the trip would take 12 days to two weeks. Thus the first day would be from Atlantic City to Philadelphia and possibly through to Baltimore. The second day's trip would be from Baltimore to Washington; the third day's to Richmond, etc.

If the reciprocation clause in the New Jersey automobile laws is passed (it is being considered now), you will be exempt as a non-resident rider there, and in Pennsylvania (10 days), Delaware, Maryland (two periods of 7 days each), Virginia, District of Columbia (the same as Maryland), North Carolina (only while passing through), Georgia (30 days), and Florida (30 days). There are local provisions in South Carolina. Address the clerk of court in the various counties you propose passing through (Marlboro, Chesterfield, Darlington, Lee, Kershaw, Richland, Lexington, Aiken). We think that you would have no trouble making the trip with the two-speed gear and tandem attachment.

A. A. ARMSTRONG, of Moran, Kan., is counting on delivering his mail over a twenty-six-mile route in three hours by riding a motorcycle.

NIGHT RIDING IN VOGUE

Good Roads Invite Motorcyclists to Make Tours by Moonlight, and Many Clubs Plan Such Outings.

"REPORTS show that during the last five years over 50,000 miles of new roads have been constructed throughout the country," said S. A. Falor, manager of the motorcycle tire department of the Goodyear Tire and Rubber Co., in a recent interview, "and it is certain that these improvements are working wonders for the advancement of the motorcycle. Towns heretofore almost inaccessible to the single-tracker now have bustling clubs, and it is becoming more evident daily that every new section of roadway raises a crop of enthusiastic motorcyclists.

"At present," continued Mr. Falor, "I don't believe the motorcyclist derives as much enjoyment from his machine as he should. He should go out into the country, take week-end trips and educate himself by getting into close touch with the territory about him. Above all things he should come to regard his mount as a vehicle of pleasure and healthful recreation—not as a speed-box with which to imitate a streak of lightning through the streets of a city. We must expect to find many motorcycles in the cities, but the essence of motorcycling enjoyment is reserved for the rider who seeks country roads and the paths that wind 'far from the madding crowd.'"

Mr. Falor has received a letter from England calling attention to the growth of night riding in the British Isles. It is stated that the outings sometimes last a week, the tourists riding from about 10 o'clock in the evening until six in the morning, when they turn in and sleep until 2 or 3 o'clock in the afternoon. The next six or seven hours are devoted to sightseeing, and the riders then take to the road again. In this way they avoid traffic troubles and other annoyances incident to daylight riding, see the country from a new viewpoint and still have all the time required for sleep. Several clubs in this country have completed plans for moonlight runs

ROAD CONDITIONS.

D. H. McDOWELL.—See the answer to Charles B. Hall in this issue for route from New York to Erie, Pa. This is the route taken for the 1911 F. A. M. Eastern Tour to Buffalo. Road conditions are: New York to Poughkeepsie, good macadam for the most part; Poughkeepsie to Albany, mostly good macadam and dirt; Albany to Little Falls, dirt and macadam, some poor stretches as near St. Johnsville; Little Falls to Syracuse, good roads for the most part, likely to be under partial construction; Syracuse to Rochester, good surfaces, but numerous canal bridges; Rochester to Buffalo, practically all macadam and good. From Buffalo to Erie, the earlier parts of the route are clay, the remainder being good gravel.

TO FOWLER, COL.

JOHN H. MARK.—Your main route will begin at Minneapolis and go through Owatonna, Albert Lea, Northwood, Mason City, Iowa Falls, Marshalltown, Newton. Follow the A. A. A. "Trail to Sunset" route from Newton to Des Moines, Omaha, Atchison, Leavenworth, Kansas City, Hutchison, Dodge City, Syracuse, Hollys (Col.), and La Junta. (See answer to Clifford Reeser, this issue.) From La Junta, Fowler is on the route to Pueblo. Write the American Automobile Association, 437 Fifth avenue, New York, or any of its branches, for maps covering this territory. Road conditions good from Minneapolis to Kansas City, variable the rest of the way. It would be a good plan to provide extra oil for the Colorado and Kansas portion of the trip. The 3½ h. mount should do it. For alternatives to the oil you now use, take any of the oils recommended by the larger oil makers, like Mobiloil B, etc.

A rear hub variable gear device can be obtained from the Armstrong Three-Speed Gear Works, Ricknield street, Birmingham, England, or from the Rex Motor Manufacturing Co., Coventry, England. The wheel must be reconstructed to fit the hub. For prices, etc., address the above. A motor shaft two-speed gear is the N. S. U. made by the Sun Motor & Supply Co., West 76th street, New York. The price is $45. This type of gear is, like all motor shaft devices, free from shock delivered to the road wheels, which is not the case when the device is in the hub.

ROUTE TO INDIANAPOLIS.

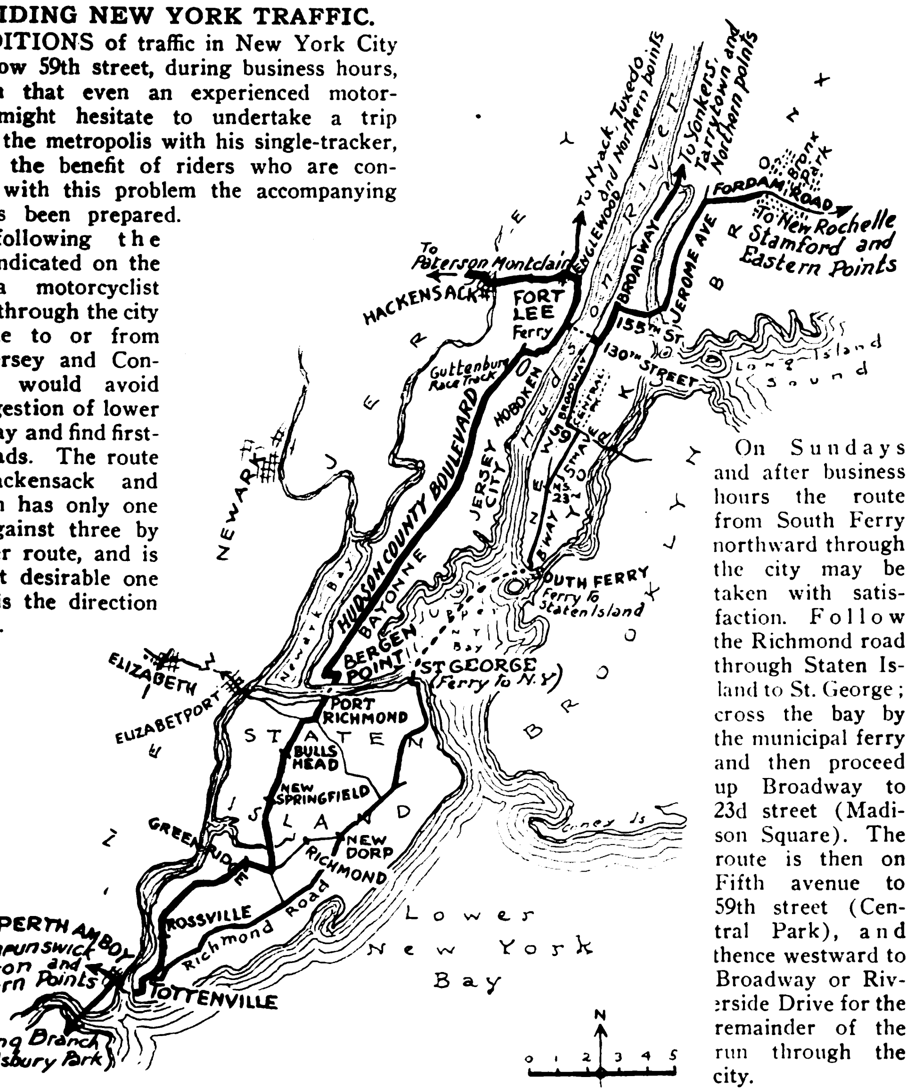
F. C. IRISH.—Your route from Westfield will carry you first to Cleveland through Erie, Girard, Conneaut (O.), Ashtabula, Geneva, Painesville, Mentor and Euclid. The distance is about 132 miles. From Cleveland go next to Columbus, 170.9 miles, through Elyria, Oberlin, Kipton, Wakeman, Norwalk, Monroeville, Bellevue, Republic, Bucyrus, Marion, Delaware and Columbus. From Columbus to Indianapolis the distance is 176.4 miles and the route Columbus, Alton, Lafayette, Somerford, Springfield, Dayton, New Lebanon, Eaton, Richmond, Centerville, Germantown, Dublin, Lewisville, Knightstown, Greenfield, Cumberland and Indianapolis. The total distance is 479.3 miles. Get a Pennsylvania license from the State Highway Department, Harrisburg, Pa., which will cost you $2. This will allow you to ride in most of the cities and towns of Ohio without fees as a non-resident rider, and also all over Indiana. You will be obliged to procure such a license, as New York riders being unlicensed, there is no proof that an unlicensed rider is from New York, and you can be held in each State for violation of the motor vehicle laws and fined heavily. Therefore, get a license as above.

WITH a view to advancing the movement now being waged against the open muffler the Modesta (Cal.) M. C. states that it will in future impose a fine upon every member who uses his machine cut-out within the city limits.

AVOIDING NEW YORK TRAFFIC.

CONDITIONS of traffic in New York City below 59th street, during business hours, are such that even an experienced motorcyclist might hesitate to undertake a trip through the metropolis with his single-tracker, and for the benefit of riders who are confronted with this problem the accompanying map has been prepared.

By following the routes indicated on the map a motorcyclist passing through the city en route to or from New Jersey and Connecticut would avoid the congestion of lower Broadway and find first-class roads. The route via Hackensack and Paterson has only one ferry against three by the other route, and is the most desirable one if that is the direction required.


To Nyack, Tuxedo and Northern points
To Yonkers, Tarrytown and Northern points
To Paterson Montclair
HACKENSACK
FORT LEE Ferry
ENGLEWOOD
BROADWAY
JEROME AVE
FORDAM ROAD
Bronx Park
To New Rochelle & Stamford and Eastern Points
155th St.
130th STREET
Long Island Sound
Guttenburg Race Track
HOBOKEN
HUDSON COUNTY BOULEVARD
JERSEY CITY
W. 59
5th AVE
CENTRAL PK.
W. BROADWAY
23rd
B'WAY
NEWARK
Newark Bay
BAYONNE
BERGEN POINT
SOUTH FERRY
Ferry to Staten Island
Upper Bay
ST GEORGE (Ferry to N.Y.)
ELIZABETH
ELIZABETPORT
PORT RICHMOND
STATEN ISLAND
BULLS HEAD
NEW SPRINGFIELD
GREENRIDGE
NEW DORP
RICHMOND
ROSSVILLE
Richmond Road
Coney Is.
PERTH AMBOY
To New Brunswick Trenton and Southern Points
TOTTENVILLE
To Long Branch and Asbury Park
Lower New York Bay
NEW JERSEY
HUDSON RIVER
BROOKLYN
N
0 1 2 3 4 5

On Sundays and after business hours the route from South Ferry northward through the city may be taken with satisfaction. Follow the Richmond road through Staten Island to St. George; cross the bay by the municipal ferry and then proceed up Broadway to 23d street (Madison Square). The route is then on Fifth avenue to 59th street (Central Park), and thence westward to Broadway or Riverside Drive for the remainder of the run through the city.

NEW YORK TO WASHINGTON.

LEROY H. OSBORN.—We give herewith the most traveled route between New York and Washington. Leave New York and go over to Jersey City; then out to Newark and over to Elizabeth. From the latter place go to Rahway, Iselin (bad railroad crossing), Menlo Park, Metuchen, New Brunswick, Dayton, Hightstown, Windsor, Edinburg and Trenton. From Trenton the route to Philadelphia go through Langhorne, La Trappe, Bustleton, and Ogontz. Total distance, New York to Philadelphia, 99.5 miles; roads good.

From Philadelphia go to Baltimore via Darby, Village Green, Chelsea, Wilmington (Del.), Newark, Elkton, Perryville (ferry), Havre de Grace, Churchville, Belair and Towson. Distance Philadelphia to Baltimore, 108.4 miles; mostly good roads, some poor dirt stretches in Maryland. From Baltimore go to Washington via Relay, Laurel, Blagdensburg. Distance, 44 miles; roads good, but a five-mile poor section from Laurel on. Total distance, New York to Washington, about 252 miles.

CUMBERLAND TO GREENVILLE.

E. G. B.—Follow the old Baltimore-Cumberland pike to Hagerstown via Hancock, Indian Springs and Clear Spring. From Hagerstown go over to Gettysburg via Waynesboro, Rouzerville, and Fairfield; this is a toll route. From Gettysburg go to Philadelphia via New Oxford, Abbottstown, York, Wrightsville, Columbia, Lancaster, Strasburg, Coatesville, Downington, Devon, Bryn Mawr, Ardmore (toll gates), and into Philadelphia. From Philadelphia go to New York via Ogontz, Bustleton, Langhorne, Trenton (N. J.), Princeton, Monmouth Junction, New Brunswick, Metuchen, Elizabeth, Newark, Jersey City and to New York by ferry. From New York to Erie (Pa.) via Albany and Buffalo, see the answer to Charles V. Hall in this issue and follow the route given from New York to Cleveland. From Cleveland go to Elyria, then through Oberlin, Norwalk, Monroeville, Bellevue, Republic, Bucyrus, Marion and Delaware to Columbus. From Columbus go on through Alton, Lafayette, Springfield, Donnelsville, Vandalia, Englewood, Arlington, Lewisburgh, and keep the National road to Gettysburg (O.). From this place go direct to Greenville, about 10 miles away.

ST. LOUIS TO KANSAS CITY.

HUGO A. SCHAENKY.—The distance from St. Louis to Kansas City, Mo., is 310.5 miles and the roads are generally fair. Macadam surface from St. Louis to near St. Charles, and again between Oak Grove and Kansas City. Remainder of roads dirt and clay varying from poor to fine. Intinerary: St. Louis, Wellston, St. Charles, Cottlesville, Wentzville, Forestell, Wright, Warrenton, Jonesburg, High Hill, New Florence, Montgomery, Wellsville, Martinsburg, Mexico, Thompson Station, Clark, Renick, Higbee, Yates, Armstrong, Glasgow, Slater, Marshall, Mount Leonard, Blackburn, Corder, Higginsville, Mayview, Oddessa, Oak Grove, Independence, Centropolis and Kansas City.

PHILADELPHIA TO KEENE, N. H.

B. TRUSCOTT.—Your route from Philadelphia to Keene via Boston will be as follows: Philadelphia to Trenton, N. J., 35 miles. Route, Philadelphia, Ogontz, Fox Chase, Bustleton, Langhorne, Oxford Valley, Trenton. Trenton to New Brunswick, 29.2 miles. Route, Trenton, Lawrenceville, Princeton, Kingston, Monmouth Junction, Dayton and New Brunswick. New Brunswick to New York, 35.3 miles. Route, Metuchen, Iselin (dangerous crossing), Elizabeth, Newark, Jersey City and New York City. From New York go next to New Haven, Conn., 73.6 miles. Route, New York, Bronx Park, Pelham Bay Park, New Rochelle, Larchmont, Momaroneck, Rye, Port Chester, Greenwich, Conn., Cos Cob, Mianus, Stamford, Noroton, Darien, Norwalk, Westport, Southport, Bridgeport, Stratford, Milford, Savia Rock, New Haven. From New Haven go next to New London, 53.1 miles. Route, Branford, Guilford, Madison, Clinton, Westbrook, Saybrook, Lyme, East Lyme and New London.

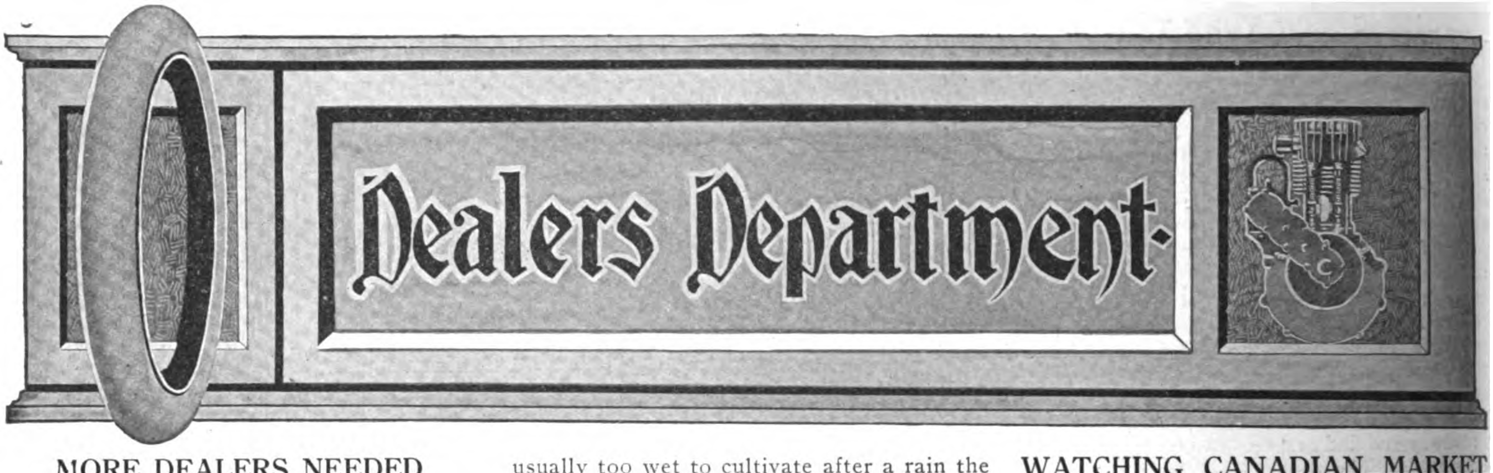
From New London go to Providence, R. I., 72.7 miles, as follows: New London, Mystic, Stonington, Westerly, Charleston (R. I.), Wakefield, Narragansett Pier, Saunderstown, Hamilton, East Greenwich, Apponaug and Providence. From Providence go to Boston, 45 miles, via Pawtucket, North Attleboro, Wrentham, Walpole, Norwood and Dedham. From Boston go to Fitchburg, 46 miles. Route, Boston, Watertown, Waltham, Weston, Sudbury, Stow, Bolton, North Lancaster, Leominster and Fitchburg. From Fitchburg go to Keene, N. H., 41.7 miles, via Ashby, Rindge, West Rindge, East Jaffrey, Jaffrey, Marlboro and Keene. Total distance, 431.6 miles.

Under the motor vehicle laws to date you can ride in New York, Massachusetts (10 days), Connecticut, Rhode Island (10 days), and New Hampshire (10 days), provided you carry a New Jersey license and will be exempted from paying fees as a non-resident for the periods mentioned.

Licenses for riding in Great Britain are obtainable from the County Council of the particular county in which the rider desires to register. Liverpool is a county seat, hence a license can be procured there, for example. Latest reports on fees, etc., have not as yet reached us, but we will publish them as soon as received. The minimum age is 18 years. An American-made motorcycle brought back to the United States is not dutiable. If the machine is of European make, but purchased here, get a receipt to that effect from the agent, and have the receipt certified by a notary. This should exempt the machine from duty.

TRIUMPH BOSCH EQUIPPED.

TRIUMPH motorcycles, to be produced by the newly-organized Triumph Manufacturing Company, of Detroit, Mich., will be fitted with the enclosed type of Bosch magneto, thus insuring riders of the new mounts maximum dependability in the ignition system and freedom from all the troubles ordinarily caused by dust and moisture getting into the ignition device. The makers of the Triumph state that they will fit Bosch magnetos exclusively.



Dealers Department

MORE DEALERS NEEDED

Much Missionary Work Remains to Be Done in South Carolina—Progress in Road Improvements.

SUMTER, S. C.—With the coming of spring and the good weather that prevails in most Southern districts at this time the hum of motors is again becoming familiar, and the riders are turning out in large numbers. The unusually severe winter has delayed the opening of the riding season throughout this territory, but now that the roads are open again the boys are making the most of them. As the sap rises in the trees the hankering for a breath of fresh air and a spin into the country grips the motorcyclists and, as our Southern negro so feelingly remarks, "they jes' nachally tune up and start to skitter aroun'."

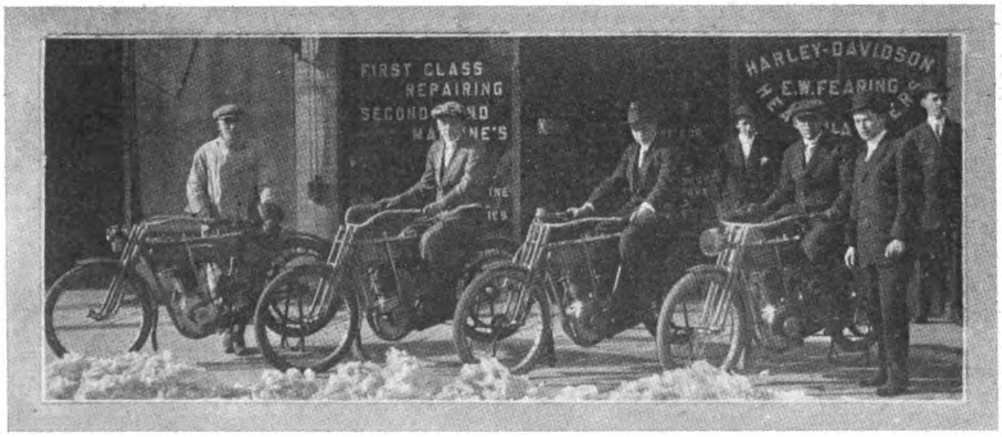
This section of the country needs more agencies and they are coming—slowly but surely. Dealers are doing much missionary work, and the prejudice which formerly existed against the motorcycle is on the wane. With more lively agents and improved roads we feel that the South will soon offer just such a field for the single-tracker as has been developed in the West.

In Sumter and Anderson counties the County Supervisors have agreed to furnish any reliable farmer with a road drag, and the farmer is paid to drag the roads of his district after each rain. As the lands are usually too wet to cultivate after a rain the farmer finds time to take up this road work, and incidentally he makes a dollar or two. This is one of the most fruitful plans so far adopted by the Good Roads boomers, and there are indications that it will have far-reaching results.

Richland county, S. C., now boasts of a live motorcycle club which was organized in Columbia recently with the following officers: K. W. Hollingsworth, president; W. B. Stanley, vice-president; B. R. Lloyd, secretary; Dr. F. C. Hoefer, treasurer; M. C. Spears, captain; R. H. Boardman, first lieutenant; C. W. Cochrane, second lieutenant. These officers, with F. C. Jarrett and H. Pederson, constitute the board of directors. State F. A. M. Commissioner L. I. Strauss has conferred with Secretary Lloyd relative to the affiliation of the club, and it is stated that it will soon enter the ranks. Commissioner Strauss is now in touch with many workers throughout his district, but is anxious to hear from others in order that the present rate of progress may be maintained.

NEW JENKINS GARAGE.

WORK has been started on the new motorcycle garage and showroom of Jenkins & Co., handlers of the Indian and Excelsior machines in Des Moines, Iowa. The new building will not be ready for occupancy until about June 1. The Des Moines Motorcycle Club will have its new clubrooms over the Jenkins garage.



SUB-AGENCY FOR FEARING.

EARLY season demands for motorcycles by Chicago suburbanites resulted in C. H. Lang, Chicago representative of the Harley-Davidson Motor Company, assigning to E. W. Fearing, 147 Lake street, Oak Park, Ill., the responsibility of handling that machine in six important suburbs to the west and north of Chicago. Mr. Fearing will look after the interests of the Harley-Davidson company in Austin, Oak Park, River Forest, Forest Park, Maywood and Melrose Park. He is already pushed for immediate deliveries.

WATCHING CANADIAN MARKET

American Motorcycle Manufacturers Plan Special Arrangements for Catering to the Lively Dominion Trade.

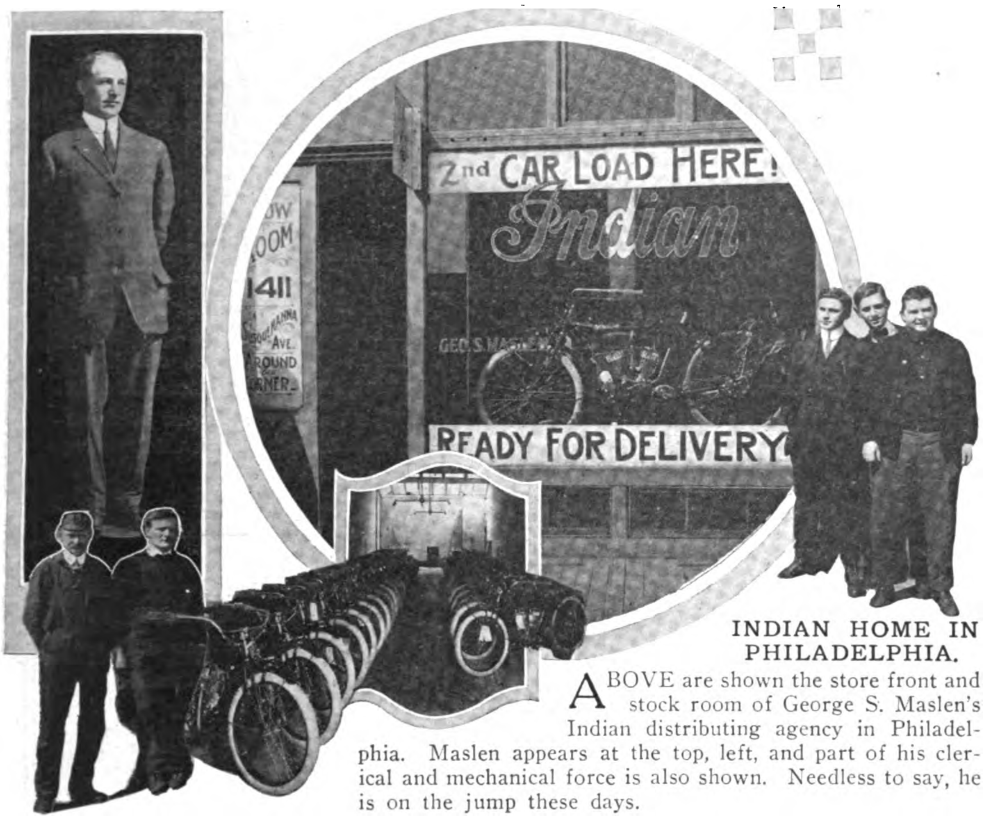
SEVERAL American motorcycle manufacturers are said to be seeking direct connection with the Canadian trade, which, at the present moment, holds every prospect of being a great field for development. The F. N. Company, of Boston, makers of the American F. N. four-cylinder machine, are making arrangements to establish a factory branch at Toronto in order to take care of Canadian business, while a report that the Greyhound Motor Company, of Buffalo, is preparing to remove its entire plant to Canadian soil, is persistent.

The Canada Cycle and Motor Company, the well-established motor-car and bicycle producers, located at Toronto, are, meanwhile, proceeding with preparations for the installation of a complete motorcycle plant where the "Russell" motorcycle will be produced. J. W. Gibson, department manager of this company, is responsible for the statement that a Knight sliding-sleeve valve system of motor, for which the company holds the Canadian rights, will be tried out for the new machine, failing which, an original poppet-valve system will be utilized.

FIRST IN POUGHKEEPSIE.

EDWARD RYAN, Excelsior agent in Poughkeepsie, N. Y., appears in the accompanying photograph with the first of the new Excelsior machines to arrive in his city. Ryan had taken orders for thirty-five of the new models at last reports, and has his eye on the 100 mark for the season. His territory includes Dutchess, Ulster and Columbia counties in the Hudson River valley.

The Auto Cycle Union of Great Britain numbered 5,319 members on April 1.



INDIAN HOME IN PHILADELPHIA.

ABOVE are shown the store front and stock room of George S. Maslen's Indian distributing agency in Philadelphia. Maslen appears at the top, left, and part of his clerical and mechanical force is also shown. Needless to say, he is on the jump these days.

LOUISVILLE TRADE NOTES.

KLINE Bros., 912 South Third street, handling the Harley-Davidson machines, report a heavy demand for 1912 models, and state that they have already delivered more than twenty machines.

C. W. Fischer, local agent for the Thor, located at 403 East Broadway, has sold more motorcycles so far this year than up to June of last year.

The Sutcliffe Company, agent for the Indian, has averaged five machines a week for the past two months.

R. L. Davis, 911 West Broadway, has just received his 1912 model, twin-cylinder R. S., and is so proud of the fact that he is walking around puffed up like a pouter pigeon. He has already delivered his full quota of R.-S., Pierce and Pope singles.

Through an error your Louisville correspondent, in a recent issue, stated that R. J. Buxe was elected captain of tours at the annual election of officers of the Louisville M. C., held March 4. P. J. Kuhn was really elected to the office, with Mr. Buxe as his assistant.

C. W. Fischer, agent for the Thor in Louisville, has lately received a big two-cylinder, 7 h., white Thor. Its size, together with its unusual color, has caused much attention to be drawn to it.

THE TEXAS OUTLOOK.

THE situation regarding motorcycles in Texas, for business as well as pleasure, is growing better every day, now that the weather is getting settled and the roads are beginning to dry up. The dealers in all of the towns are looking forward to fine business and most of them have sold all the machines they have been able to get and are after the factories for immediate deliveries.

WITH COLUMBUS DEALERS.

C. E. BARR, of the Barr Motorcycle Company, Columbus (Ohio), agent for the Indian, will receive his second carload of Indians early in May. He has already disposed of the first carload. The Barr company has enlarged its salesrooms on East Gay street by taking in an adjoining room, which doubles the floor space. The concern now has a room 40 by 70 feet, with a large basement which is used as a repair shop. The concern has added another man to the repair department in the person of Glover Freedman, formerly with the Flanders factory.

P. I. Haynes & Co., central Ohio distributors for the Harley-Davidson, received their first chain-drive Harley last week and since that time they have taken five orders for that model. Mr. Haynes has sold one side-car and has ordered several more.

The American Machine Company, 338 North High street, agent for the Emblem, has received a side-car which it is demonstrating.

THE Tiffin Vulcanizing Works of 31 Court street, Tiffin, Ohio, has taken the local agency for the Flanders motorcycle.

LIMA DEALERS INTERESTED.

SIXTY members compose the reorganized Lima (Ohio) M. C., and there are indications that this number will be increased to 100 before May 1. The dealers of the city are actively interested in boosting the rejuvenated club and attractive quarters have been taken in a central location. The officers are: E. E. Edmiston, president; Wm. Hawkins, first vice-president; Frank Eberle, second vice-president; W. M. Thomas, secretary; T. E. Johnston, treasurer; W. D. Rumsey, road captain; C. Eberle, lieutenant. The club officials are planning to hold a series of runs in the early summer.

CINCINNATI AGENCY.

A. J. STRUBE will handle the Minneapolis line in Cincinnati during this season under the name of Minneapolis Motorcycle Sales Company, 3145 Reading road, where he will be glad to see all prospects. Strube is one of the city's full-fledged boosters.

GOOD YEAR
TIRES.
Mr. Frank Marshall
GOODYEAR BLUE
STREAK TIRES
OHIO.

MODEL WINDOW DISPLAY.

LOUISVILLE, KY.—One of the most effective window displays of the early spring was gotten up by the Louisville branch of the Goodyear Tire & Rubber Company, located at 423 West Walnut street. Framed by a number of Goodyear Blue Streak tires were eleven cups belonging to Frank Marshall, who won them on Blue Streaks. Marshall, with his wife, moved to Louisville recently from Terre Haute, Ind, having accepted the position of manager of the motorcycle department for the Sutcliffe Company, agents for the Indian. On the way to Louisville the car containing their furniture and household goods was broken into, and over thirty of Marshall's cups were stolen. Steps have been taken to collect the value of the cups from the railroad company, but no amount of money can compensate for the loss of Marshall's hard-won prizes.

Tripled His Income With a Motorcycle

A boy carrying "special delivery" letters had been earning $36 a month in the Chicago postoffice.

He bought a motorcycle and his earnings jumped to $65 a month.

In the third month he earned $100.

If swift, safe and sure transportation is needed in your business the motorcycle will do for you what it did for the Chicago boy.

Let us show you how and why. Come in—or write for details.

Under our easy payment plan, your motorcycle will practically pay for itself while being used.

(Dealer's Name, Address and make of Motorcycle)

RUSH FOR NEW MODELS.

SAVANNAH, GA.—At last the 1912 machines have arrived in this city and dealers and riders are in high fettle. In many cases the new models are sold before they are uncrated, and in more than one instance an agent placed a machine in his show window only to have a rider hustle in and plank down his cash for it half an hour later. The motorcyclists of the city have waited so anxiously for the arrival of the 1912 machines that they are determined to make up for lost time, and from present indications it will not be long before the agents are compelled to turn in more hurry orders to the factories.

IN LARGER QUARTERS.

THE motorcycle sub-agency conducted by Louis J. Spingler, formerly located at 16 North Fifty-second street, Philadelphia, Pa., has been moved to larger quarters at 2003 Market street. S. Gosnay has been taken into partnership, and the business will hereafter be conducted under the name of Spingler & Gosnay. The firm has sub-agencies for the Thor and Excelsior machines through the southern and western sections of the city.

REICHERT GOES TO MILWAUKEE.

W. REICHERT, for some time past on the staff of the Hendee Mfg. Company in Chicago, has left the Wigwam to take a position with the Wisconsin Motorcycle Company of Milwaukee. He will assume charge of the city sales department for the latter firm. Mr. Reichert has been connected with the sales department in the Hendee branch for the past two years, and has made many friends among the motorcyclists of his district.

SHOWING RESULTS

Many Dealers Are Using Special Advertisements Prepared by the Manufacturers' Publicity Bureau.

A MOTORCYCLE dealer at Elmira, N. Y., was the first to send to the National Motorcycle Dealers' Information Bureau at Indianapolis marked copies of local newspapers containing the advertisements prepared for dealers by the bureau. This dealer is a live one and he wanted copy for two more of the ads. By this time he has the new ads and is probably ready to ask for more.

Copy for four of these motorcycle ads is sent to any dealer who asks for it, and as soon as a dealer shows he is using the copy in his home newspapers, he can have new ads. He "pays" for these ads by showing that he is using them. That's the only cost there is in the whole service. He sends marked copies of the newspapers in which he is printing the ads, and new ads are immediately sent to him. Two new ads are now going out to dealers, and others are being prepared.

These advertisements are only a part of the sales system outlined in the material prepared by Merele Sidener, manager of the bureau. By addressing him at 23 East Ohio street, Indianapolis, any motorcycle dealer will receive the entire service of the bureau free. Included in the service is a series of sales letters, a series of follow-up letters, a chart of the system, suggestions, advice and a full explanation of the plan. Two samples of the advertising copy sent out by the Bureau are shown herewith.

STAUBER-LEITNER BRANCH.

THE Stauber-Leitner Company, Harley-Davidson agent at 3911 Lincoln avenue, Chicago, has opened a new branch store at Evanston and Montrose boulevards, where they will distribute the Harley-Davidson, Henderson and Flanders machines. The firm will also carry a full line of motorcycle accessories, and will be prepared to cater to all the wants of riders on the North Side.

F. H. LEMON, an Indian rider of Toronto, Ont., has developed into one of the city's most enthusiastic side-carists, and the accompanying photograph shows him on a road jaunt with his two sons.

Motorcycle Gives 1 Man Power of 3

H. R. Rupp, time-keeper for the A. S. Bentley & Sons Co., Toledo builders, used a horse and buggy and reached each job but once a day.

His employers bought a motorcycle. He then "got there" twice each day.

He now covers 75 to 80 miles daily and does the work of three men.

More work—lower cost! And a motorcycle will do the same for you.

Let us show you how and why. Come in—or write for details.

Under our easy payment plan, your motorcycle will practically pay for itself while being used.

(Dealer's Name, Address and make of Motorcycle)

IMPROVING YALE AGENCY.

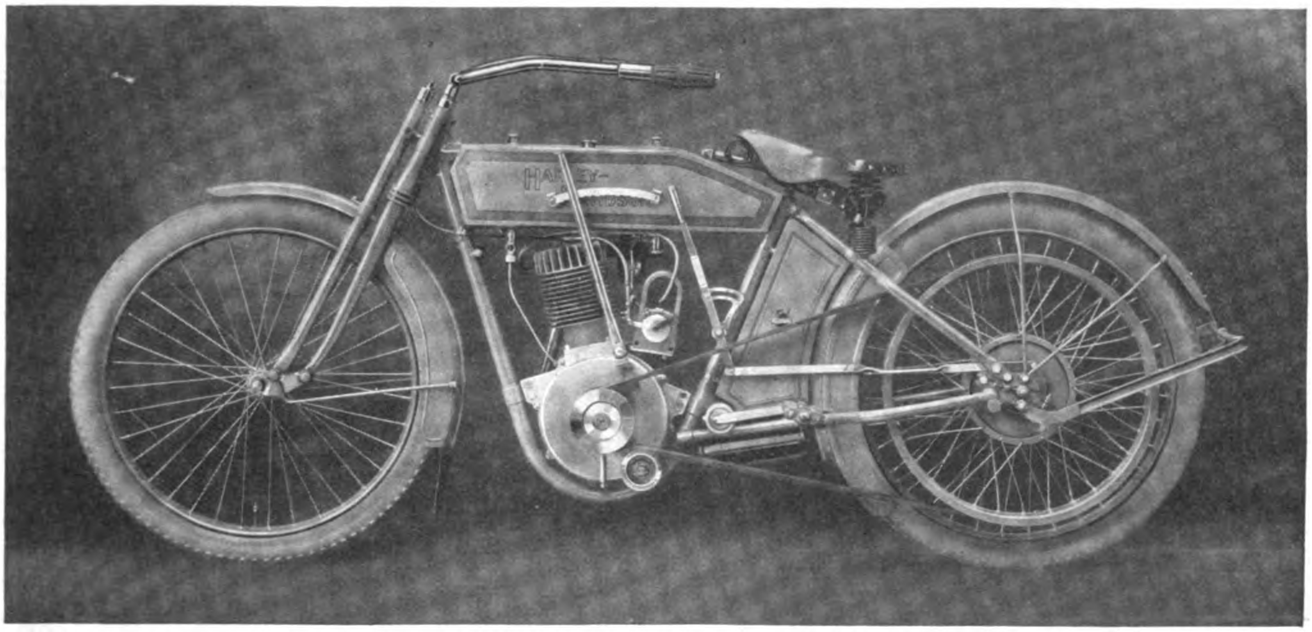
ALTERATIONS are being made in the Philadelphia (Pa.) agency of The Consolidated Manufacturing Company, conducted by George W. Reinbold, at No. 2419 North Broad street. The store has now a length of ninety-five feet, and a width of eighteen feet. New cutting and grinding machines, a drill press and special tools for all grades of repair work have been installed. Mr. Reinbold is a prime mover in the new Yale Motorcycle Club which is being organized. The club has a promised membership of forty, all Yale riders. The organizers have yet to decide on a suitable location for clubrooms.

BRECKKE ON GLASGOW STAFF.

G. H. BRECKKE, formerly on the repair staff of F. M. Spinning in Seattle, Wash., has joined the force of W. P. Glasgow in Tacoma and will have charge of the repair shop in the Glasgow establishment, which is headquarters for Harley-Davidson machines. Breckke is one of the best known repair men in his district.

ATTRACTIVE BOSCH PRIZES.

AS usual the Bosch Magneto Company is offering tempting prizes for winners who use Bosch equipment in the 500-mile International Sweepstakes race scheduled for Memorial Day on the Indianapolis speedway. The driver of the winning car, if it is Bosch-equipped, will receive $500; $300 will go to the driver of the second car, under similar conditions, and the pilot of the car in third position will get $200, if it carries a Bosch magneto. The Bosch company is also offering cash prizes for winners in the Santa Monica races to be held at Los Angeles, Cal.



THE Public Service Gas Company of Camden, New Jersey, purchased seven Harley-Davidsons a year ago to replace seven motorcycles of another make which had not given satisfaction.

Our Camden dealer has just received an order from them for four more Harley-Davidsons.

The Public Service Gas Company says that the Harley-Davidson motorcycles have more than met the exacting demands of their work in every way. In fact they claim that the Harley-Davidsons are PERFECT.

That's putting it rather strong, but they are naturally enthusiastic after their experience with the other motorcycles, which was costly at best.

You can't get Harley-Davidson SERVICE unless you get HARLEY-DAVIDSONS.

Harley-Davidson Motor Company

200 C Street Milwaukee, Wisconsin

Manufacturers

"ZIM" IS GOING AHEAD.

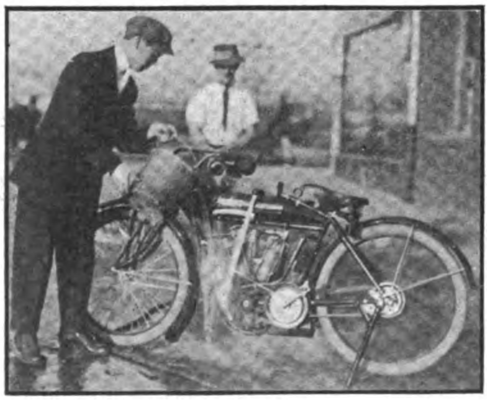
P. E. ZIMMERMAN, advertising manager and credit man for the Hagstrom Bros. Mfg. Co., of Lindsborg, Kan., has recently been appointed general manager of that concern. "Zim" is local commissioner of the F. A. M., and will be captain of a division in the big 1,200-mile tour of the Kansas Short Grass Motorcycle Club in August.

DIXON STICK GRAPHITE.

THE Joseph Dixon Crucible Company, of Jersey City, N. J., is now marketing a new chain graphite, suitable for lubricating the chains of all motor vehicles. It is put up in a stick, encased in a neat cardboard carton, and weighing about one pound. The new product embodies the same material used in the Dixon Bicycle Stick Graphite with which riders of the push-pedal mounts are familiar. The form in which the lubricant is supplied is extremely handy and economical.

SEVERE MAGNETO TEST.

ONE of the severest tests to which a magneto was ever subjected was recently applied to a Bosch machine of the enclosed type by C. C. Hopkins, manager of the Indian branch in San Francisco, Cal. Mr. Hopkins had one of his assistants pour a bucket of water over the magneto while the Indian motor to which it was fitted was operating at high speed and there was not the slightest sign of a hitch in the ignition system. As a preliminary test the motor was started while the magneto was receiving a thorough drenching from a garden hose, and when this did not provoke the Bosch product to irregular running the pails were resorted to. The complete success of the test leaves no room for doubt as to the waterproof qualities of the new Bosch machine and its dependability in this as in all other respects will strike home with the experienced motorcyclist. It will be noted in the photograph that no spokes appear in the rear wheel; this is the camera's proof that the motor was running at high speed while it was undergoing the cataract test.



COVENTRY MIRRORS.

UNUSUALLY attractive plate-glass mirrors, fitted with a sturdy chain for hanging and bearing the inscription "The Coventry Chains," are now being distributed to manufacturers and dealers in the American field by the Sarco Engineering Co., of 112 Broad street, New York City, distributors in this country for the well-known Coventry chains of English manufacture. The mirrors are seven inches long by five inches wide and are calculated to prove useful as well as ornamental in any shop or office. Manufacturers and dealers are invited to make application for them and incidentally learn the interesting story of the Coventry chains.

NEAT AND COMPREHENSIVE.

UNUSUALLY artistic from a typographical as well as a decorative viewpoint, the new catalog of the Flanders Mfg. Company, now ready for distribution, is an offering of which the Michigan company may well be proud. It appears in a white embossed cover, and the suggestion of neatness thus obtained at first glance is admirably carried throughout the booklet. Attractive illustrations give glimpses of the company's big factories, bring out salient features in the Flanders 4 and show the adaptability of the machine to the various phases of business life. The catalogs are being distributed in the metropolitan district by the Sun Motor & Supply Co., Flanders agents, at 206 West 76th street, New York City.

BOSCH PASSES MILLION MARK.

THOSE who seek to estimate the extent of production and the popularity of the internal combustion motor in its various capacities will no doubt be interested to know that the one millionth Bosch magneto has been completed and installed. The carefully kept records of the Bosch Magneto Company in New York, show that on March 15, the one millionth magneto was completed, while the demand is increasing to an extent that requires continual additions to the factory sites.

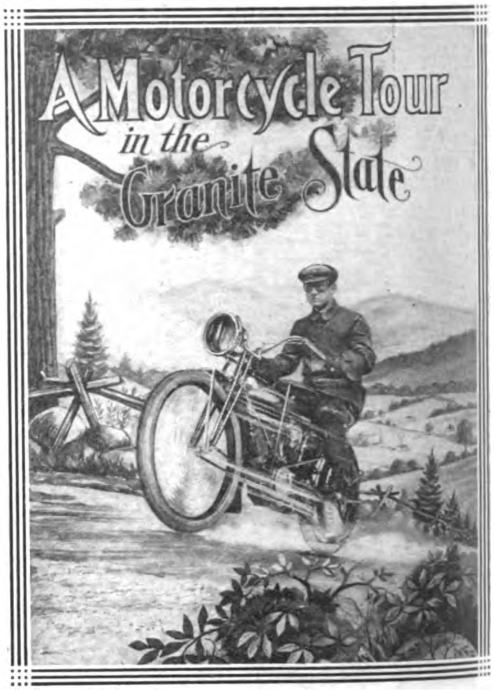
This is surprising when one notes that it was only in 1888 that the first Bosch magneto came upon the open market, and two years later that they were being adopted to an appreciable extent.

FORTY-TWO IN TWO DAYS.

MANAGER ADCOCK, of the Wm. Metzger Company, in Detroit, Mich., sold 42 Indians in two days last week and the average number of sales per day is put at 10 or 12. Indians have been sold to the Wayne County Road Commissioners (2), Deputy Sheriff's Department (2), Bell Telephone Company (2), Detroit City Gas Company (4), the Building Commission, the Board of Water Commissioners and to Summerfield & Hecht and Owen & Co., the largest furniture houses in the city, for the use of their collectors.

TOURING THE "GRANITE STATE."

UNDER the title "A Motorcycle Tour in the Granite State," the American Motor Company, of Brockton, Mass., is publishing a booklet which should prove highly interesting to riders in general and particularly those who contemplate piloting their single-trackers through New Hampshire. The narrative—written in a semi-humorous vein—is from the pen of George B. Graves, of Boston, who, with a companion, made a four-day trip through the "Granite State" last summer. The booklet will have 36 pages, 4½ by 6 inches, and the text will be illustrated with no less than 40 photographs.



While the whole story of the outing is a tribute to the dependability of M. M. machines, the product of the American company, this feature has not been exploited in the preparation of the booklet, which is intended to advance the interests of motorcycling in general. The accompanying photograph shows the cover design which will be printed in colors.

NEW SPLITDORF PRODUCT.

ONE of the latest additions to the well-known line of Splitdorf ignition devices for the motorist is the "Splitdorflite," an electric lighting generator which is designed primarily for use in automobiles and motorboats.

AN EVEN HUNDRED

AN even hundred Flying Merkels have been sold by Agent Wandersee in Detroit so far this season, 50 of which were disposed of during one week. The Highland Park and Ecorse police will use the "yellow streaks."

NEW RIM STANDARD NOT APPROVED

Motorcycle Manufacturers at Buffalo Meeting Decide Against Classes Recently Suggested—Demand for a Composite Rim.

FOLLOWING a thorough discussion of rim designs by the Motorcycle Manufacturers' Association at its meeting in Buffalo on April 10, it was decided that the motorcycle rim standard recently adopted at Cleveland by the Automobile Clincher Tire Association would not satisfactorily meet present requirements of the power two-wheeler and there was a unanimous vote of the manufacturers against its acceptance. As a result engineers representing the different motorcycle manufacturers were authorized to confer with the tire and rim men in Cleveland as soon as possible with a view to approving a rim which will be acceptable to the builders of motorcycles, and incidentally to riders.

The Automobile Clincher Tire Association decided upon three motorcycle rim classes: "A-A," for 1¾ and 2-inch tires; "B-B," for 2¼ and 2½-inch tires and "C-C," for tires measuring 2¾ and 3 inches. The motorcycle manufacturers are satisfied with the "A-A" class, intended for racing machines, but they argue that in another class there should be a composite rim capable of taking either a 2½ or a 2¾-inch tire, these sizes now being in most common use. Under the Clincher Tire Association's arrangement these two sizes would not be fitted on the same class of rim.

President A. B. Coffman, of the Consolidated Manufacturing Company, presided over the meeting, and Secretary J. R. Cox, of the Pope Manufacturing Company, was at his post. The other members present when the session was opened in the parlors of the Hotel Statler were as follows: Edward Buffum, of the Hendee Manufacturing Company; Arthur Davidson, of the Harley-Davidson Motor Company; J. F. Merkel, of the Miami Cycle and Manufacturing Company; E. J. Knight, of the Aurora Automatic Machinery Co.; A. B. Coburn, of the Pierce Cycle Company; C. W. Mason, of the New Era Auto Cycle Company; W. G. Schack, of the Emblem Manufacturing Company, and W. T. Marsh, of the American Motor Company.

A highly encouraging report was submitted by the M. M. A. committee which is working with a committee representing the F. A. M. on arrangements for the national tour to the 1912 convention of the Federation. Excellent progress has been made with the preliminary plans and little more can be done now until the F. A. M. directors announce their choice of the convention city.

With a view to obtaining lower freight rates on motorcycle shipments the Traffic Committee of the M. M. A. has filed a petition with the Interstate Commerce Commission asking for more reasonable tariffs on carload shipments of machines in the territory east of the Mississippi. It is the intention to take the same action later with reference to other sections of the country.

It was reported that the M. M. A. has forwarded copies of a set of resolutions to the mayors of nearly all the large cities throughout the country condemning the use of the muffler cut-out and requesting that every effort be made to discourage its employment.

An application for membership, received from the newly organized Triumph Manufacturing Company, of Detroit, was referred to the membership committee. The next meeting of the mancfacturers will be held in Toledo, Ohio, at the Hotel Secor, on June 5.

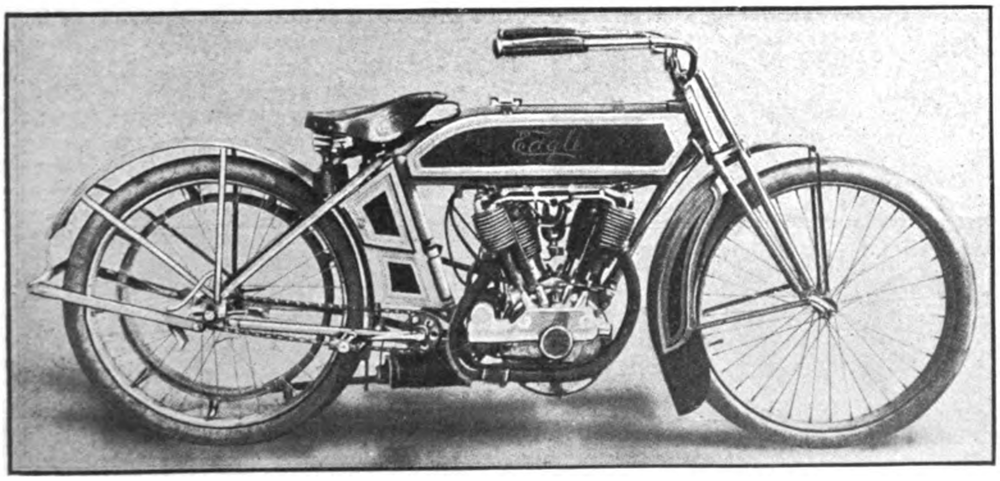
TOLEDO, Ohio, April 17.—President A. B. Coffman, of the Motorcycle Manufacturers' Association, announces that the conference between factory engineers, representing the members of the M. M. A. and the Automobile Clincher Tire Association, relative to the proposed new motorcycle rim standard will be held at the Hotel Hollenden in Cleveland, on April 23, at 10 a. m. He urges a full attendance of the motorcycle representatives.

NEW EAGLE TWIN

Chicago Company Will Market High-Powered Machine Which Embodies Several Novel Features.

WHAT will undoubtedly prove a highly popular addition to the output of the Eagle Manufacturing Company, of Chicago, is a new twin model, rated at 9 h. and calculated to meet all the speed and endurance requirements of the most exacting motorcyclist. The engine is a Spacke product and is credited with generating considerably more power than the Eagle folks claim for it. The company has subjected it to unusually severe tests over winter roads of late and is convinced that it will surprise even the experienced rider. In general outline the new twin follows the makeup of the company's single-cylinder model, having the motor built into the frame on the keystone plan and with the top bar dropped to afford a low, comfortable saddle position. The trussed leaf spring fork is retained and the grey finish with black panels remains standard.

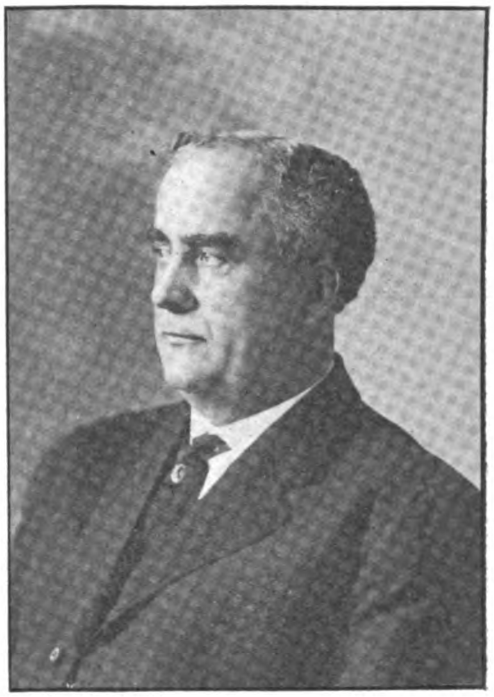
The new twin is lubricated by two systems, a sight feed for ordinary service and a hand pump for speed work and emergencies. Each system has its own tank, an unusual arrangement, and one which is not without its good points. As the sight feed will be used generally the hand-pump tank will serve as an emergency reservoir, thus obviating the danger of oil shortage on the road. The machine is fitted with an Eclipse free-engine pulley and a Spartan V belt 1½ inches wide, the transmission system being made especially for the Eagle because of the unusually large-sized belt. The throttle control is in the right grip and a lever on the left side of the machine controls the clutch. The new twin lists at $275.



The New Twin Eagle, With 9 h. Spacke Motor and Chain Drive.

A MINNEAPOLIS BOOSTER.

BELOW is a photograph of W. B. Brown, of Waterloo, Ia., who is State representative for the Minneapolis Motorcycle Company. He is a very enthusiastic motorcycle salesman,



and is ably assisted by his son, R. B. Brown, who makes his headquarters at Des Moines. Together they have placed 150 Minneapolis machines in Iowa. Mr. Brown says that he has just started and before he gets through he will make the State of Iowa thoroughly familiar with the merits of the two-speed machine.

MOTORCYCLISTS at Augusta, Georgia, are planning a race meet for April 26 and have obtained an F. A. M. sanction. Columbus and Savannah riders have been asked to enter the races.

THE FLANDERS "BIG FOUR"

FLANDERS HEADS.

(Reading from left to right)

WALTER E. FLANDERS,
President.

E. LE ROY PELLETIER,
Advertising Manager.

JOHN YOKE,
Sales Manager.

DON E. McCORD,
Vice-President and General Manager.

HAVING long been regarded as one of the most thoroughly posted and consistent workers in the automobile and motorcycle fields, Walter E. Flanders, who appears in an accompanying photograph surrounded by department heads of his company, has contributed as interesting a chapter to the history of motor vehicle production in this country as any man of his time. While still connected with the Studebaker Corporation Mr. Flanders has so arranged matters that he will spend much of his time at the Flanders plants in Pontiac and Chelsea, Mich., and he has allowed it to be known that the motorcycle now being marketed under his name is one of his pet projects. It is largely through his efforts that the E-M-F factories of the Studebaker Corporation have risen to the prominent position they now occupy in the automobile field, and he asserts that history is due to repeat itself in the Flanders Mfg. Company.

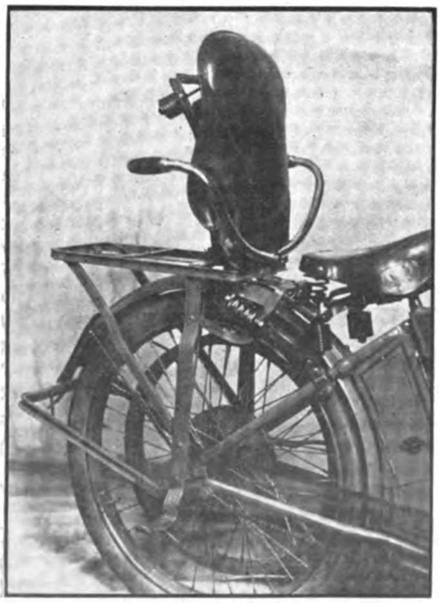
Don C. McCord, vice-president and general manager of the Flanders company, claims Indianapolis as his home city. He is a close student of automobile and motorcycle affairs and a firm believer in the future of the power two-wheeler, so that his efforts in behalf of the Flanders product are of the whole-souled, enthusiastic kind that give results.

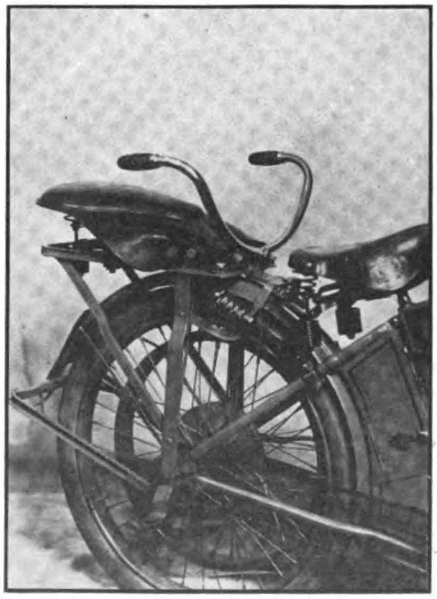
The advertising department of the Flanders Mfg. Company, is in the able hands of E. LeRoy Pelletier, whose activities in advertising and publicity cover a wide sphere, ranging from promoting publicity for national expositions to advertising the products of the Flanders company. Mr. Pelletier is well known as the advertising manager of the old E-M-F company, now the Studebaker Corporation, with which he is still connected. However, he devotes most of his time to exploiting the Flanders.

John Yoke, manager of the sales department for the Flanders company, is a high-speed booster who hails from Indianapolis. Since taking over the Flanders sales department he has shown results which fully justify his appointment to this responsible position and he promises to keep right on showing them.

TRIO ATTACHMENT.

DESIGNED as a combination luggage-carrier, tandem seat and back-rest, the Trio motorcycle attachment, manufactured by the Trio Equipment Company, of 2162 West 29th street, Cleveland, Ohio, is meeting with favor among experienced riders as well as newcomers in the field. The attachment is supplied with clamps for fitting to any standard make of machine and may be applied or removed in a few minutes. The removal of four nuts permits of taking off the entire device. The spring action is in six compound springs which allow plenty of up and down play, and consequently afford maximum comfort. The saddle is made along improved lines and is on a par with the general excellence of the fitment. O. W. and R. C. Blackman and Wilbur Freuchtel are the men behind the Trio company, which is already well supplied with orders for its product. Full information concerning the attachment may be obtained on application to the company at the above address.





TRIO ATTACHMENT.

The illustrations show how saddle may be used both as a tandem seat and a back rest.

TO REMOVE BELT PULLEY.

G. N. WICKENS, of Rozel, Pawnee county, Kansas, outlines the following method for removing a belt pulley without scratching the plating: "Most pulleys screw on with a right-hand thread and are intended to become tighter on the shaft with use," writes Wickens. "It is therefore necessary to hold the piston until the belt pulley can be unscrewed in the same direction in which it moves when in service. Close the exhaust valve and turn the pulley until the motor is under full compression; then take a small wedge-shaped piece of hard wood, insert it between the rims of the pulley and give it a sharp blow. The pulley will now unscrew easily. To replace the pulley reverse the position of the wedge and tap it until the pulley is tight. Take care to replace the lock-nut."

MOTORCYCLES FOR "CALL MEN."

THE Detroit fire department has purchased four Emblems from Robert Shattock for the use of the "call" men. They also have bought a Wagner from the Economy Cycle Company. The firemen who will use the machines are those who live at home and are subject to call from their station in case of fire.

Does Your Motorcycle Clutch Slip?

It does. If not, you have it screwed in tight and are not using it. It works beautifully for a short time after you put glycerine or Neat's-Foot Oil or Castor Oil upon it. But how long can you run before the operation must be repeated?

Motorcycle clutches are necessarily so small that they must give one hundred per cent. efficiency all the time if they are to do the tremendous amount of work required of them. When glycerine or Neat's-Foot Oil or Castor Oil is used upon a motorcycle clutch it can give this efficiency only for a short time, for the friction surfaces soon glaze over. There is only one known clutch dressing that overcomes this difficulty and that is

Bull Dog Clutch Dressing

It shows by actual test an efficiency over fifty per cent. greater than glycerine, Castor Oil or Neat's-Foot Oil and as to lasting qualities — when a clutch has been treated with Bull Dog Clutch Dressing it needs no attention for a very long time.

In Collapsible Tubes by Mail 25c. Postpaid

DISCOUNT TO REGISTERED AGENTS

BULL DOG CLUTCH AND BELT DRESSING COMPANY
Waynesboro, Pa.

QUESTIONS & ANSWERS

NEW YORK TO DETROIT.

CHARLES B. HALL.—We give a route to Detroit herewith, naming only the important places. New York (Columbus Circle) is the starting point; go from there to Yonkers, then to Dobbs Ferry, Tarrytown, Ossining, Peekskill, Garrison, Cold Spring, Fishkill village, Poughkeepsie, Hyde Park, Rhinebeck, Red Hook, Hudson, Kinderhook, Schodack Center, Rensselaer and Anbany. From Albany go next to Schenectady, then to Amsterdam, Fonda, Little Falls, Herkimer, Utica, New Hartford, Oneida, Chittenango, Fayetteville and Syracuse. From Syracuse go on through Camillus, Weedsport, Clyde, Lyons, Palmyra and Fairport to Rochester. From Rochester go next to Scottsville, Caledonia, Batavia, Corfu, Clarence and Bowmansville to Buffalo.

From Buffalo go to Athol Springs, then to Evans, Silver Creek, Fredonia, Westfield, Northeast (Pa.), Wesleyville and Erie. From Erie go to Girard, then to Conneaut (O.), Ashtabula, Painesville, Mentor and Cleveland. From Cleveland go on through Dover, Elyria, Henrietta, Florence, Norwalk, Monroeville, Bellevue, Clyde, Fremont, Woodville, Stony Ridge and Toledo. From the latter city go on to Monroe, then to Trenton, Wyandotte and Ford City to Detroit.

2.—Too large a jet opening will often cause a mysterious knock, but a setting of the spark too far in advance for ordinary running will also cause a knock. Usually, knocking from the latter cause is regular and sharp, while knocking from bearing looseness is more of a clank. Noises due to too large a carbureter jet-opening do not occur at all speeds of the motor. Retarding the spark or reducing the size of the jet opening will determine whether the causes mentioned are the real ones. Judge the color of the exhaust (at or near the exhaust outlet) according to the speed of the motor; if the speed is low the color should be dark-blue verging on violet to get the proper mixture. As the speed rises, the color will become paler, due to the additional air coming through the auxiliary air valve, but the exhaust should never lose its bluish tint. See the *Motorcycle Manual*, just published, for more detailed information on this and allied subjects.

AIR-DRYING ENAMEL.

JOHN H. WHITNER.—Almost any of the larger supply houses can furnish you with "air-drying" enamel, which would be suitable for your purposes. For operating with such an enamel proceed as follows: Remove all old enamel by scraping or burning, then clean with fine emery cloth and fine pumice and water on clean rags. After cleaning, handle with clean rags, not touching the frame with the bare hands. The various parts (pedals, etc.) must, of course, have been removed previous to starting the operation, and all screw-threads covered with string and holes plugged up. Apply one thin coat all over, using a flat camel's-hair brush, and working in one direction only, keeping an even surface. Dry the frame in another room free from dust, setting the frame upside down while drying so that any lint or dirt will fall on the underside and not be visible when the machine is righted again. In about 12 hours, after the first coat is dry, rub down with fine glass-paper free from dust and apply the second coat, rubbing down as before. Let this dry and then put on the third coat. It will take about 24 hours before the third coat can be worked on again. Surface the third coat with the finest sifted pumice, rubbing it on the wetted surface of the enamel gently, wiping the surface clean and examining it from time to time during this operation. When the whole shows a smooth and dull surface rub over with rottenstone on a flannel moistened with olive or like oil, using light strokes. After a polished surface appears wash off all traces of rottenstone and oil. Finish with dry rottenstone on an old silk umbrella cover, and give a final rub over with the silk only. The resulting finish will be surprisingly fine if the directions are followed, and while these may seem tedious, the end will justify the means.

For mufflers write some supply house, such as the Motorcycle Equipment Company, Hammondsport, N. Y., etc. See our advertising columns.

TOURING IN EUROPE.

A. H. COOLEDGE.—We suggest your joining the A. C. U. or the Touring Club de France. The latter can be joined in New York City by application to the Automobile Club of America, West 54th street, near Broadway. From either of these associations you will be able to obtain tryptiques or papers which will enable you to pass the customs of the various countries mentioned below. The tryptiques are issued on payment of a sum sufficient to cover the usual deposit on motorcycles at the customs houses, and only a small fee is charged for their issuance. The countries which recognize the tryptiques are: Belgium, France, Italy, part of Switzerland, Holland, Great Britain, Germany and Austria. Apply to the secretary of the association you propose to join for information on Denmark, etc. Procure a passport from the United States State Department, and carry it with you at all times. We recently published stories by Joseph Esler and others on European touring, and the information in these is very valuable for those contemplating seeing Europe in that fashion.

THE ENGLISH DOUGLAS.

S. GUSTASON.—The lightweight motorcycle mentioned was the Douglas, made by the Douglas Brothers, Kingswood, Bristol, England. It has a 2¾ h. opposed air-cooled motor, the bore and stroke being 2.36 inches each. The motor drives to a countershaft by chain and from the latter to the rear wheel by V-belt. The price in England of the regular model without free engine is $200; it would probably cost $305 here in this country, as it can be only obtained by importing. The machine weighing in the neighborhood of 126 pounds, it would carry a man of your weight in most places that the single you mentioned would and could be used for travel at a fair average speed, if fitted with a free engine or two-speed gear. The manufacturers make a first class article combining the free engine and gear at an additional cost. The Douglas is not a mail-order mount by a long shot, being one of the higher-priced articles on the British market. We know of no machine made here on the same principle, and there is at present no Douglas agent in the United States. Neither have we a record of any friction-drive motorcycle.

PASSENGER ATTACHMENTS.

N. Y. SUBSCRIBER.—Communicate with George P. Jenkins, 256 West 55th street, New York, or see our advertising columns. A fore-car attachment would be suitable, but unless you can pick up a second-hand one, you will probably have to have one made to order. There is no regular attachment for the machine you mention, either as a side-car of a fore-car. Naturally, the former type of attachment puts more of a strain on the motorcycle than the latter, but a good mount should be able to stand those strains.

CLUB PENNANTS.

PAUL H. QUACKENBUSH.—You will probably have to have your club pennants made to order. Communicate with any of the larger sporting goods houses, as the New York Sporting Goods Company, 12 Warren street, New York; A. G. Spalding & Brothers, Nassau street, New York, etc.

TWO-STROKE MOTORS.

TWO-STROKE.—The Schickel is the only two-stroke at present on the American market, the other machine you mention not now being manufactured. The Scott, two-cylinder and the Levis single-cylinder are the chief English representatives of this type.

MOTOSACOCHE ENGINES.

EDITOR MOTORCYCLE ILLUSTRATED:

We noticed an inquiry in your April 4 issue from Andrew Rosen concerning Motosacoche outfits. We have six of these Motosacoche engine attachments and would be glad to communicate with Mr. Rosen if he will send us his address.

GREAT WESTERN MFG. CO.,
Laporte, Ind.

FINDING LENGTH OF CHAIN

Diamond Company's Experts Have Designed Instrument to Simplify Otherwise Intricate Calculation.

IN a chain drive, the usual method of determining the chain length when the pitch, P, the center distance, D, and the number of teeth, N and n, on the two sprockets are known, is as follows:

(1) Find the pitch radii, R and r, of the two sprockets by reference to the tables of sprocket dimensions.

(2) Find the angle d from the formula

$$\text{Sin d} = \frac{\text{R-r}}{\text{D}}$$

$$\text{(3) Chain length} = \frac{\text{PN } (90^\circ + \text{d})}{180} + \frac{\text{PN } (90^\circ - \text{d})}{180} + \text{2D cos d}$$

Where this operation has to be repeated many times a day, the time consumed is considerable. We illustrate herewith (Fig. 1) an instrument designed and used by the Diamond Chain & Mfg. Co., Indianapolis, Ind., by which chain lengths can be quickly determined by making three simple adjustments.

The instrument in its simplest and cheapest form is shown in Fig. 2, where the parts are made of paper. The fixed scale C is laid off in half-inch divisions, each representing a distance equal to the pitch of the chain. On the movable scale E, each half-inch division represents a distance equal to two pitches—one for the upper half of the chain, and one for the lower half. The circles on the sectors A and B are the pitch circles of 1 in. pitch sprockets drawn half size. Points on the spirals are found by stepping off ½ in. chords on each of the pitch circles beginning at the horizontal radius to the left of G and to the right of F. Through all points one step removed from the horizontal radius, a curve is drawn and marked No. 2. Through all points two steps removed, a curve is drawn and marked No. 4, and so on. The number of any spiral represents the number of chain links from the point where it crosses a given circle to the corresponding point on the lower half of the circle.

As an example in the use of the instrument, let the distance between the sprocket centers be 15 in., the pitch ¾ in., and the number of teeth on the large and small sprockets, 72 and 36, respectively. Divide the center distance by the pitch. The result is 20, which is the center distance in terms of the pitch. Set the sector A at this figure on the scale C.

Now find the pitch circles on A and B corresponding to 36 and 72 teeth, respectively. Place the straight-edge E approximately tangent to these two pitch circles, and, noting the points where the spirals cross these pitch circles, shift the straight-edge E so that it covers all but one of these points. See that the zero point on the scale coincides with the point not covered on the left hand dial, and that the point not covered on the right hand dial just touches the straight-edge.

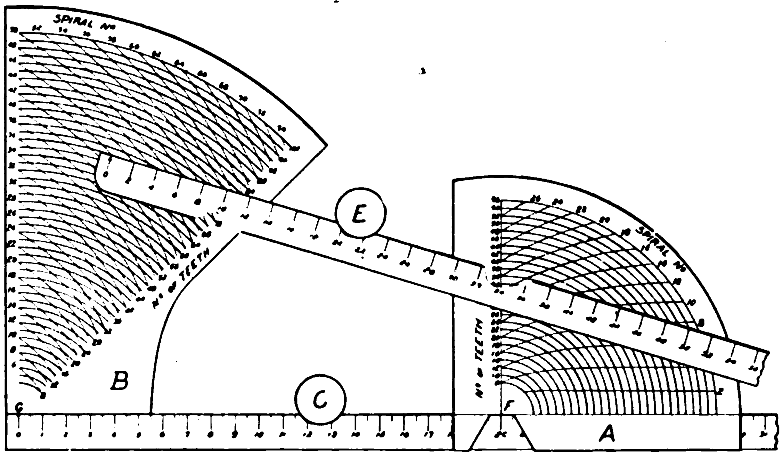


Figure 2.

In other words, place the straight-edge in the position that the center line of the chain would occupy in passing from one sprocket to the other.

Take the straight-edge reading, 38, which is twice the number of links in the span of free chain. The number marked on the spiral passing through the zero point is 44. The number marked on the spiral passing through the right hand reading is 14. The sum of these three numbers is 96, which is the chain length in terms of the pitch. 96 x ¾ in. = 72 in., which is the chain length in inches.

As the length of a roller chain must in general be a multiple of twice the pitch, the reading on the straight-edge E must be an even number. If then the spiral does not pass exactly through one of the even numbered scale divisions, the next higher even number must be used. If an offset connecting link is used, this number must be odd. If the chain is of the "block" type, the reading may be either even or odd, since the chain length can be any multiple of the pitch.

In the steel instrument shown in Fig. 1, the adjustments are greatly facilitated. The right hand sector is quickly clamped in position by a thumb screw, H; the zero point of the straight-edge is brought to the proper pitch circle by the slide, J, which is graduated on the left for roller chains and on the right for block and twin roller chains. The link-work at K allows the straight-edge to swing about its zero point, while the latter is open to view.

If it is desired to determine a center distance, such that there will be no "slack" in the chain, shift the right hand sector A until one of the regular divisions of the straight-edge is on a spiral. Then take the center distance reading and multiply by the pitch. To determine this distance by calculation would be a long and laborious task.

To find the length of a belt a special set of sectors must be used. Set the dial plate A to the exact center distance. Set the zero point of the straight-edge on the pulley circle whose diameter is marked on the dial plate itself. Place the straight-edge exactly tangent to the two pulley circles, and take the *exact* scale reading from one point of contact to the other. If either point of contact is not on one of the spirals, take the number of the spiral that *would* pass through the point, if it were drawn. This can be readily estimated by the eye. If the given center distance or pulley diameters are not found on the instrument, determine the belt length for half the center distance, and half the pulley diameters, and then multiply the result by two.

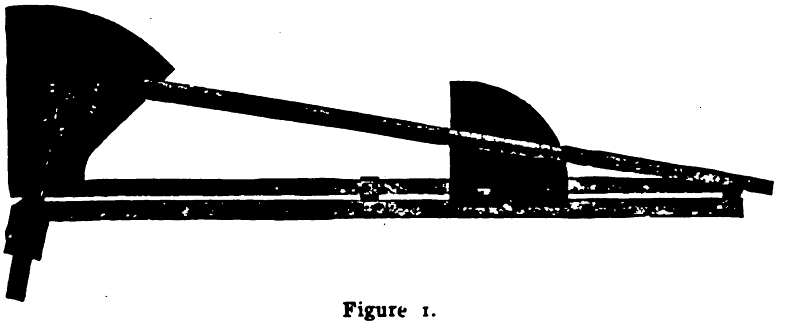


Figure 1.

GAVE CONSISTENT SERVICE.

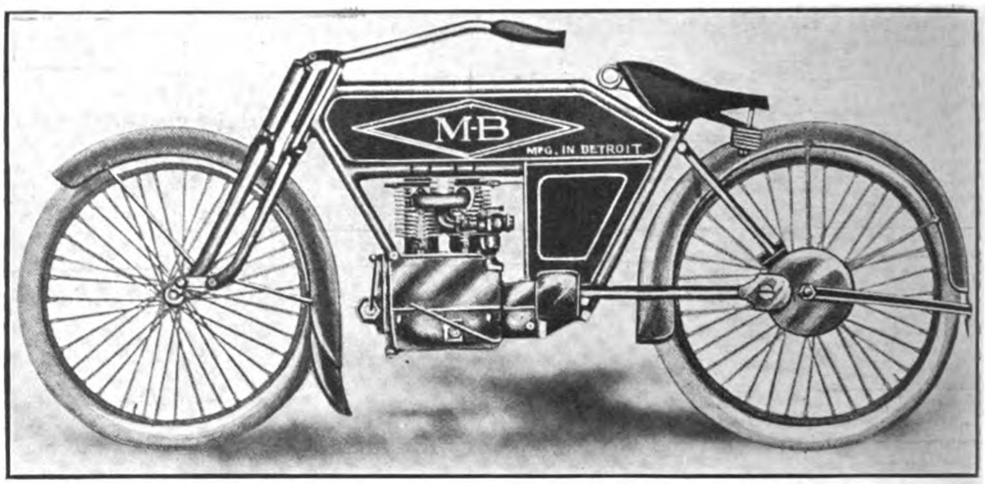
IT is worthy of note that William Streiff, the N. S. U. tourist, who made a 5,000-mile trip through Europe last summer in company with Joe Esler, had his machine fitted with a Jones speedometer and depended upon this instrument when compiling his data regarding time and distances. Referring to his long tour, in a letter to the Jones Speedometer Co., Streiff states that he found the instrument very accurate and of such sturdy construction that it admirably withstood the rough usage of the foreign trip.

MAGNETO SERVICE STATIONS.

WHAT is termed a service system in many of the large cities has been started by the C. F. Splitdorf Co., makers of the Splitdorf ignition systems, whereby users of the Splitdorf products will be able to secure the assistance of skilled workmen from the Splitdorf laboratories, and where a complete stock of repair and spare parts for Splitdorf magnetos may be secured together with the advantages of a well-equipped repair shop in charge of mechanics and electricians especially trained for this work. The cities thus equipped so far are New York, Chicago, San Francisco, Detroit, Boston, Los Angeles, Kansas City.

NOVEL FEATURES IN M-B.

New Detroit Product Will Have First Vertical Twin Motor Fitted on American-Built Machine.



UNDER most favorable circumstances the newly - organized Morse - Beauregard Manufacturing Co., 311 Majestic building, Detroit, is launching the latest arrival in American motorcycle ranks, a sturdy machine embodying several unique features which will be known as the M-B. The most distinctive point in construction will be a two-cylinder vertical motor, of the four-cycle type, the only one of its kind being fitted on an American-built machine. The M-B is built without pedals and is started by means of a hand crank. Power transmission is through a multiple disc clutch and enclosed shaft and gears; chain drive is offered as an option. Mechanical valves are fitted, operated by double camshafts; splash oiling in the crankcase with gravity feed is the lubricating system, and the Bosch magneto and Schebler double-adjustment carbureter are standard equipment.

The multiple disc clutch, carrying ten steel discs running in oil, is housed in a rear extension of the crankcase and is controlled by a right foot pedal. The latter is interconnected with the rear hub brake band. The jackshaft in the clutch housing has spur gears for transmitting the drive to the propeller shaft, and then to the rear wheel through enclosed bevel gears at the driving hub. The drive has imported ball bearings throughout. Gasoline and oil are carried in a unit copper tank, mounted in the upper frame truss; the frame lines follow the keystone plan, the motor having four-point suspension, at front and rear and from both cylinder heads. The machine has 56-inch wheelbase, 28 x 2¼-inch Nobby tread tires, Mesinger saddle, double-grip control, a roomy pressed-steel tool box and hinged stand. Only one model will be offered for the present, listing at $250.

The new company, capitalized at $60,000, is headed by William Morse as president; Lewellyn Woodhull, vice-president; Frank E. Whipple, secretary-treasurer, and William Beauregard, general manager.

MOTORCYCLE VS. HORSE.

NOT long ago E. LeRoy Pelletier, advertising manager of the Flanders Manufacturing Company, offered $25 for the best letter from a rural mail carrier stating why the motorcycle has an advantage over the horse for the distribution of mail in country districts, and in a few days he was deluged with communications. Among the points brought out in the prize-winning letter were the following:

"Five to six cents pays for gasoline and oil for one trip over the route; a horse costs 80 cents a day, not counting trouble and wasted time.

"I finish my route in half a day with the motorcycle, and in the extra time have earned more than enough to pay for the machine.

"The tedious six to eight hours of buggy riding is reduced to three hours of pleasure riding.

"Sand and poor roads rarely bother me; there is always a path suitable for the single tread of the motorcycle.

"My horse had to be driven carefully to avoid strains, but my motorcycle never gets tired.

"The amount I invested in a motorcycle is much less than the outlay for a horse and buggy, and the cost of tires and repairs has been lower than that for keeping a horse properly shod and in condition.

"Some people argue that the motorcycle will get out of order; that argument might have gone three or four years ago, but not now. What's more, you will not get up in the morning and find your machine dead, as I found one of my horses."

One time, 3 cents a word; twice, 2 cents a word each insertion.

MOTORCYCLE MART

Agents' cards, 5 cents a word; twice or more, 3 cents a word per issue.

FOR SALE.—Four-cylinder, two-speed Pierce; entire machine in first class order; tires nearly new; photo. Owner has chronic appendicitis, $225. Dr. W. A. Atkins, Rogersville, Mo.

BRAND NEW 1912 Pierce 4 cylinder 7 h. p.; carmine finish. Sacrifice for $260. H. C. Wing, Greenfield, Mass.

FOR SALE—Marathon—1911 model; 6 h. p., twin, two speed, sliding gear, shaft drive, free engine, $200. Run less than 100 miles. Want to buy auto. P. H. Chase, 393 Halsey street, Newark, N. J.

FOR SALE—M. M. 1911 magneto twin, 28-inch wheels. Also side-car, 323 Washington avenue, Brooklyn, N. Y.

WILL TRADE printing outfit, graphaphone with 40 records, camping outfit, wireless telegraph, two bicycles, parts of aeroplane, 35 books, and set of tools for a first-class motorcycle in running order. Hartzman, 1123 13th avenue, Moline, Ill.

FOR SALE—One 1910 Curtiss motorcycle, good as new, $80. One new side-car attachment $30. H. Kaskel, Spencerville, Ohio.

FOR SALE—Brand new 3-lead Splitdorf motorcycle coil, $3. C. A. Wolfe, 1538 State street, Schenectady, N. Y.

GAS ENERGY

An interesting, illustrated, practical and indispensable monthly magazine for those who make, use or sell gas or gasoline engines. 50c. per year. Sample copy, 10c.

GAS ENERGY COMPANY

24 Murray Street, New York

M. M. MOTORCYCLES—1912 LINE

Single cylinder, 4 h. p., Battery, $140.
Bosch Magneto, $160.
4½ Magneto, Free Engine, $200.
Two cylinder, 8 h. p. Bosch Magneto, $225.
Immediate delivery.
Full line of accessories.

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MOTORCYCLE TIRE BARGAINS.—A. C. C. A. PRICES TALK! Diamond, Goodrich, G. & J. and other standard makes; guaranteed. Gridiron, Basket and Bailey Treads, 28 x 2, $4.95; 28 x 2¼, $5.70; 28 x 2½, $6.20; 26 x 2¼, $5.45; 26 x 2½, $6.20. Guaranteed tubes priced proportionately low; shipped on approval. Don't buy until you receive your price list. The Automobile and Cycle Company of America, Dept. X., 1769-1787 Broadway, New York City.

EXPERIENCED MOTORCYCLE and supply salesman going to California would like a line of specialties and good medium-priced machine to represent there. References. Address "Specialty," MOTORCYCLE ILLUSTRATED.

FOR SALE—Yale motorcycle—4 h. p. 1911 model in perfect condition. $110 takes it if sold at once; must sell. Address John M. Borem, 805 N. Sexton street, Rushville, Ind.

FOR SALE.—1911 7 h. Flying Merkel with speedometer and extra tire to quick buyer for $165. Will make a mile a minute. Suite D, 1400 West 25th street, Cleveland, O.

GOING TO SWEDEN—Would like to introduce a good and cheap motorcycle. Well acquainted in sporting stores. Address C. P., c/o MOTORCYCLE ILLUSTRATED.

FOR SALE—7 h. p. Indian two-speed and free engine clutch, 1911 model, run less than 1,000 miles; guaranteed perfect; write for particulars. Clarence Lacksore, Hayfield, Iowa.

FOR SALE—1911 Indian De Luxe, 7 h. p., two-speed, clutch foot controller; starts on stand; 1911 carbureter, $200. Jack Horner, Plainfield, N. J.

FOR SALE.—Clement motor outfit; new; can be attached to any bicycle. $35. "Mack," [illegible] 45th street, Brooklyn.

FOR SALE.—Harley-Davidson twin. New engine with 1912 connecting rods, push rods and other improvements. Engine run less than 100 miles. Nobby tread tires practically unworn. With or without speedometer, lamp, Presto tank and Adams shock absorber. Fine condition. Good reason for selling. George Ladd, Vineland, N. J.

FOR SALE.—1909 Erie attachment, new Meco coil carbureter; complete, $15. C. W. Ballah, Bayard, Iowa.

FOR SALE.—Reading Standard motorcycle, 4 h. p., 1909 model, good hill climber, in fine condition, $95. Edw. W. Powell, 85 Beach street, Wilkesbarre, Pa.

1910 M. M. twin, 7 h.; excellent condition; Bosch magneto; Schebler carbureter, just overhauled, new bearings, valves and tubes. Price $135. H. S. Little, Newburyport, Mass.

FOR SALE.—Brand new 1912 Minneapolis two-speed, model N, spring frame motorcycle and extras. Ridden but TEN MILES. $200. For further particulars write "Hig," MOTORCYCLE ILLUSTRATED, New York, N. Y.

MISCELLANEOUS

WANTED.—A first-class bicycle or motorcycle repairman; steady work the year round; young man experienced with the Harley-Davidson preferred. Ed. Marler, Chattanooga, Tenn.

SIDE-CARS—SIDE-CARS

Write for advance List of Illinois Side-cars, Fittings, Chasses and Bodies. ILLINOIS MOTORCYCLE & ACCESSORIES CO., 1835 South Sawyer Ave., Chicago.

WANTED.—Old copies of MOTORCYCLE ILLUSTRATED previous to the year 1909. State what numbers you have and at what price you will sell them. Address "H.," care Motorcycle Publishing Co., 51 Chambers St., New York.

PATENTS

promptly obtained **OR NO FEE**. Trade-Marks, Caveats, Copyrights and Labels registered. **TWENTY YEARS' PRACTICE**. Highest references. Send model, sketch or photo, for free report on patentability. All business confidential. **HAND-BOOK FREE**. Explains everything. Tells How to Obtain and Sell Patents, What Inventions Will Pay, How to Get a Partner, explains best mechanical movements, and contains 300 other subjects of importance to inventors. *Address,*

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Box 279 Willson Bldg. WASHINGTON, D. C.

FEBRUARY, 1912. THIRD ANNUAL MAGNETO BARGAIN

sale imported high tension magnetos at less than cost of importation. Our third annual genuine inventory sale of U. & H. Master Magnetos, made in Germany, is now in progress. All H. P. sizes and types for 1, 2, 4 and 6 cylinder motors, suitable for motor cars, motor wagons, motor boats, motorcycles, stationary engines, etc. Write now, before they are all gone, for circular and price list. The sale is a real Magneto money saver. J. S. Bretz Company, 250 West 54th Street, New York.

DEALER'S CARDS, Etc.

"BOB" BRAZENOR, "Specialist on Repairs." Brooklyn agent for Harley-Davidson. Parts for Excelsior, Indian, etc.; supplies. 1507 Bushwick avenue, Brooklyn.

SCORED M'CYCLE CYLINDERS REPAIRED, $3 each by autogenous welding. This includes grinding to make bore smooth and round as before scoring. Be sure to send piston with cylinder. Our method is both better and cheaper than reboring because it avoids the necessity of fitting special oversize pistons and rings. We also repair broken cylinders and crankcases at about one-quarter cost of new ones. Abundant references and testimonials supplied if you require proof. Waterbury Welding Company, Waterbury, Conn.

B. & C. TWO-SPEED and free engine gears for chain-driven motorcycles of the counter-shaft type. Bushnell & Cannon, 1268 East 80th street, Cleveland, Ohio.

MOTORCYCLES.—Save dealers' profits; buy direct from the owners. I have all makes on my lists. Indians and Marshes from $20 up. Hundreds of other machines at comparatively low prices. Get my prices before purchasing. King, automobile broker, 217 West 125th street, New York City.

A. H. PATTERSON

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Agent for the

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Demonstrations at all times
Motorcycle Parts and Supplies
Complete and Up-to-date Repair Shop

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T. J. SIXSMITH, expert repairing; agent for R.-S., Indian and Excelsior motorcycles. 208 W. 100th street, New York.

SECOND-HAND MOTORCYCLES.—75 of them, $25 up; three tri-cars, $125, $300 and $350, respectively; expert repairing, experimental work, aeroplane supplies. New York Motorcycle Co., Inc., 318-320 West 48th street, New York.

PARTS in stock for F.-N., Curtiss, Royal Pioneer, Indian, Thor, Marsh, Griffon and others, and sundries. Tiger Cycle and Aeroplane Co., 782 Eighth ave., New York.

FULL LINE of N. S. U. and Flanders "4" motorcycles; N. S. U. repairs and parts, two speeds, motorcycle accessories. The Sun Motor & Supply Co., 206 West 76th street, New York.

YOUR BROKEN MOTORCYCLE CYLINDERS and crankcases made good as new by autogenous welding at an average charge of about one-quarter cost of new parts. No charge made unless weld is satisfactory. References cheerfully given. Waterbury Welding Company, Waterbury, Conn.

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"THE ELECTRICAL MAGAZINE FOR EVERYBODY"

For the] Novice, the Amateur, the Experimenter and the Student.

THE brightest and most interesting "plain English" electrical monthly magazine published. nearly five years old. 112 to 144 pages monthly New departments on aeronautics and "with the inventor."

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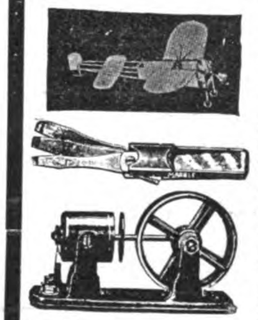
THE magazine to read if you want to keep up to date on wireless and progress in electricity. With one year's subscription to Modern Electrics for a limited time only we are making the following:—



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1 BLERIOT MODEL MONOPLANE --GUARANTEED TO FLY. FREE.

2 MARBLE'S POCKET SCREW DRIVER and Prest-O-lite Key. Three sizes of blades locked in nickel plated handle which closes up like a knife. Closed 3 1-2 in. Open 5 1-2 in. Just out and it's a dandy. FREE.

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SEND $1.50 TO-DAY in cash, stamps, or M. O. and get MODERN ELECTRICS for one year and your choice of the above offers postpaid ABSOLUTELY FREE.

Money refunded immediately if not pleased in every way.

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15c per Copy (Act quickly as our supply of the above is limited.) $1.50 per Year

PIERCE

PIERCE MOTORCYCLES are made in a five-story factory. Over 100,000 sq. ft. of floor space and 14 distinct manufacturing departments. Single and four-cylinder models.

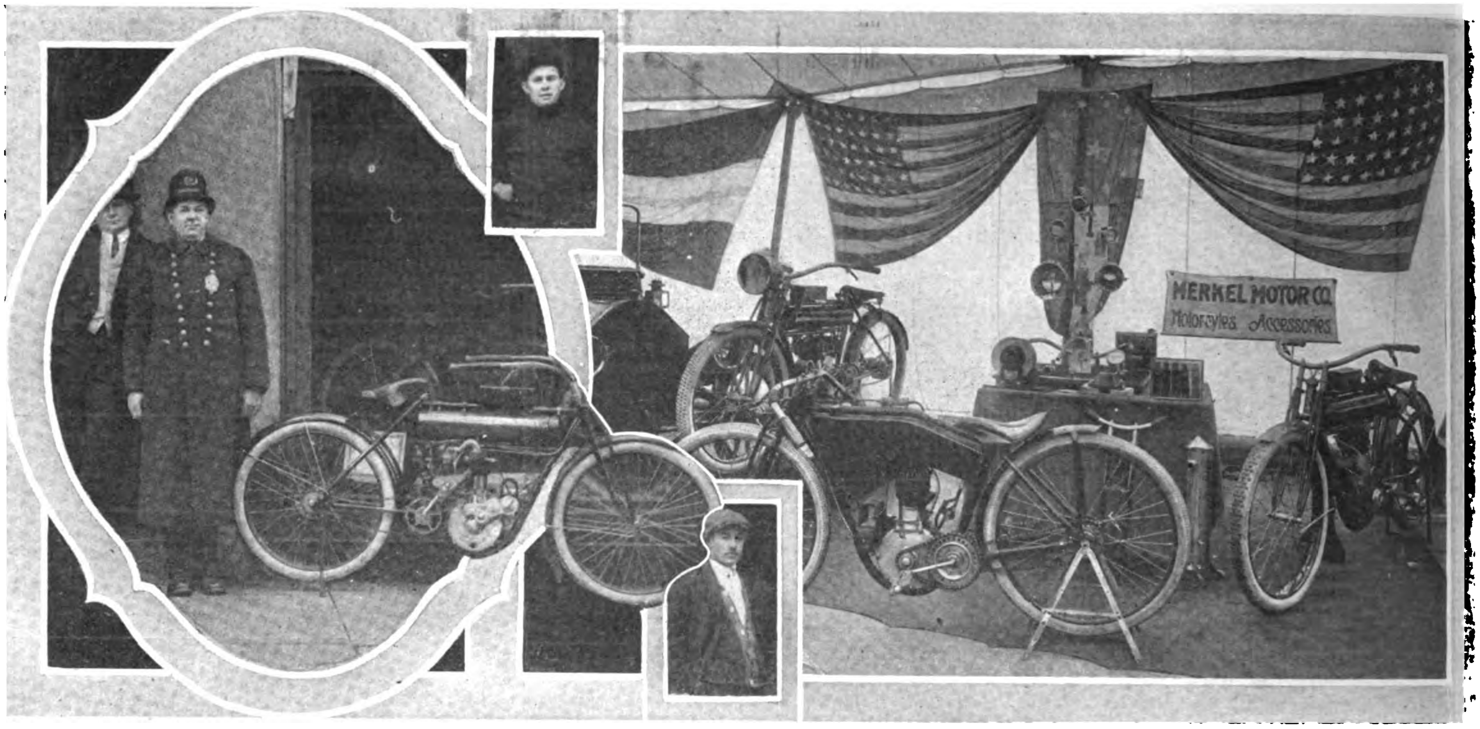
Write for Catalog "G"

THE PIERCE CYCLE COMPANY, Buffalo, N. Y.

The Federation of American Motorcyclists

Two cents per week is all it costs to be a member of the F. A. M., the national organization of motorcyclists. Its strength and influence and the value of the service it can render you are directly proportioned to the number of its members. Join and ask your fellow riders to do likewise. The F. A. M. is worthy of your support. Write

Chairman Membership Committee, F. A. M.
Bangor, Maine



J. E. Merz in Front of His Store; Two of His Employees, and His Merkel Exhibit at the Indianapolis Show.

DEMONSTRATING THE R.-S.

THE Randall Manufacturing Company, of Baltimore, distributors for Maryland of the Pope and Reading-Standard machines, is endeavoring to establish an agency for the R.-S. on the eastern shore of the State. James M. Hepbron, representing the firm, went to Chestertown recently, going from here to Betterton by boat and the rest of the distance on his machine. He interested A. W. Newman in the agency proposition and expects to sign up with him. From Chestertown Hepbron toured up to Wilmington, Del., where he spent Sunday as the guest of A. S. Turner, of the Ford Auto Company. Then he rode back to Chestertown, gave some demonstrations and returned to Baltimore.

USE A HALF DOLLAR.

H. O. HILDRETH, of Columbus, Ohio, calls attention to the fact that a broken oil glass in a crankcase may be satisfactorily replaced by a half dollar until another glass can be procured. Friend Hildreth does not state, however, where the half dollar may be obtained in an emergency. He has found that one of the silver pieces will make a tight fit in a Merkel, Yale or Indian crankcase.

FUERSTEIN A COMER.

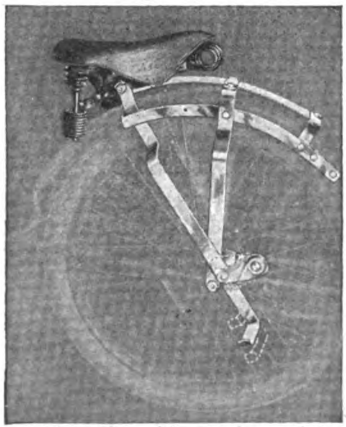
ONE of the promising racing motorcyclists in the South is Billy Fuerstein, "The pride of Norfolk, Va." He holds the championship of the State of Virginia, and has won several of the big events in Baltimore, Md. Fuerstein is a stockily built lad, and has the stamina of a future national champion. He rides an Indian and is a firm believer in Goodyear Blue Streak tires.

THE Muskegon, Mich., M. C. recently voted to affiliate with the Federation of American Motorcyclists.

ENID, Okla., motorcyclists who recently organized a club and affiliated with the F. A. M., are planning race meets and endurance runs for the coming summer.

SIMPLEX SPECIALTIES.

ONE of the most attractive features in the neat catalog which is being distributed for 1912 by the Angsten-Koch Company, of 360 W. Garfield boulevard, Chicago, is the firm's improved tandem attachment which combines an effective appearance with sturdy construction and comfort-giving qualities. Special attention is directed to the flat elliptic spring employed in the attachment. One end of this spring is fastened under the forward saddle and the central support, a strong U-shaped member, extends from the axle of the rear wheel in such a way that a desirable "springboard" tension is obtained for the rear saddle. The U-shaped part, which supports the spring, is adjustable to the weight of the rider. Four adjustments are provided and by merely changing the position of the U-shaped backward or forward the tension of the spring is varied. Two shock absorbers are employed which check the rebound of the flat spring, eliminate rattle and noise when the tandem is not carrying a passenger and reduce wear on the parts.



Considering the thoroughness of the springing device an unusually low saddle position is afforded. The tandem saddle is locked by means of a steel block riveted to the spring, which prevents tilting or side-play. The attachment may be fitted to any standard motorcycle without changing the position of the front saddle or interfering with the action of the stand. The footrests and saddle in the tandem actuate as one, thus eliminating the annoyance incident to continued bending of the knees.

A sturdy luggage-carrier, which may be used as a tandem attachment, all-steel lamp brackets, manifold air valves and axle and stand extensions are also manufactured by the Angsten-Koch firm under the Simplex trademark, and a line of standard motorcycle saddles also is carried.

CARRYING SUPPLY LINE.

THE Bolton Auto Company, of Saginaw, Mich., distributors for the Studebaker Corporation and Hudson Motor Car Company for Northern Michigan, have considerably increased their floor space and added a new department to their business by the wholesaling of general motoring accessories. They are carrying a full and complete line of supplies and have eight traveling men covering all the towns and villages in northern Michigan.

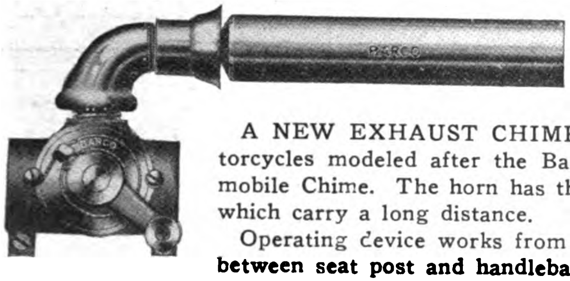
MINNEAPOLIS AGENCIES.

C. B. KNUDSEN, sales manager for the Minneapolis Motorcycle Company, has been on an extended trip through Illinois, Ohio and Indiana, appointing agents, and has met with very flattering results, having recently closed with E. W. Meredith, who handles the Alco cars for southern Illinois; also the Minneapolis Motorcycle Sales Company, A. J. Strube and Arthur Boriskey, 3145 Reading road, Cincinnati; W. H. Wall, 218 East Main street, Springfield, Ohio; Spinger & Gosnay, 2003 Market street, Philadelphia.

GOODYEAR BRANCH IN PORTLAND.

THE address of The Goodyear Tire and Rubber Company at Portland, Me., is now 646 Congress street. I. W. Penniman, late at the company's branch at Boston, has been appointed local manager.

THE BARCO MOTORCYCLE CHIMES



A NEW EXHAUST CHIME for motorcycles modeled after the Barco Automobile Chime. The horn has three tones which carry a long distance.

Operating device works from cross-bar between seat post and handlebar post.

The only high-grade device made for motorcycles.

BARCO BRASS & JOINT CO.
230 N. JEFFERSON STREET CHICAGO

GARGOYLE

Mobiloil

DIFFERENT motorcycles need different lubricating oils.

Some one of the several grades of Gargoyle Mobiloil will get the greatest efficiency from your motorcycle.

Send us the name and model of your motorcycle. We will tell you the grade of Gargoyle Mobiloil that is best suited to it.

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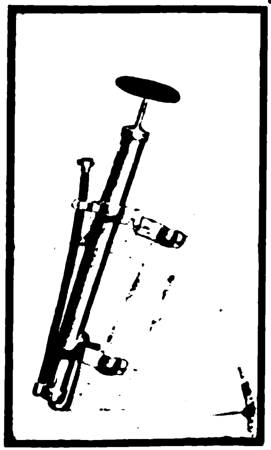
ROCHESTER, U. S. A.

Distributing warehouses in the principal cities of the world.



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Known to Every Rider as "THE BEST"

PURDY EXHAUST WHISTLES
With Handlebar or Lever Control, PRICE $6.00

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With Nifty Attachments, PRICE $3.50

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DEALERS—These are Live Ones. Write for Proposition.

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MOTORCYCLE PLUGS

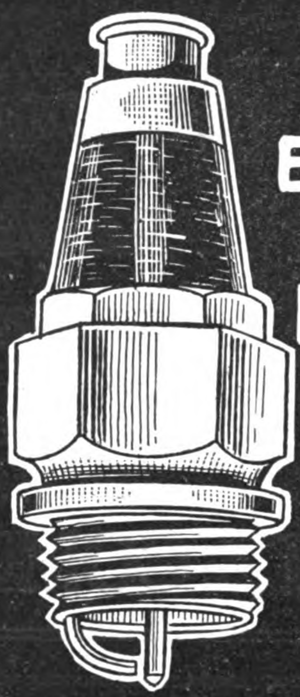
For

EFFICIENCY

DURABILITY

And

POWER



have been adopted by the leading motorcycle manufacturers of the United States.

The following manufacturers are equipping with

Mosler's Motorcycle Plugs:—

Hendee Mfg. Co. (Indian)
Miami Cycle & Mfg. Co.
Merkel Light Co. (Merkel)
Wagner Motorcycle Co.
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Pierce Cycle Co.
Reading-Standard
Minneapolis Motorcycle Co.

Buy the best—they cost no more
But give results

A. R. MOSLER & CO.,
NEW YORK, N.Y. #66

Mr. Motorcycle Manufacturer:—Have you considered for

1913

the use of

Bowdenism =

Mechanical Transmission
by Flexible Wires

Correspondence is invited—1912 Catalog from England already mailed to you

J. S. BRETZ COMPANY Sole Importers 250 West 54th Street
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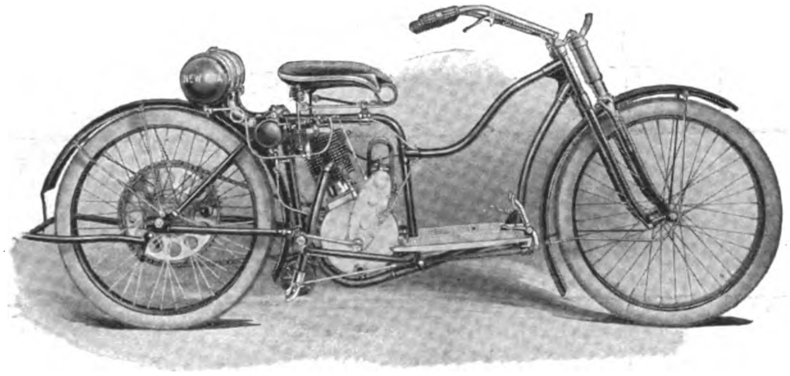
EVERYBODY'S RIDING ONE



That is *everybody* who is particular—everybody who *really* knows what a thoroughly *good* motorcycle is.

Everybody who wants to go when and where he pleases and do it *comfortably.*

Everybody who knows if it were possible to build a more perfect motorcycle it would be called a NEW ERA.

WRITE FOR CATALOGUE *IT'S INTERESTING*

THE NEW ERA AUTO-CYCLE COMPANY
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Lunar MOTORCYCLE LAMPS

The Strongest and Most Penetrating Lamp on the Market

The name "LUNAR" on a Motorcycle Lamp carries with it a guarantee for highest quality possible—quality in both material and the workmanship put into the constructive details that go to make up the whole. **"LUNAR" Motorcycle Lamps** are equipped with a ground glass MANGIN MIRROR which throws an extremely bright ray of light ahead while Inside Reflector **DIVERGES RAYS,** lighting both sides of road.

"LUNAR" Motorcycle Lamps are made of heavy gauge material throughout with **one piece** body. All parts are interchangeable and easily removed for cleaning purposes. Extra heavy glass front; constructive principles eliminate absolutely all rattle and vibration.

SPECIFICATIONS—Diameter of MANGIN MIRROR, 5 inches; Diameter of Flange, 8 inches; Extreme Length, 6 inches. Brackets adjustable to fit any motorcycle. Nickel finish will be furnished regularly. Other standard finishes at no extra cost.

Price, Complete with Brackets, $7.50

RIDERS—Insist upon "LUNAR QUALITY" Motorcycle Lamps. No machine complete without one, no tour is completely enjoyable without a "LUNAR."

DEALERS—Send for full information. Write factory direct.

TURN NIGHT INTO DAY

INDIANA LAMP CO., Connersville, Ind.

End All Your Belt Troubles With

THE

Thermo-Belt

Will Not Stretch, Shrink, Harden, Crack, Nor Friction-burn

Thermo-Belt is our celebrated *"Wetprufe"* belt faced on the inner surface with a specially prepared heat resisting fabric that protects the belt from friction heat if allowed to slip. Only the choicest parts of selected hides are used—these are rendered absolutely waterproof by our special process which gives a pliable belt which cannot be affected by water, grit or climatic changes.

A Severe Test

A *"Wetprufe"* belt, after a run of more than 9,000 miles on a tire-testing motorcycle under the worst possible conditions, when examined was found to be in perfect condition. Accurate measurements showed that it had not stretched a fraction of an inch.

Hide Leather & Belting Co.

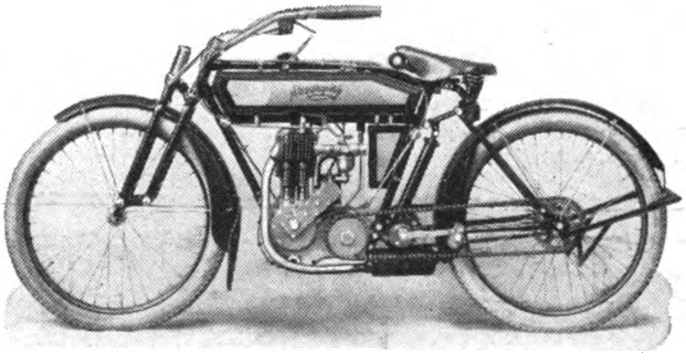
227 and 229 S. Meridian Street :: Indianapolis

We also sell Belt Dressing, Pulley Lagging and Cement

"RIDE ONE AND SEE"

THE MINNEAPOLIS BIG 5 MOTORCYCLE

Is The Machine You Want



AN AUTOMOBILE ON TWO WHEELS.

Read the following letter and write us quick

Abilene, Tex., September 22, 1911.

Minneapolis Motorcycle Co.,
Minneapolis, Minn.

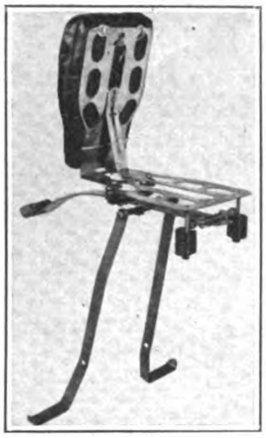
Dear Sirs:—The machine that you sent has been in constant use since received and is running fine. Party is well pleased and says he would not take $300 for it if he couldn't get another. It is without doubt the best machine in this country and takes all of the hills around here without any gas, something these twin ——— can't do.

Yours truly, L. C. Hoffman, Agent.

Send for Catalog—Good Agents Wanted

THE MINNEAPOLIS MOTORCYCLE CO., Inc., Manfrs.

517 South Seventh St., MINNEAPOLIS, MINN.



Our New 1912 Model

FOX SEAT

Patented and Patents Pending—Both U. S. and Foreign

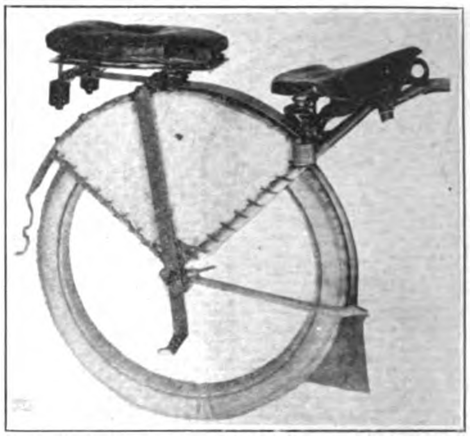
A TANDEM WITHOUT AN EQUAL
MADE TO FIT ANY MOTORCYCLE

COMBINING A SEAT—BACKREST—LUGGAGE CARRIER AND INNER TUBE RECEPTACLE

MANUFACTURED BY

FOX MFG. CO., Seattle, Wash.

WRITE FOR PRICES AND INFORMATION



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BIG "4" MOTORCYCLE

AGENTS WANTED—The "Live Wire" Kind

to connect with a "live wire" proposition we have to offer in the handling of

Big "4" Haverford Motorcycles

Here are three models—all of them winners—all of them ready sellers because they are well advertised, well made and right priced.

Write for particulars, specifications and prices—to you, also let us tell you why we can and do sell the Big "4" line with a positive year's guarantee.

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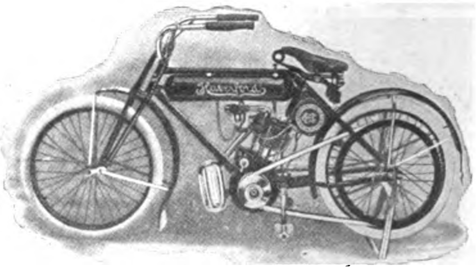
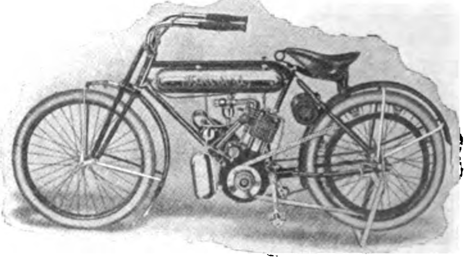
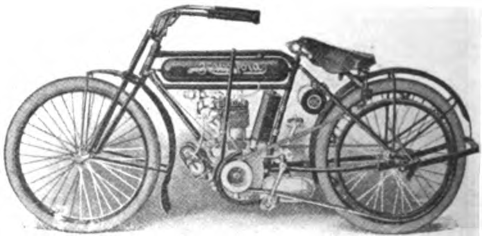
825-827-829 Arch Street **PHILADELPHIA, PA.**
BRANCH, 411 Market Street
Newark, N. J. Washington, D. C. Buffalo, N. Y. Atlantic City, N. J.



Model A—$125



Model B—$150



Model C—$175

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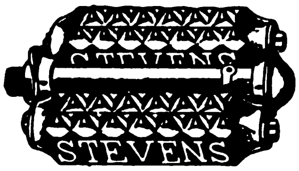
CELEBRATED MOTORCYCLE PEDALS

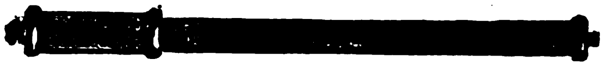
Strong, High Quality, Beautiful Finish, Full Size.



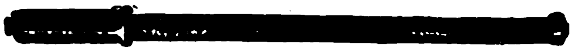
STEVENS & CO., 375 Broadway, New York

BLUEMEL'S CELLULOID FRAME PUMPS

The Standard of the World.



THE STERLING.
Embossed handle, trade mark in gold. 15 ins. long, ⅞ in. dia.



THE RELIABLE.
Embossed handle, 15 ins. long x 11/16 in. dia.

Far superior to brass pumps in every respect. Handsome, Indestructible, Perfect. Order through your jobber.

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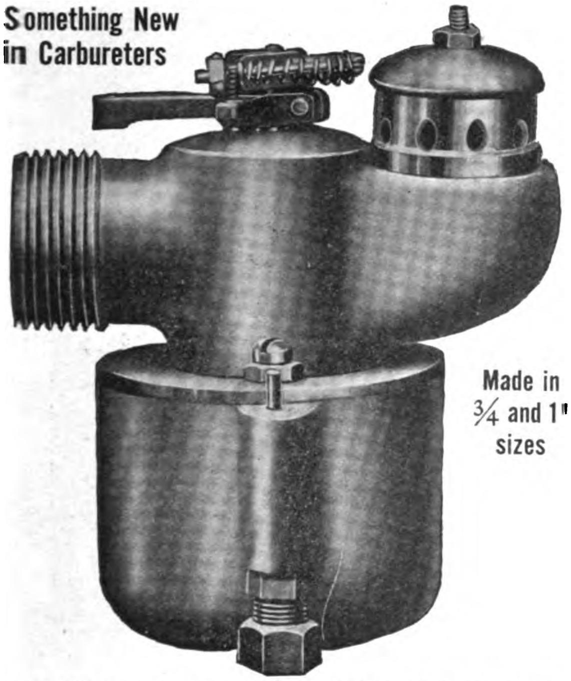

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¾ and 1"
sizes

FOR POWER, SPEED, FLEXIBILITY AND ECONOMY

NOTHING LIKE IT

Send for Catalogue Price $10.50

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BOSCH

Magnetos

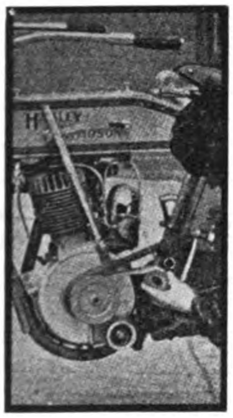
THE production of Bosch Magnetos has passed the million mark, a point no other has approached even by half, a basis of confidence, a ***Reason Why*** you should be careful to specify "Bosch" for your 'cycle and accept no other.

**What is good for a
million is good for you**

BOSCH MAGNETO COMPANY
223-225 West 46th Street NEW YORK
Detroit Chicago San Francisco Toronto

ABESTO-PULL-E-TAPE

The only article on the market which will do away with belt trouble



ABESTO PULL-E-TAPE

gives wonderful results when wrapped two or three times around pulley.

Prevents Belt from burning, hardening and becoming glossy.

NO SCREWS TO CUT THE BELT

Made in All Standard Widths **Price, 50 Cents a Roll**

Send for it now and have it when you need it

***DEALERS—Write at once for discount—
our proposition is a live one.***

KRAFT KNITTING CO.
150 E. Exchange St. **AKRON, OHIO**

No Need to Soil or Injure Your Hands

When a tire blows out—when your engine balks—keep on your Grinnell Gloves. They are soft and pliable—won't hamper your hands. When soiled you wash them out in soap and water or gasoline. They dry out clean and pliable. They never harden, crack, shrink or peel. Made of soft velvet coltskin, insuring non-slip grip on handle bars. Wear twice as long as ordinary gloves. In

Grinnell Gloves

For Motorcycling

you get thoroughbred style. You get the patented *"Rist-Fit,"* the *Ventilated Back*, and other exclusive features of comfort—one of which is the "Grip-tite" double reinforced palm.

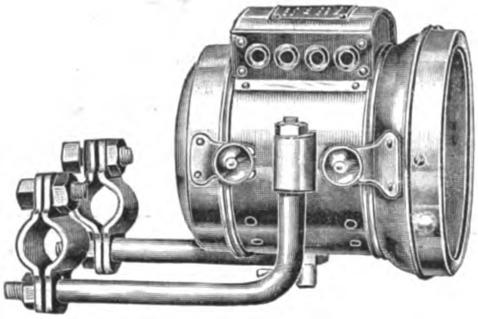
Get a Pair on Approval

See Grinnell Gloves at your dealer's. If he hasn't them, write us his name, mentioning size, your preference of color—black or tan—and style desired. We'll send *pair on approval, prepaid.*

Style Book and Samples of Leather on request

MORRISON-RICKER MFG. CO.
27 Broad Street, Grinnell, Ia.
Originators and Patentees of Ventilated and "Rist-Fit" Gloves.

MOTORCYCLE LAMP



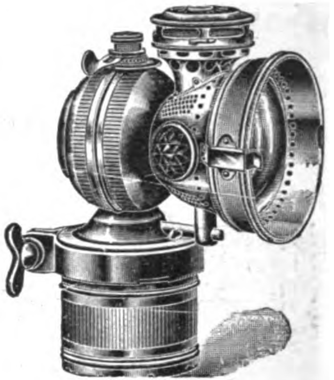
SEARCHLIGHT No. 102
showing back closed

20th CENTURY LAMPS

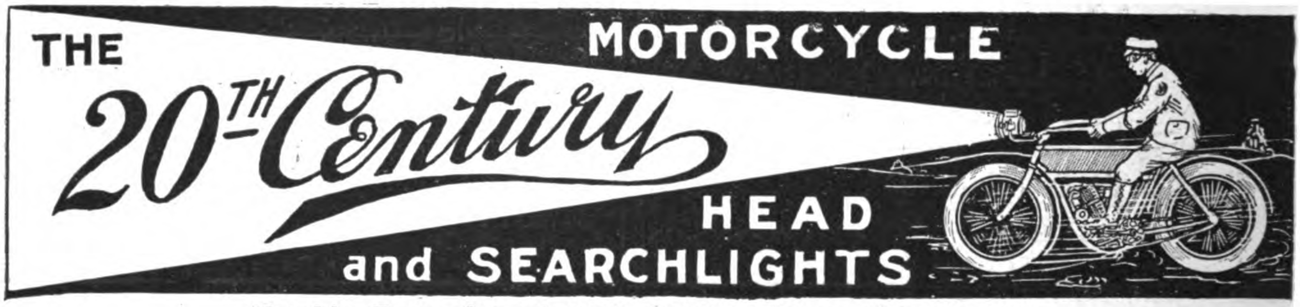
TURN DARKNESS INTO DAYLIGHT.

Powerful, Penetrating, Brilliant Lights—unfailing in their service

BICYCLE LAMP



MODEL No. 2



Notable Examples of 20th Century Lamp Manufactures

MADE BY MANUFACTURERS OF TIME-TESTED EXPERIENCE.

When You Journey by Night Take the 20th Century Light

20th Century Mfg Co 420-422 OGDEN STREET, - - - NEWARK, N. J.

Please send for our catalogue

SPLITDORF

PLUGS

"Always There"

With the installation of SPLITDORF IGNITION—SPLITDORF SERVICE is at your command.

And SPLITDORF SERVICE is courteous and thorough and practical—from the factory and main distributing center in New York, through every branch office and every other selling artery all over the country, to the crowning detail of personal road men.

And these road men—experts in their calling and human in their intelligence—have one duty to perform and that duty is to give their services to every SPLITDORF user for the asking.

If there is any little "kink" in your ignition system—if it is not "right up to the mark"—let SPLITDORF SERVICE straighten it out for you.

Your satisfaction is our satisfaction, so don't be afraid to call upon us.

Write for our "Racing Record"

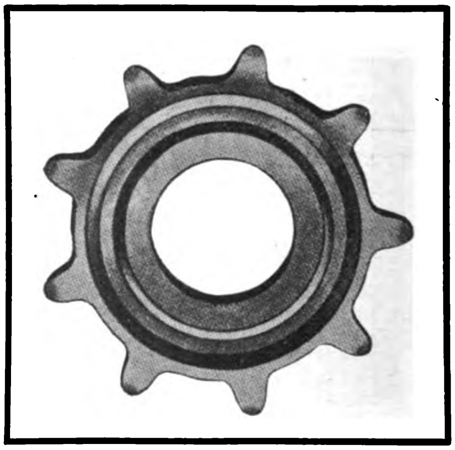
C. F. SPLITDORF

Walton Ave. and 138th St.

Branch, 1679 Broadway NEW YORK

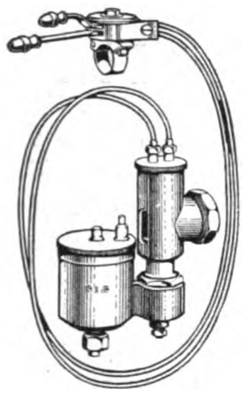
CHICAGO BOSTON LOS ANGELES
DETROIT KANSAS CITY SAN FRANCISCO

SPROCKETS



Hydraulic Pressed Steel Co.

Cleveland, Ohio



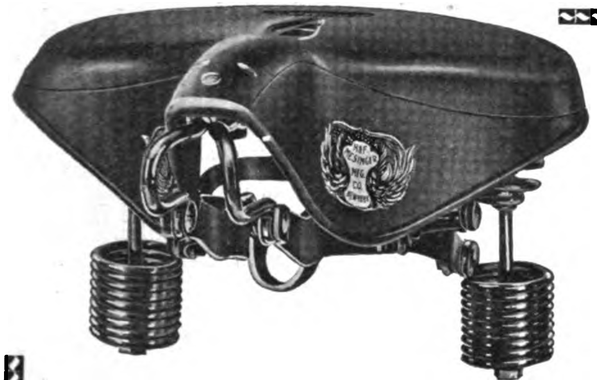
Imported Single-Jet B & B Motorcycle Carbureter

Fits Any Machine—Entirely Controlled from Handle-Bar

The B & B carbureter affords simplicity, efficiency and ease of control at all times. With a B & B you needn't bend down and take your hands from the bars in order to adjust your mixture. Instead, adjustment of the flow of gas and air to fit changing speeds is possible without the rider changing his upright position. Price is low, and material and workmanship the finest.

Write for catalog, price and agency terms

A. J. MUSSELMAN, IMPORTER, 1304 Wells Street, CHICAGO



STANDARD No. 4, showing open front for low position.

MESINGER MEANS MERIT

Mesinger Saddles are offered by the leading motorcycle manufacturers as regular equipment, because they know that no other saddle can do full justice to their machines.

WHY?

Because no existing conditions can cause MESINGER SADDLES to lose their shape—they are hand-padded with curled hair.

Because—All MESINGER SADDLES have front springs, which are absolutely indispensable for rough road riding.

Because our tops are stretched when formed, not afterward.

BECAUSE THE TOPS AND SPRING PARTS ARE GUARANTEED FOR ONE YEAR.

Any dealer will give you a demonstration.

MOTTO: "Ask the Rider and Watch Him Riding."

H. & F. MESINGER MFG. CO.

1801-1807 First Ave., New York

MESINGER CAVALRY No. 4, with open front.

The Only Motorcycle

One motorcycle contains all the big new improvements—full cushion frame hung on four automobile leaf springs—free engine clutch—high efficiency, Waverley Engine with overhead valves. It's

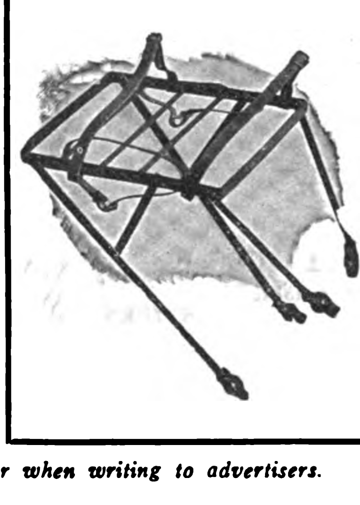
The P. E. M.

Formerly the Waverley

Built for comfort—speed and wear. Write today for book. We want rider agents everywhere and pay them big commissions.

Waverley Mfg. Co. 105 Waverley Avenue
JEFFERSON, WIS.

Chicago Office, Marquette Building



THE "STAR" LUGGAGE CARRIER

$3.50

Universal Attachment for the Motorcycle—Sold by the

Aurora Automatic Machinery Co., Chicago
Motorcycle Equipment Co., Hammondsport, N. Y.
Beckley-Ralston Co., - - Chicago, Ill.
Ira Enmark, - - - Minneapolis, Minn.
Edwards-Crist Mfg. Co., - Chicago, Ill.
Oberwegner Motor Co., - - Toledo, Ohio
Byrd Moore, - - - Des Moines, Iowa
Whipple, The Motorcycle Man, Chicago, Ill.
Excelsior Autocycle Co., - Detroit, Mich.
Walthour & Hood, - - - Atlanta, Ga.

Manufactured by the

STAR ELECTRIC CO.

18 North May St., CHICAGO, ILL.

HEITGER MOTORCYCLE CARBURETERS

Made especially for motorcycles in a factory devoted to this product alone, with capacity of 1,000 per week

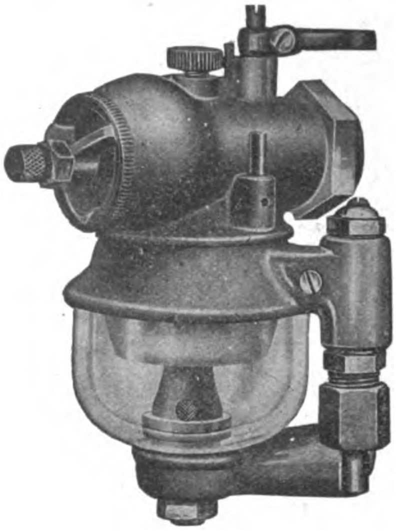
Read what this rider says about the HEITGER, this is an unsolicited testimonial, we have hundreds of such.

New York, February 20, 1912.
Heitger Carbureter Co.,
Indianapolis, Ind.

Gentlemen: I notice in the February 8 issue Motorcycle Illustrated, in your advertisement, that I had traveled 2,200 miles on my sturdy Emblem, in all kinds of weather, etc., from 4 below to 102 above without the slightest trouble.

I may now add an epilogue to that, I have covered more than 12,000 miles to date without the slightest trouble and without renewing a single part. I would rather pay more for a HEITGER and feel assured of never having trouble than experiment with others.

"F. L. Valiant."



Model H—¾". Net $9.50.
Model G-D. Net $10.00.
Either Glass or Metal Bowl.

There are over 25,000 of them in use, in all parts of the country, on all makes of machines. They will give the minimum and maximum speeds your machine is capabable of, as slow as five miles and up to the limit; never fail to INCREASE the speed of ANY machine. With motor in good condition we guarantee 75 miles per gallon, road riding. Thousands of riders are getting up to 100 miles per gallon; have economy records up to 200 miles per gallon. The glass bowl enables one to eliminate doubt as to gasoline level, dirt, etc.

HEITGER CARBURETER CO.

1129 Bleecker St.
Indianapolis, Ind.

Insist On Standard Pedals

Our products for the Cycle Trade include:

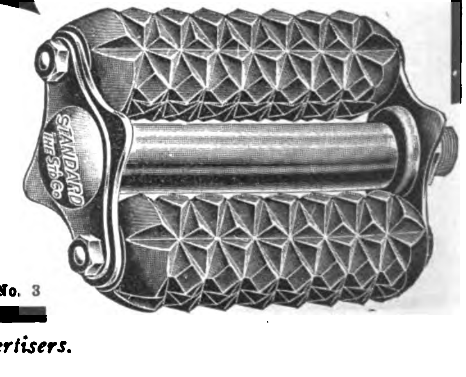
Emergency Axles, Sager Motorcycle Toe Clips, Diamond E Spokes, Bridgeport and Standard Pedals, Sager and Standard Toe Clips.

No other pedals give that "turkish carpet" feeling to the feet. The deep rubber corrugations in the big cushions keep the feet where they are put—they eliminate jars, bumps and other disagreeable features when negotiating rough roads.

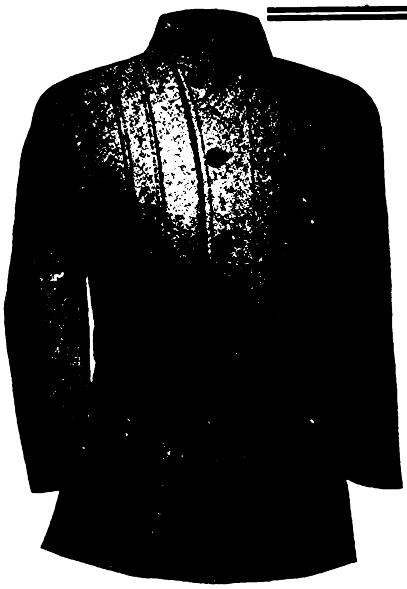
With one eye to *durability* and the other to *comfort* we have succeeded in producing the ideal motorcycle pedal.

Write for our catalog. Standard quality plus Standard output mean big business for you, Mr. Dealer.

THE STANDARD COMPANY
Torrington, Conn.



No. 3



Clothes That Make The Man—Comfortable

You may have a dandy machine, just the thing for even, comfortable riding. But that comfort goes for naught if you wear an uncomfortable and ill-fitting suit.

The illustration shows our jaunty, serviceable Norfolk cut coat. It can be made to YOUR INDIVIDUAL measurement in the latest style, in the following materials: English Roseberry, English Whipcord, Fustian, Petrels and Khaki.

AURORA
AURORA BRAND
BRAND

Strength in every fibre—quality in every thread

"Aurora Brand" Clothing is a by-word for durability, style, fit and comfort.

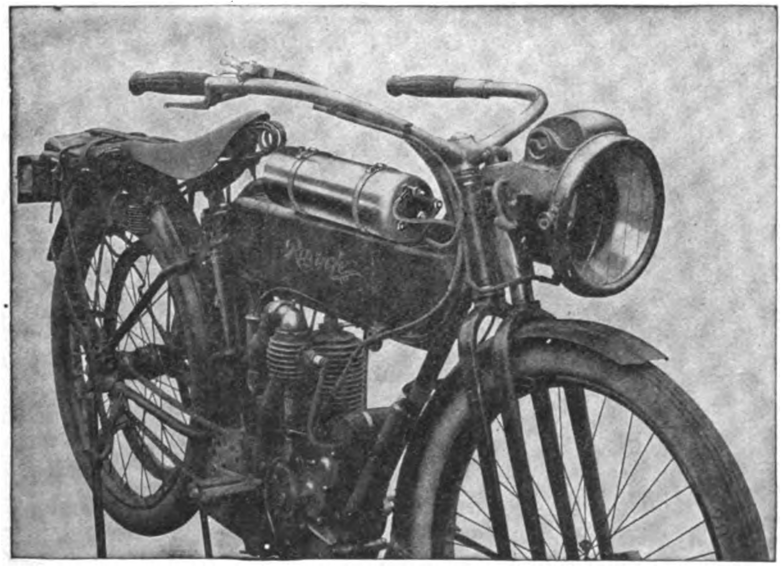
Dealers—get busy. This is the time for the Spring outfitting and you can get a good slice of our big business if you write us NOW.

Samples and full garments will be sent to dealers if desired.

FOWLER-CARNES COMPANY AURORA, ILL.

JUNIOR CARBO-LIGHT TANKS

**FITTED ON
ANY
MOTORCYCLE
ANY
POSITION**

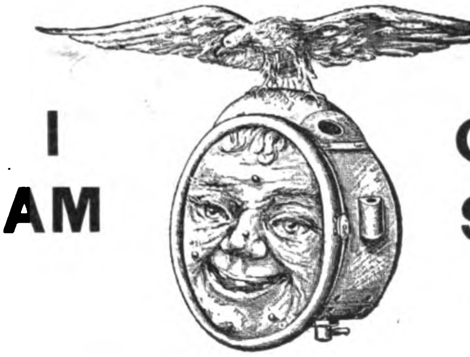


**THOUSANDS
IN USE
UNIVERSAL
SATISFACTION**

Beautifully nickeled tank, 4 x 12 inches. User recharges it himself at cost of ten cents for 25 hours of White clear flame. Write for booklet and find out what users say about the CARBO-LIGHTS. Dealers' offer.

CARBO-LIGHT CO. - - ANDERSON, IND.

I AM



OLD SOL

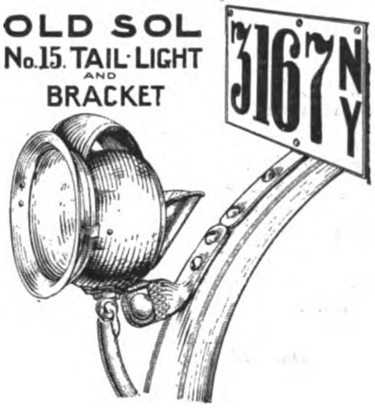
"Old Sol" Tail Lamp No. 15 Shows Red Light behind and White Light forward to number plate

Price, complete with lamp bracket and bolts,

$2.00

We do not furnish bracket for number plate

OLD SOL
No. 15. TAIL-LIGHT
AND
BRACKET



MANUFACTURED BY

Hawthorne Mfg. Co., Inc., **Bridgeport, Conn., U. S. A.**
and
Pollock Mfg. Co., Ltd., **Berlin, Ontario, Canada**

$20.00 WORTH FOR $15.00

SAVE MONEY ON

Motorcycle Supplies

UNTIL JUNE 1st

For $15.00 we will ship you the following assortment—every item new standard goods:

- 1 28 x 2½ single or double clinch Casing (United States, Goodyear, Diamond or Empire makes).
- 1 28 x 2½ Inner Tube (above makes).
- 1 Detroit Luggage Carrier (regular price, $3.50).
- 1 pair Standard Motorcycle Pedals.
- 2 Mica Spark Plugs, any size.

You can find out from any dealer what you would have to pay for these things at retail.

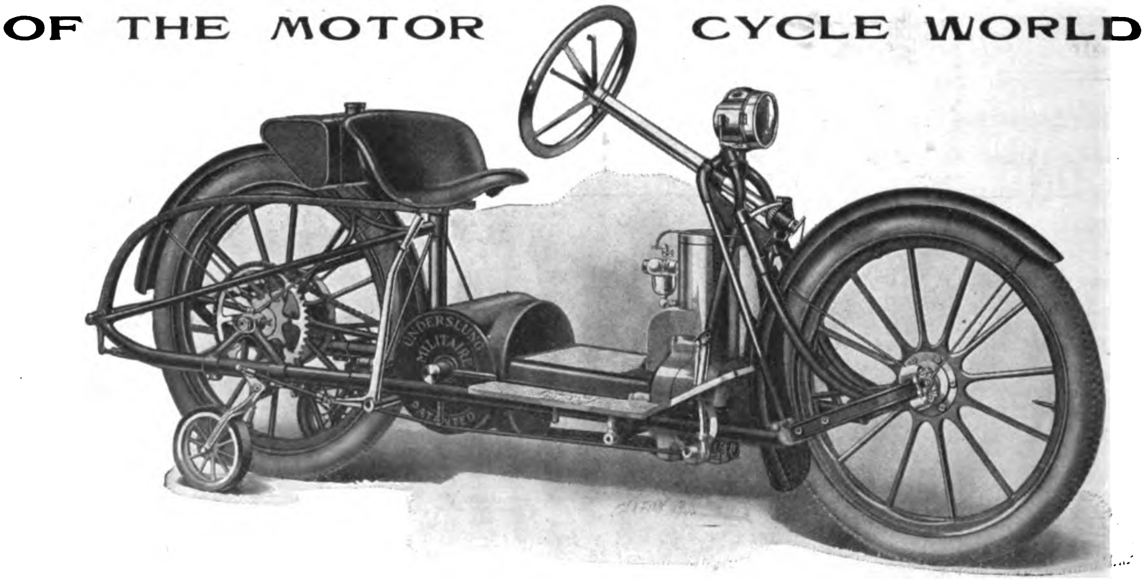
All kinds of Motorcycle supplies at corresponding savings.

Motorcycle Co-Operative Supply Co.

654 Woodward Ave. - - Detroit, Mich.

FIVE YEARS AHEAD

OF THE MOTOR CYCLE WORLD



THE UNDERSLUNG MILITAIRE

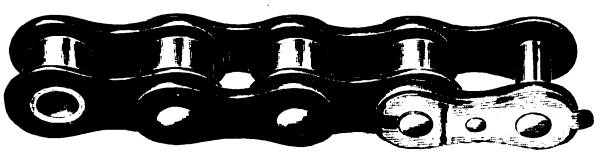
The Machine They're All Talking About **1912** **THE MILITAIRE AUTO CO., Inc.**

CATALOGUE SENT ON REQUEST

302-304 Columbia Bldg., Cleveland, Ohio, U. S. A.

Kindly always mention the paper when writing to advertisers.

WHITNEY



High-Grade Motorcycle Chains

ARE accurate, strong, durable and dependable, because they are made from material selected for quality regardless of cost, and are made by specialists in a factory especially equipped for the making. When making replacements, try a "Whitney" and get acquainted with its merits.

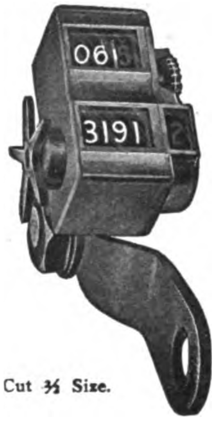
"WHITNEY" CHAINS
Are Built for Strains

THE WHITNEY MFG. CO.
HARTFORD, CONN.

MOTORCYCLE TRIP CYCLOMETER Veeder

Specially constructed to withstand hard motorcycle usage

It adds more pleasure to the sport. Registers accurately both total and trip mileage; miles in white, tenths of miles in red.



Cut ½ Size.

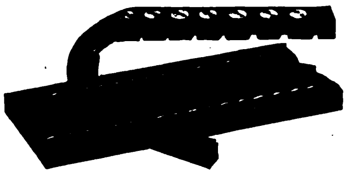
Easily adjusted to any motorcycle. Made for 24, 26, 28 and 30-in. wheels.

Sold everywhere—or write us
Price complete with bracket and striker **$3.00**

Also makers of Odometers, Tachodometers, Counters and Fine Castings

THE VEEDER MFG. CO.
42 Sargeant St. Hartford, Conn., U. S. A.

Save $3



on your next belt. Buy from the maker.

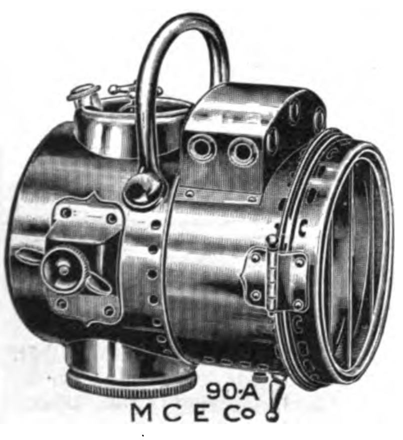
Every Oak Tanned or Buckskin Flat or V Belt guaranteed. It will only cost you one cent to get our prices. Write today.

Wayne Belting Co.
DEPT. M DETROIT, MICH.

Economy Is The Keystone Of Success

If you want to make the first long step toward true economy in the purchase of guaranteed motorcycle supplies and accessories, send for our large illustrated catalog. It will save YOU Money.

OBERWEGNER MOTOR CO.
Toledo, O.



Impossible to Overlook

The Perfect Features Embodied in Our

No. 90-A with Side Brackets
and
No. 90 with Rear Bracket

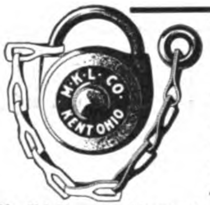
Motorcyclist's Lamp

With its powerful Searchlight and Generator combined to increase strength, efficiency and durability. Highly nickel plated. Weighs 24 oz. Size, 4 x 5 inches.

Price, $6.00

Secure same from your dealer.

MOTOR CAR EQUIPMENT CO.
Manufacturers, Importers
and Wholesalers only
55 Warren Street Dept. M NEW YORK



No. 8½ Aluminum Motorcycle Lock with hardened chain.

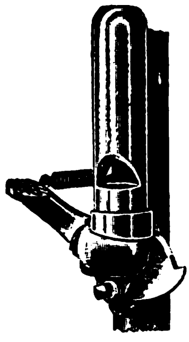
Miller Keyless Motorcycle Lock
WITH HARDENED CHAIN
DON'T RUN THE RISK OF HAVING YOUR MOTOR STOLEN.

Miller Keyless Locks are Strong, Light, Secure, Convenient, Durable and Cheap. Click Lock, no light required. Ask for prices and discounts. We manufacture locks for all purposes without keys.

THE J. B. MILLER KEYLESS LOCK CO., KENT, O.

CASH

for your motorcycle. Nothing too old, nothing too new for us to buy. We will buy one or a hundred. Box 13, Station G.
New York City



THE INFALLIBLE LINE

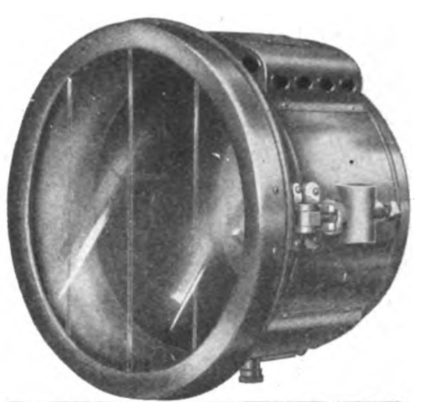
INFALLIBLE EXHAUST WHISTLE

This signal is the simplest and most perfectly designed whistle on the market. Very easy to attach. Held securely by two bolts. Absolutely free from clogging by carbon. Gives an intense piercing sound. Made of brass, highly nickled.

Price Complete, $3.00.

INFALLIBLE HEAD LIGHT

Throws a long and powerful light ahead and at the sides. It is specially adapted for motorcycle use. Very strongly and handsomely made. Has perfect projecting 5-in. mirror and 6-in. flare front. Furnished in fine nickel or highly polished brass. Price, in Brass, $4.00; Nickel, $5.00. Brackets, per pair, 10c.



INFALLIBLE SPEEDOMETER

A perfectly adjusted and constructed instrument tested for accuracy. Guaranteed for satisfactory service. Steady registering hand. Made in three models: No. 1, registering speed only, price $7.50; No. 2, measuring season's mileage and speed, $10.00; No. 3, season and trip mileage and speed, $12.50. Mention make of motorcycle when ordering. Rear attachments furnished unless otherwise specified.

10
20
30
40
50
60
70
80
INFALLIBLE
F.A. BAKER & CO. NEW YORK

MODEL No. 2. Price, $10.00

F. A. BAKER & CO. 10½ Warren St., New York, N. Y. (Send for Catalogue)

A REVOLUTION IN MOTORCYCLE MOTOR DESIGN

In bringing out our DE LUXE line of motorcycle motors, we have introduced a large number of improvements, and offer these motors as the most advanced now before the trade.

NOTEWORTHY IMPROVEMENTS.

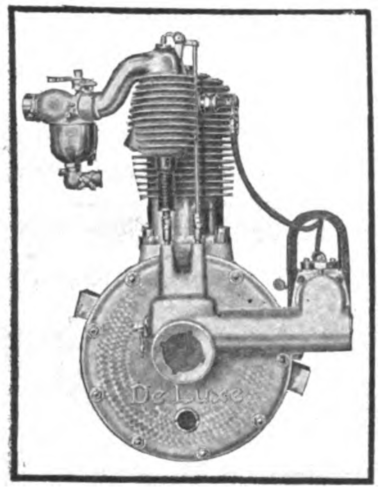
One-piece crank shaft.
One-part crank case with cover.
Improved cam and magneto drive.
Oil tight motor.
Large Valves.
Simplified design throughout.
Reduced number of parts.
Silent Motor.
Large ball bearings mounted in steel lined pockets.
Equipped with Bosch Magneto.

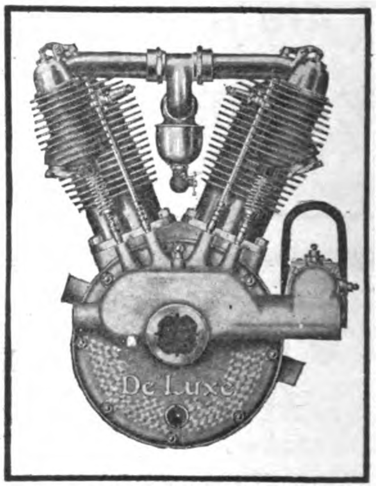
These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.

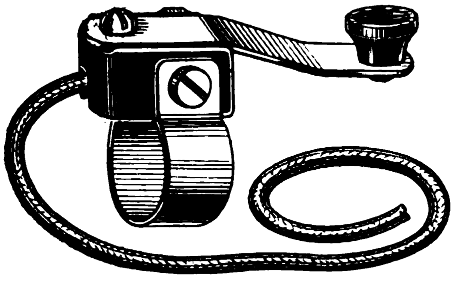
FOUR SIZES
Four H.P. Single Cylinder. Five H.P. Single Cylinder.
Seven H.P. Twin Cylinder. Nine H. P. Twin Special.
PLAIN OR TWO-SPEED MODELS.
IMMEDIATE DELIVERY. CONTRACTS SOLICITED.

THE F. W. SPACKE MACHINE CO.
INDIANAPOLIS, IND., U. S. A.

Patents Pending.







DANGER!

Ever think what might happen if the delicate grip control mechanism of your machine got out of order when you were "letting her out?" Consider what a chance you are taking at any time, then fit a

Simplex Magneto Cut-out

Price, 50c., or complete with cable, 75c. By mail, prepaid.

SIMPLEX MACHINE WORKS
5th St. and Sixth Ave. - - Brooklyn, N. Y.

Complete Line Motorcycle Accessories

QUALITY, THE BEST — PRICES, THE LOWEST

Write for Catalog

W. D. ANDREWS 632-634 Main Street BUFFALO, N. Y.

All Sizes and Styles $1

Red Head
TRADE MARK
SPARK PLUG

Emil Grossman Co., Mfrs.
254 W. 54th St.
NEY YORK
FACTORY AND BRANCH
844 Woodward Av.
DETROIT

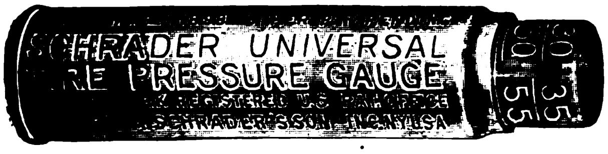
Have You Had Trouble With Your Tires?

A very large percentage of all punctures and blow-outs occur from improper tire inflation.

WOULD YOU PAY $1.00 TO OVERCOME

delays, difficulties and expense resulting from these misfortunes?

Schrader Universal Tire Pressure Gauge



(Made under patent dated March 1, 1898.)

Accurately registers at all times the exact air pressure in tires.

Simply hold gauge to tire valve for a second and recording sleeve will indicate air pressure and remain fixed until pushed back into place by the finger.

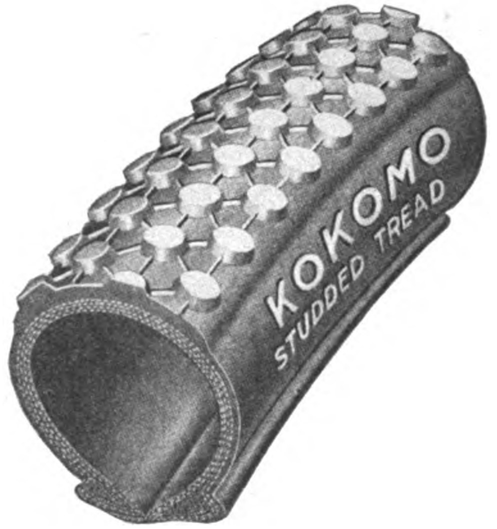
Carried easily in vest or change pocket, being only 2½" long. So simply constructed as to almost never become out of order, and if it does go wrong it will immediately tell by the action of the indicating sleeve that it needs repairs. Leather case comes with it.

PRICE $1.00 EACH

Guaranteed Simple and Absolutely Accurate

Can be obtained from all tire manufacturers, jobbers and dealers, or

A. SCHRADER'S SON, Inc.
28-30-32 Rose Street NEW YORK CITY



The materials entering into the construction of a tire are important factors, but something more than the best materials is necessary to produce the desired results—that something is the knowledge of rubber and how to handle it from its crude state to the finished article.

KOKOMO TIRES

SIXTEEN YEARS OF EXPERIENCE is back of every Kokomo Tire, and experience counts for more in the manufacture of rubber tires than in any other industry.

It is this experience that eliminates the guesswork and places our product beyond the experimental state.

Kokomo Motorcycle Inner Tubes command the largest sales because of their uniform quality.

Supplied in both Butt-End and Endless.

KOKOMO
RUBBER COMPANY
KOKOMO, IND.

Farsighted Motorcycle Riders

DEMAND

GOODRICH TIRES

WHENEVER you find a man who can see over the edge of the Immediate Dollar, recommend Goodrich Tires and turn him into a good-will asset to your business, and a "booster" for motorcycling in general.

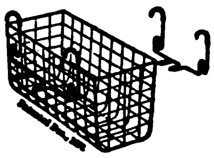
The Studded Tire and the Corrugated Tire, both with the white tough tread, now the same price.

Dealers: We shall be glad to supply you with advertising matter bearing your imprint. Write for further particulars.

"Best in the long run"

THE B. F. GOODRICH COMPANY
FACTORY, AKRON, OHIO
BRANCHES AND DEPOTS IN ALL LARGE CITIES

Dowe's Bicycle Luggage Carriers



Best Thing for the purpose ever put on the market. In use all over the United States. ¶ Can put on or detach instantly with adjustable hook. ¶ Good sellers because the riders all want them and the price is popular. Write for Prices.

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Everything You Need
The LIVE STORE
OF NEW ENGLAND
Large and Complete Stock of
BICYCLE AND MOTORCYCLE SUPPLIES
Reasonable Prices Prompt Shipments Catalogue Free
The Hub Cycle Co., Portland St., Boston, Mass.

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COMPLETE STOCK OF PARTS FOR ALL
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MOTORCYCLES and TWOSPEEDS
WRITE FOR PARTS LIST
THE SUN MOTOR & SUPPLY CO.
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OUR 1912 CATALOG IS READY
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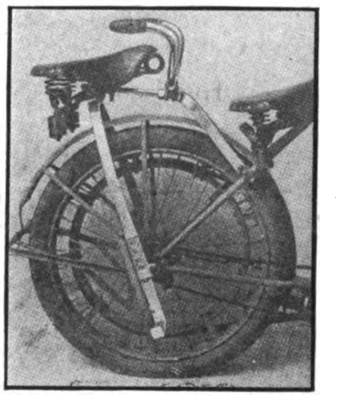
THE SIDNEY B. ROBY CO.
ROCHESTER, N. Y.
Bicycle and Motorcycle Sundries Garage Supplies



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TANDEM ATTACHMENT
Smoothes the Way
THE ASSURANCE OF LUXURY

by the addition of this tandem attachment has been unquestionably demonstrated. Always perfectly adjusted as to leverage, whether saddle be moved forward or backward. Permits of low riding position.

Particularly safe on account of extra handle bars.

Complete with Saddle and Handle Bars	$16.50
Without Saddle and Handle Bars	$11.50

FREED MFG. CO.
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INVADER OIL for MOTORCYCLES

A lubricant tested for this special use and found to be A1. Tell us your particular make of motorcycle and we will advise which is the most suitable grade.

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GET WHIPPLE'S NEW "DATED" SECOND HAND LIST

Prices have "TUMBLED"—Are you "HIP" to "WHIP"? He's handing them out fast. Ask for DATED LIST. If you delay you lose, if decisive you win. Now's the time to buy a good, used machine (and buy it right). We ship to all points. We are RESPONSIBLE; if you don't know "Whip" ask any real motorcycle man or any large dealer.

WHIPPLE THE MOTORCYCLE MAN
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1227 West Jackson Boulevard CHICAGO (West of Centre Avenue)

Nothing Else Is Like
THE MANUAL

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Came off the press March 15th, since which date the sales have averaged 100 copies a day, and from all parts of the country comes the verdict:

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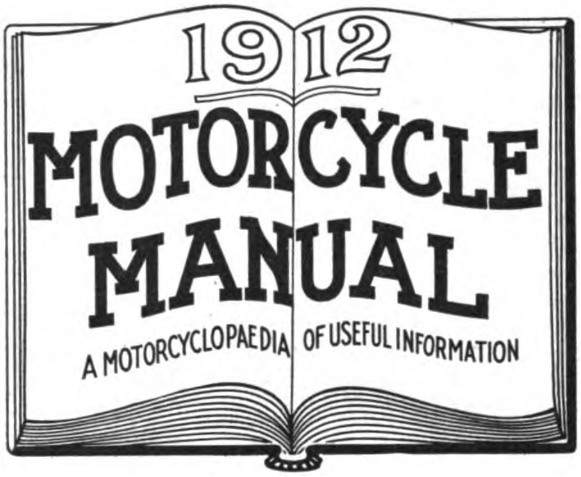
Simply because the Manual is the *last word* on the subject of a publication giving comprehensively and in a handy form *all* the information required by a motorcycle rider or dealer. 104 pages, printed on coated paper.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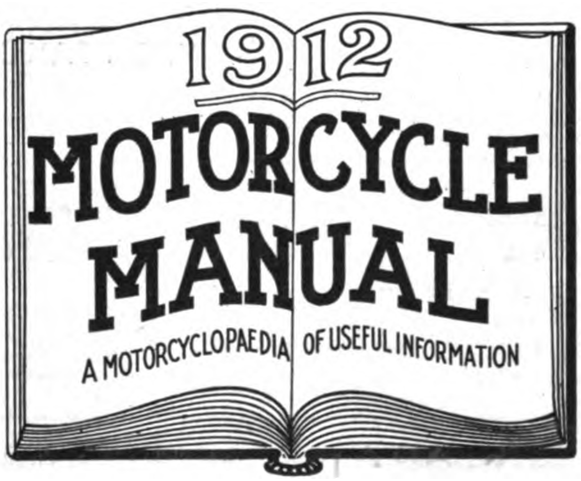
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MOTORCYCLE OIL LAMP
(Patented)

SHOWING A RED REAR LIGHT
THE ONLY RELIABLE MOTORCYCLE OIL LAMP

LAMP WEIGHS ONLY 12½ OUNCES.

The Neverout complies with the laws of the various States and Municipalities.

The Neverout burns kerosene ten hours with one filling, and will stay lighted under any and all conditions. All riveted—will not rattle or jar apart over roughest roads. Made in gun metal, brass or nickel finish. Double clamp bracket furnished; fastens lamp securely to fork of motorcycle. No danger of shaking off, and *shows red rear danger signal.* Sold by leading jobbers and dealers everywhere. The Neverout is equipped with a *Patent Glass Covered Reflector of German Silver,* instantly removable; never loses its original brilliancy.

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NOTE REAR SIGNAL
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Guaranteed to stay lighted or money refunded

FOR SALE BY LEADING DEALERS.

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Motorcycle Belts and Accessories
Chicago Belting Co.
Chicago

YOU will forget this advertisement in a day or so but our catalogue will be of use all the year.

We furnish these books to dealers free. This is one of the ways we assist our agents to sell our belts.

Do you want to learn more?

Chicago Belting Co.
124 N. Green St.
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New York New Orleans Portland, Ore.

PREST-O-LITE
The Light Universal

Ask for full information on Prest-O-Lite Gas Tanks Prest-O-Tire Tubes, Prest-O-Tire Tanks, Prest-O-Carbon Remover, Prest-O-Welder, Prest-O-Starter and Prest-O-Liter.

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Capacity Experience

STEEL
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MOTORCYCLE
Single and Double Clinch—also Belt.
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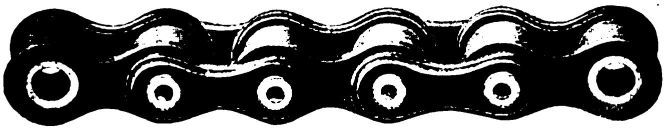
Quality Price

MOTORCYCLE TIRE CHAINS
Sold for Two years in all parts of world and NO KICK Yet
WHITTAKER CHAIN TREAD CO.
BOSTON, MASS.

"Simplex" Motorcycle Specialties
WRITE FOR CATALOG
DEALERS—OUR PROPOSITION IS A GOOD ONE—WRITE TODAY—NOW
ANGSTEN-KOCH COMPANY 360 W. Garfield Boulevard, CHICAGO



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CHAINS AND REPAIR LINKS
IN A CLASS BY THEMSELVES
Do Not Accept Any of the Just as Good Kind
THERE IS ONLY ONE DUCKWORTH
DUCKWORTH CHAIN & MFG. CO. - - - Springfield, Mass.

JUST OUT

New Catalog 24A which fully describes our line of Ball and Roller Bearings. Send for it.

STANDARD ROLLER BEARING CO.
Philadelphia

BUY THE BEST **FORGET THE REST**

LEGGINS

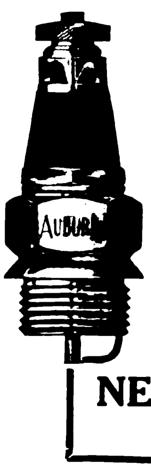
And Specialties.

NATHAN

Clip this ad. as a reminder.

You can now buy a **KOVERAUL** Garment made of olive drab Khaki at $9.00 complete for coat and trousers.
Send for new prices and catalogue.

NATHAN NOVELTY MFG. CO.
84A Reade St., N. Y. C.



Get An Auburn Plug—

It Insures a Good Spark

We are just conceited enough to claim that in the Auburn you will find the

Most Efficient, Durable and Lasting Motorcycle Plug on the Market

NEW YORK MICA & MFG. CO.
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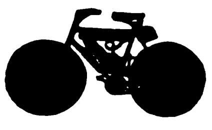
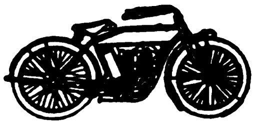
MAKE A MOTORCYCLE OF YOUR BIKE



at small cost by using our attachable outfit. It fits any bicycle. Motorcycles, all makes, new and second-hand, $35.00 and up. Send stamp for catalog and bargain list. Keller's new 104-page booklet, "Construction, Management and Care of Motorcycles," is now ready. Price, postpaid, 25c.

SHAW MANUFACTURING COMPANY, Dept. 26, Galesburg, Kansas



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Motorcycles and Automobiles

AT 1/4 to 1/3 THE PRICE WHEN NEW

We specialize in selling standard makes of motorcycles and automobiles in slightly used condition.

Large assortment of used motorcycles, single, two and four cylinders; chain, belt or shaft driven—**Indian, Pierce, Reading Standard, Curtiss, F. N., N. S. U., M. M., Reliance, Thor, New Era, Merkel** and other high-grade makes from $35 up.

Practically all styles and makes of automobiles at $100 up.
We guarantee each purchase to be in perfect running condition.

Agents wanted everywhere. ***Write for price lists and descriptions.***

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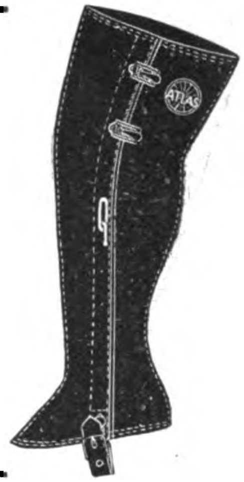
The Wheel of Perfection

Atlas Metal and Fabric specialties are worth while having, and sold by all up-to-date dealers. All styles of Leggins, Tool Rolls, Magneto Covers, Tail Lamps and many other useful articles to comfort the motorcycle public are manufactured by

ATLAS SPECIALTY MFG. CO.
559-561 W. Jackson Blvd. CHICAGO, ILL.

Catalog for the asking



THE "STANDARD"

The Speedometer reliably and permanently accurate. An added pleasure and protection to the motorcyclist. Fittings for practically all standard makes of motorcycles. Send postal for Handsome Catalogue. Act at once.

STANDARD THERMOMETER CO.
65 SHIRLEY STREET ROXBURY, MASS.

The New "N. A." BREEZE Carbureter

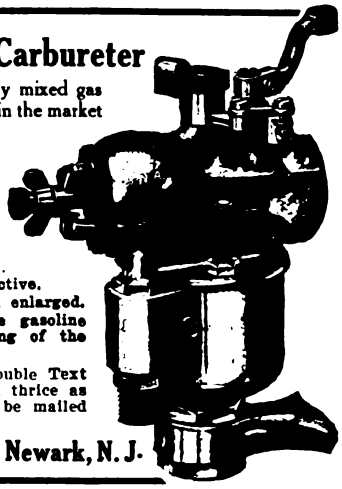
Delivers a larger volume of properly mixed gas than any other motorcycle carbureter in the market

THE NEW "N. A." BREEZE

Works Perfectly When Throttled Down Even to 280 Revolutions Per Minute.
At over 3,500 revolutions it is just as effective.
Auxiliary Air Valve and Passages have been enlarged.
A perfect mechanical device to increase gasoline supply automatically with the opening of the throttle has been fitted.

Send for free catalog. Our Engine Trouble Text Book, 54 pages, three times as large and thrice as valuable as last year's publication, will be mailed for 10 cents.

Breeze Carbureter Co., 251 South St., Newark, N. J.



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THE HIGHEST GRADE BRAZING COMPOUND IN THE WORLD.
WILL BRAZE CAST-IRON, HIGH SPEED STEEL OR ANY METAL THAT IS BRAZEABLE.
THE BEST WELDING FLUX IN THE WORLD.
50c. PER LB. BOOKLET FREE.

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Shock Absorbing Spring Tandems AND Saddle Attachments ARE Smile Producing Sold by the Live Ones

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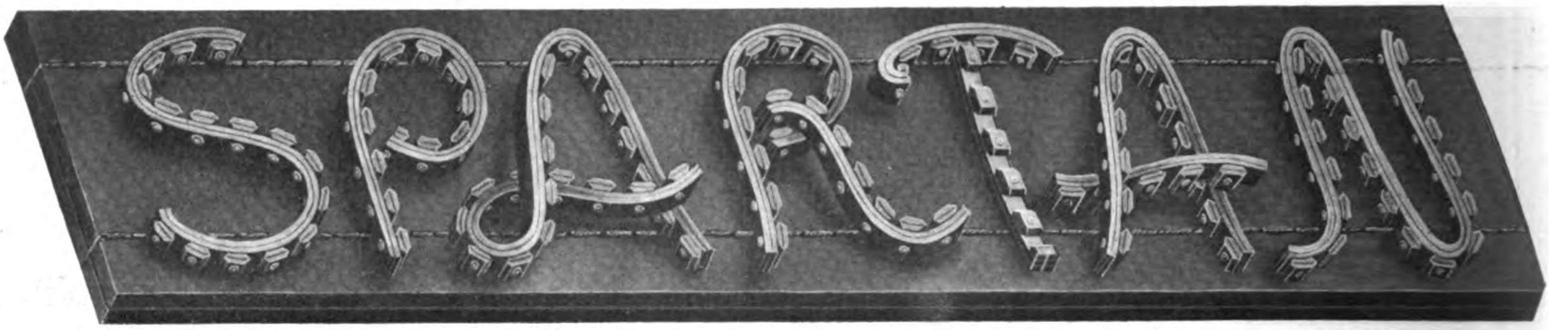

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THE BELTS THAT ARE BEST BY TEST

**SPARTANS ARE FOREMOST IN
MILEAGE AND LONG WEAR**

SPARTAN

SPARTAN FLAT BELT.

**ENDURING
EFFICIENT
ECONOMICAL**

SPARTAN "V" BELT.

Our policy of over sixty-one years' standing is to produce "The One Best Belt." The way Spartan Motorcycle Belts survive the severest tests applied to them by the cruelest kind of riding proves that we are living up to the letter of our policy.

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Is your wheel properly "safed" for the season just opening?

Corbin Coaster Brakes

For Motorcycles and Bicycles

have done more than any other influence to increase the pleasures of the road. When your wheel is Corbin-equipped you have the confidence that arises from absolute control and the knowledge of your safety. You are also helping to safeguard your fellow riders.

Any bicycle repair shop can fit the Corbin Brake to the rear hub of your bicycle.

Sold by bicycle and hardware dealers everywhere. Specify CORBIN and insist on it.
Send for 1912 free catalog, showing all models.

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(Division of the American Hardware Corporation)

WESTERN OFFICE:
65 LAKE STREET, CHICAGO

LICENSED COASTER BRAKE MANUFACTURERS

NEW BRITAIN, CONN.

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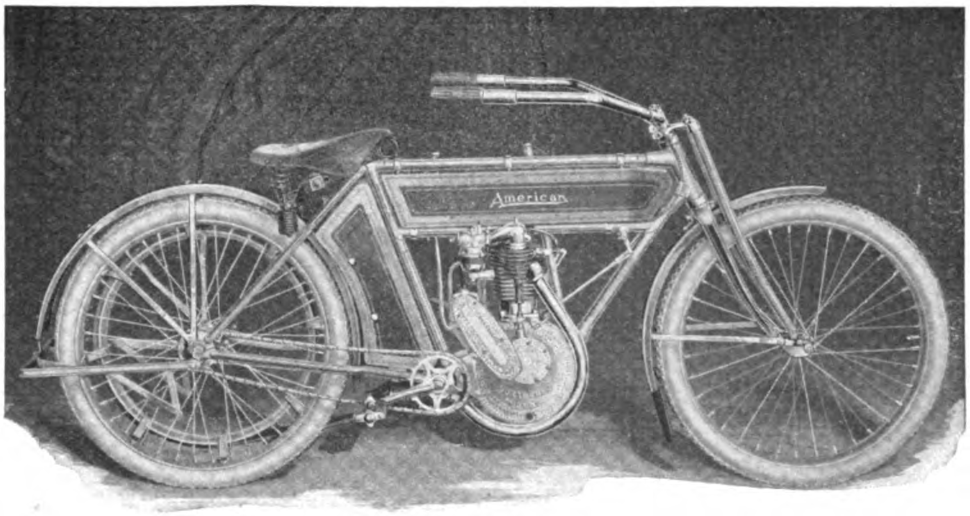
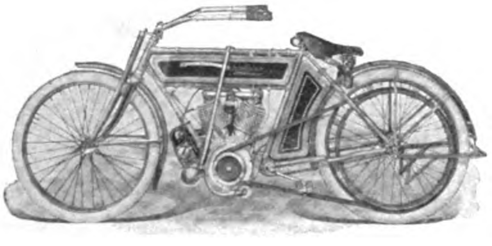
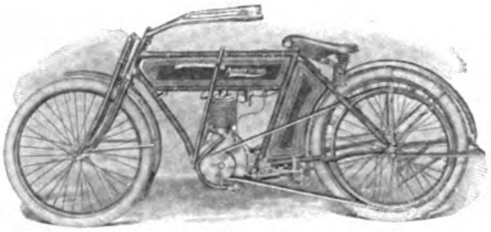


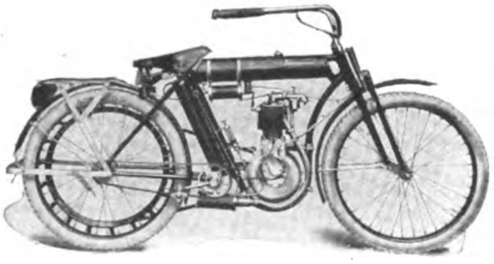
Model 33. American Hill Climber
Made only with Bosch Magneto, Eclipse Free Engine Pulley
4½ H. P. Price - - - - - $225.00



Model 132. American Twin Gray Streak
Made only with Bosch Magneto
7 H. P. Price - - $250



Model 32. American Gray Streak
Made both Magneto and Battery
4 H. P. Price - $200 and $175



Model 12. American Red Streak
Magneto and Battery, V or Flat Belt
4 H. P. Price - - $150

The "American" A
valuable assets in

When you secure the ex
you obtain the best advertised
of our extensive advertising ca
zines, we believe the "America
is better known to prospective purchasers than any other r
out literature to hundreds of thousands who are interested i
States where our machines are not known, resulting from our e

The time has now come on account of this wide popularity
first-class dealer representatives that are willing to work with
original and unique. It is of such a nature that every agent wh
with at least one-half the energy and time that he now takes to

He can sell machines at a lower price than any competit
dreds of sales for our agents direct and he still makes his full p
prospective purchasers, and where we have a satisfactory
the agent's advantage, either making the sale for him or pla
a handsome profit. Not only this, but every dealer taking the
having extreme inside prices and the advantage over his cor
are being sold at.

In selling the "American" machines you have an article t
are selling a machine that has been advertised continuously in
magazines in the United States. This year we are spendin
the month of May this year will run into over ten million.

This advertising is placed in such magazines as Satu
Magazine, Cosmopolitan, Munsey's Magazine, American Boy
News, Boys' Magazine, Grit, Boyce's Weekly, Outer's Book,
man, Popular Electricity, Young's Magazine, Popular Magazine

Every inquiry we receive (and we handled more than one-
of follow-up letters which practically make the sale for "Amer
the **machine** is good, because we have sold thousands of them c
satisfactory they could be returned to us and the full amoun
Under these broad selling terms, we have had returned to
business.

If you are a live dealer and are doing business in any state
it will pay you to write us immediately and take our agency.
will produce sales for you and make you money with less work
or bicycle agency.

Write today. Don't put it off until your territory is taken.

American Motor Cycle Co.

an
y
ment

ie of the most
orcycle field.

y for the "American,"
ide today. On account
ugh the national maga-
iotorcycles and bicycles
e last four years we have continuously advertised and sent
machine. There is not a city, town or village in the United
ertising campaign and follow-up system.

re willing to extend our agency business where we can get
ılan that we have outlined for future agents. This plan is
the "American" line will be in a position **to sell motorcycles**
s.

make a fair margin of profit. Furthermore, we made hun-
ery locality, we have hundreds and sometimes thousands of
ealer agent, we will follow up the thousands of inquiries to
a position to sell them at our extraordinarily low prices with
r the "American" line is at once placed in the position of
These prices are positively lower than any other machines

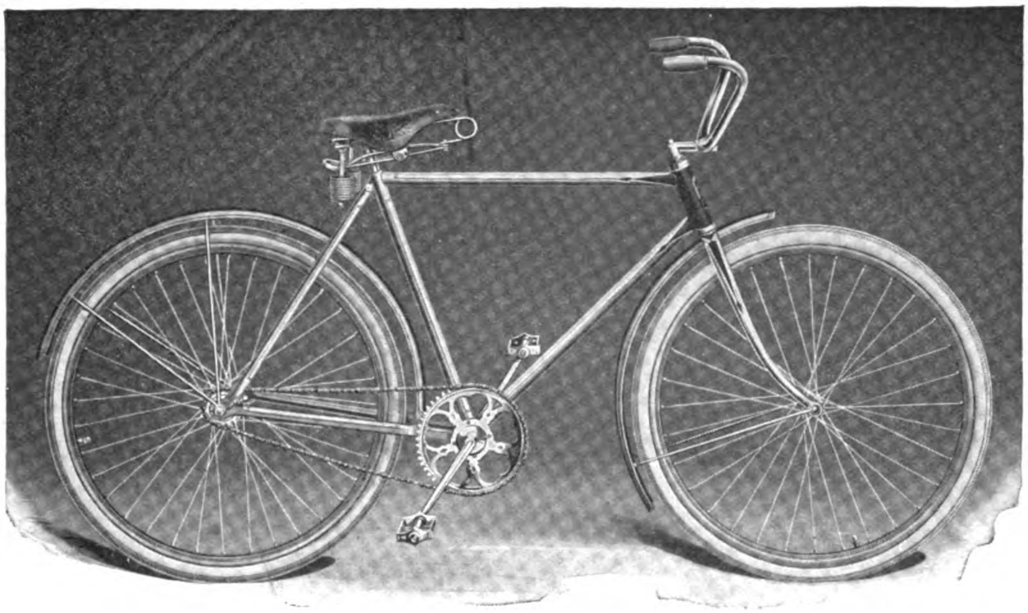
dy practically sold before you have done a bit of work. You
magazine published. Last year we advertised in 266 leading
re money. The total circulation of our advertisement for

ng Post, Collier's Weekly, Popular Mechanics, Everybody's
People's Home Journal, Argosy, Technical World, R. F. D.
man Life, Today's Magazine, Gas Review, National Sports-
ık, Red Book, and hundreds of other magazines.

lion last year) is handled by a series
ts. The **profit** is good, and we know
anteed terms that if they were not
ld be returned to the purchaser.
hree machines in four years'

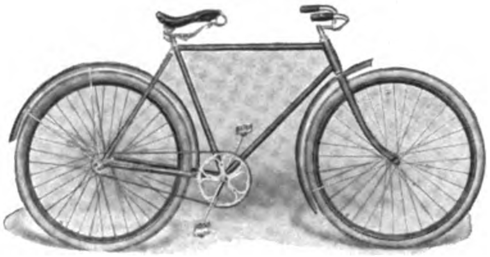
wn in the United States,
such a nature that it
other motorcycle

7 Wells Street
cago, U. S. A.



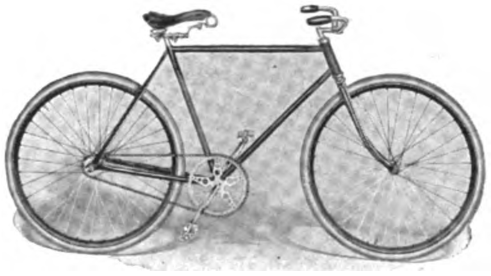
De Luxe American Model A

Grey Enamel, Red Head, Nickel Plated Forks, Clinch Tires, Motorcycle Style Saddle, Imported Chain and Pedals



Gold Medal American Model B

Clinch Tires, Imported Roller Chain, Steel Mud Guards, Transparent Blue Enamel



Red Scout American Model C

Red Head and Mast Tube, Imported Roller Chain and Pedals

Cut out Coupon and attach to your business letter head and mail today. Do It Now!

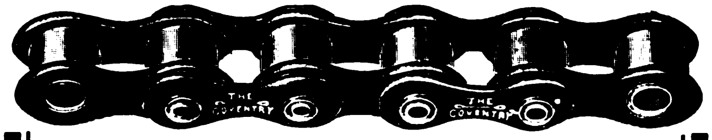
American Motor Cycle Co.,
1307 Wells St., Chicago, U. S. A.

Gentlemen:—

I am interested in the American Agency, Please send me full particulars. I am a legitimate dealer.

Name ....

Address ....



"The Coventry" Chains Link Strength with Speed and Lightness

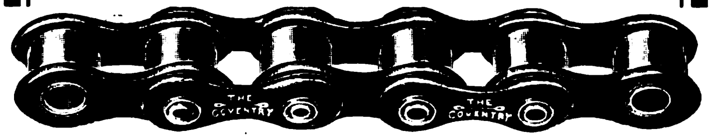
They cost more to make than any other chain. Why?

Because a higher grade of steel is used; because three thousand operations are needed for every five foot chain; because of the scientific combination of maximum strength and minimum weight.

"The Coventry" Chains are "non-stretchers."

Our catalog explains further.

Sarco Engineering Co.
112 Broad Street New York, N. Y.



SPLITDORF
PLUGS

"Always There"

With the installation of SPLITDORF IGNITION—SPLITDORF SERVICE is at your command.

And SPLITDORF SERVICE is courteous and thorough and practical—from the factory and main distributing center in New York, through every branch office and every other selling artery all over the country, to the crowning detail of personal road men.

And these road men—experts in their calling and human in their intelligence—have one duty to perform and that duty is to give their services to every SPLITDORF user for the asking.

If there is any little "kink" in your ignition system—if it is not "right up to the mark"—let SPLITDORF SERVICE straighten it out for you.

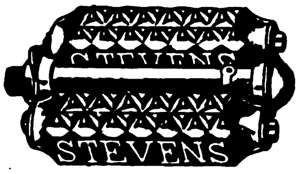
Your satisfaction is our satisfaction, so don't be afraid to call upon us.

Write for our "Racing Record"

C. F. SPLITDORF
Walton Ave. and 138th St.
Branch, 1679 Broadway NEW YORK
CHICAGO BOSTON LOS ANGELES
DETROIT KANSAS CITY SAN FRANCISCO

STEVENS

CELEBRATED MOTORCYCLE PEDALS
Strong, High Quality, Beautiful Finish, Full Size.



BLUEMEL'S CELLULOID FRAME PUMPS
The Standard of the World.

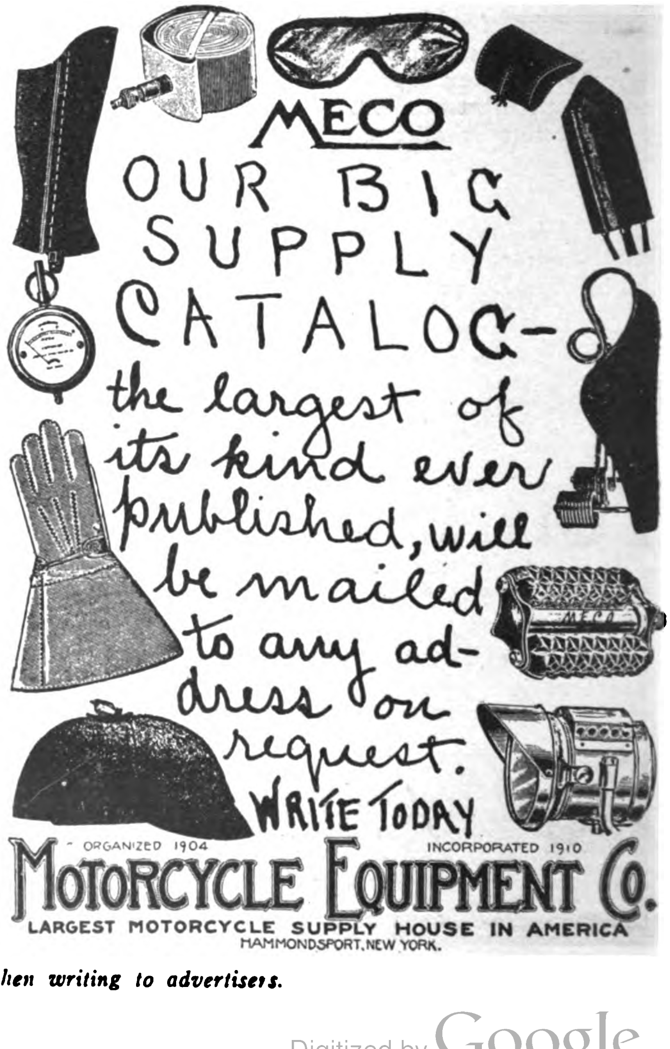
THE STERLING.
Embossed handle, trade mark in gold.
15 ins. long, ⅞ in. dia.

THE RELIABLE.
Embossed handle, 15 ins. long x 11/16 in. dia.

Far superior to brass pumps in every respect. Handsome, Indestructible, Perfect. Order through your jobber.

STEVENS & CO.,
375 Broadway, NEW YORK

STEVENS



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OUR BIG SUPPLY CATALOG—the largest of its kind ever published, will be mailed to any address on request.

WRITE TODAY

ORGANIZED 1904 INCORPORATED 1910

MOTORCYCLE EQUIPMENT Co.

LARGEST MOTORCYCLE SUPPLY HOUSE IN AMERICA
HAMMONDSPORT, NEW YORK.

Kindly always mention the paper when writing to advertisers.

YALE MOTOR CYCLES

Newark's Finest and their 1912 YALES

were selected by the Newark, N. J., Police Department as most capable of performing the hard continuous service their work demands.

Realizing the value of quality construction and reliable action, they very naturally chose the YALE. This selection was made in competition with all other makes.

You Will Profit By Their Example

Investigate the 1912 YALE. Four Models, Singles and Twins—Battery and Magneto.
One demonstration will immediately dispel any lingering doubt YOU may have as to which motorcycle YOU buy.

Write Today for Catalogue. Live Agents Wanted in Unoccupied Territory. All Orders Shipped Same Day Received.

The Consolidated Mfg. Co., 1730 Fernwood Avenue TOLEDO, O.

We also make Yale and Snell Bicycles, Hussey Handlebars and Drop Hammer Forgings of every description.

COMFORT

POWER

Four out of five "Merkels" finish a 361-mile Endurance Run with perfect scores.

The fifth lost a road and was but five minutes late. The funny part is, that all

THE FLYING MERKEL

entries were old mounts ridden by their owners, not specially-built factory machines with experts.

The run was from Dayton to Toledo and return, April 21st and 22nd.

Toms, Bewley and Steger on 6 h. p. twins and Sanford on a single finished with perfect scores—Miller on a single but five minutes late.

Your "Merkel" will stand the same test.

If you don't believe the spring frame counts, ask ***any*** rider who has ever made a run of this kind.

WRITE FOR CATALOG "B"

MIAMI

The Miami Cycle & Mfg. Co.
MIDDLETOWN, OHIO
MEMBERS OF M.M.A.

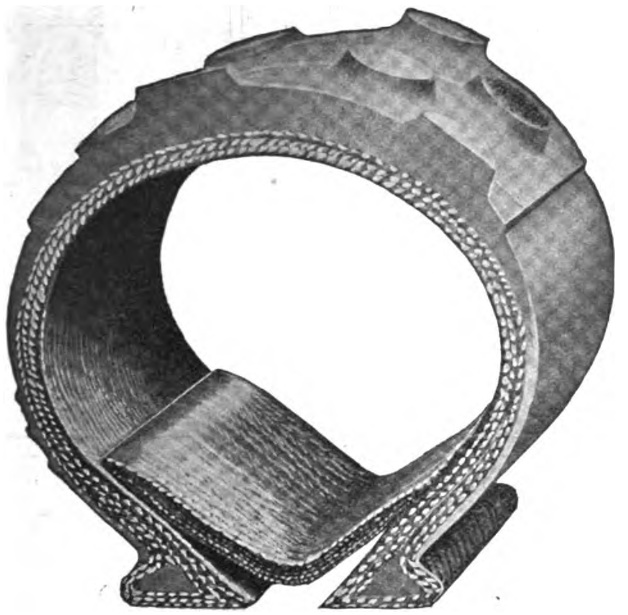
MIAMI

California Distributors	**The Appeal Mfg. & Jobbing Co., Los Angeles.**
Oregon & Western Washington	**West Coast Supply Co., Portland, Ore.**
Eastern Washington, Idaho & Montana	**Spokane Cycle & Supply Co., Spokane, Wash.**
Colorado & Wyoming	**C. W. Brown, Denver, Colo.**

(29)

SAFETY

RELIABILITY



One Tread One Quality *The Best*

CONTINENTAL-ERIE

It's the specialist that wins nowadays.

We have made an exhaustive study of motorcycle tire requirements.

We have learned that an unusual design of tread does not mean more mileage to the user.

So we decided upon the studded tread—and the studded tread only. We learned that the studded—if made right—can withstand the most severe treatment, and outlast any other tread on the market.

So we made it right. We **specialized** on the quality of long staple cotton—we **specialized** on the perfect fit of the beads to the rim—we **specialized** on the several distinct plies which enter into the construction of the laminated tube, seamless throughout. Result:

Continental-Erie Tires

(Studded Tread Only)

The Most Lasting, Efficient, Resilient Tire Made

Ask these manufacturers

Emblem Excelsior Merkel Harley-Davidson
Yale Monarch

ASK THE JOBBER—HE KNOWS

Continental Rubber Works

ERIE, PA.

NEW YORK BRANCH
35 Murray Street

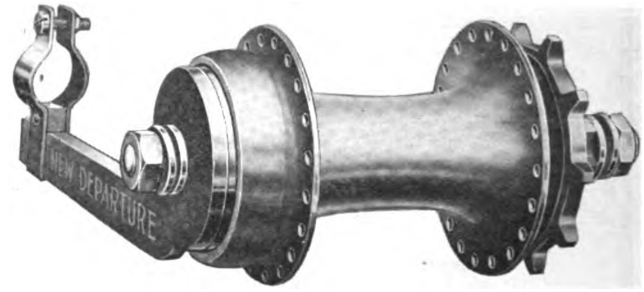
CHICAGO BRANCH
180 North Market Street

NEW DEPARTURE

Motorcycle Specialties

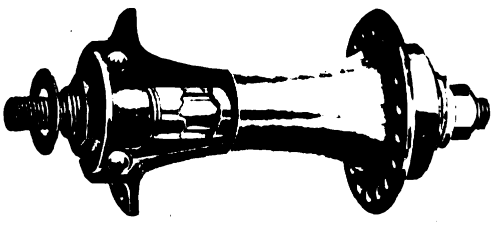
INTERNAL EXPANDING BAND COASTER BRAKE

The internal expanding band type, employing exactly the same principle as the emergency brake in the automobile. It operates against the forward movement of the wheel, hence, cannot lock, wind or bind. Riders prefer it because of its superior efficiency, reliability and strength. It is built for service beyond extreme requirements of riding. The 1912 model is absolutely the last word in a coasting and braking device for motorcycles of modern type.



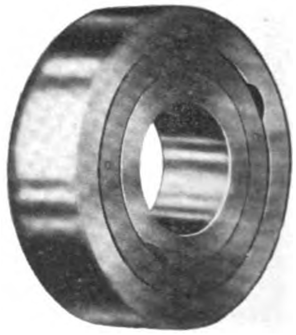
"KNOCK-OUT" AXLE HUBS FOR FRONT WHEELS

The ideal front hub, constructed entirely of specially treated steel and gives maximum strength and wear. The axle is in a sheath and can be removed instantly without disturbing the adjustment or removing any other part of the hub. It runs on eighteen ¼-inch steel balls and is highly finished throughout. Motorcycle dealers and repairers should stock this hub. It has behind it the New Departure guarantee.



SUPERIOR BALL BEARINGS

New Departure ball bearings are an American product of guaranteed merit and offer advantages over the foreign-made bearings in price and other considerations. This bearing is made in standard sizes and can be used to replace any single row bearing of standard bore, diameter and width. Automobile garages and motorcycle repair depots should stock this bearing and save money.

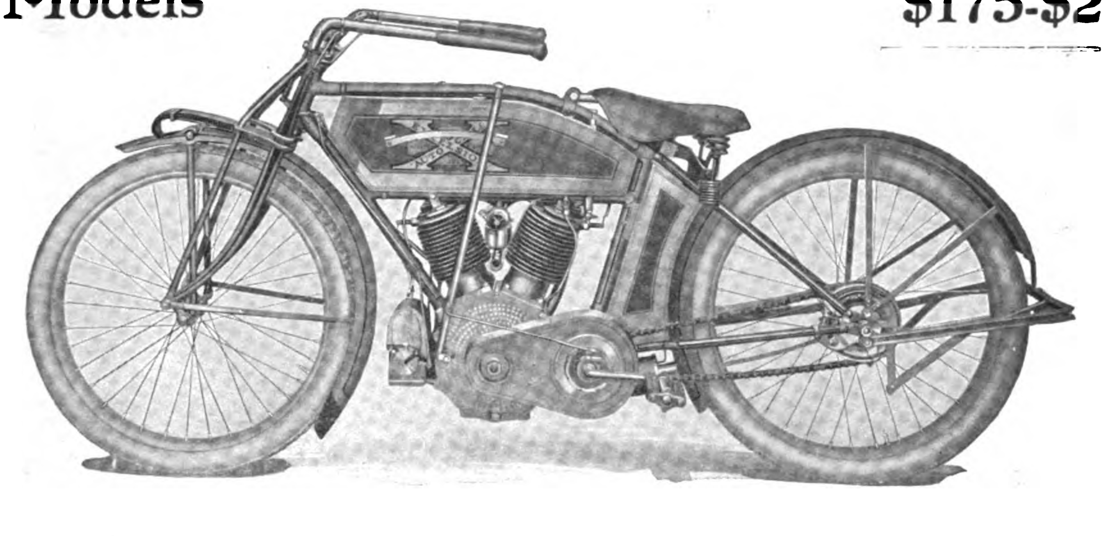


Write Today for Literature

THE NEW DEPARTURE MFG. CO., Bristol, Conn.

COASTER BRAKE LICENSORS

6 Models **$175-$250**



EXCELSIOR AUTO-CYCLE

38 World's Records

Triumph of Excelsior Speed and Reliability

The Excelsior records are not the work of any single man. They ***all*** win on Excelsiors. ***This time*** it is "Martie" Graves and Don Johns who made them bite their dust.

Nor are Excelsior records made by freak racing machines that would not run on the road. The motor design of ***all*** Excelsior racers is exactly the same as that of the ***stock machines*** which Excelsior dealers are showing everywhere.

These very same machines stood the terrible strain of constant racing ***since last July without being overhauled.***

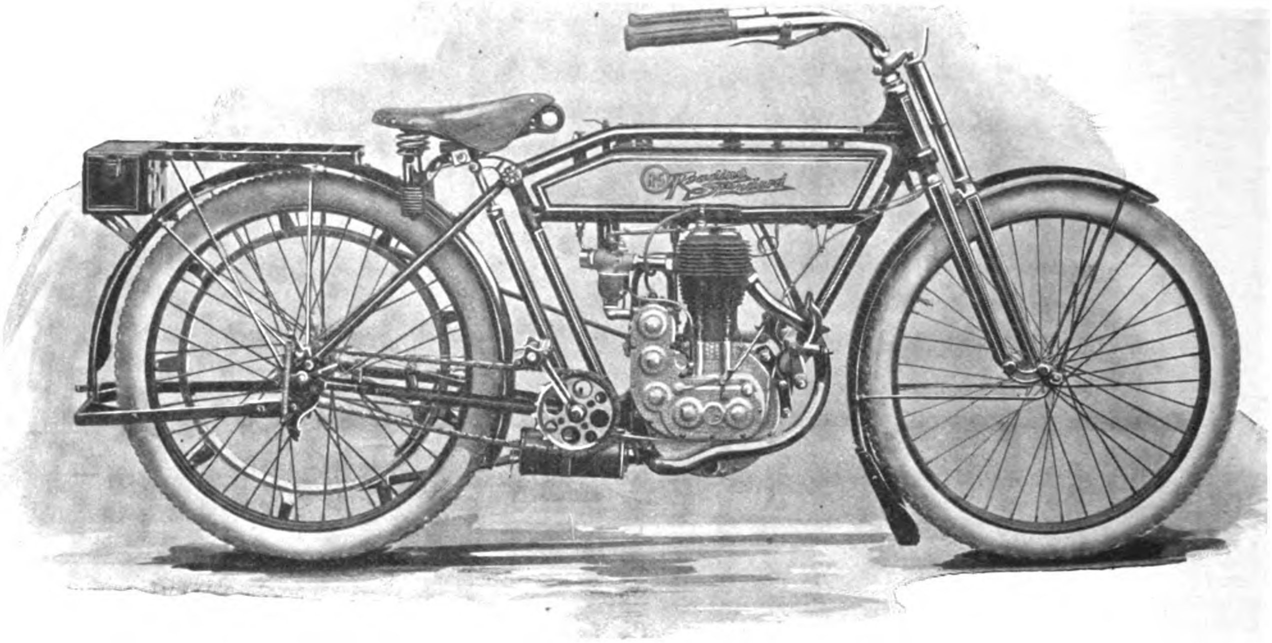
For pleasure and service, just as for racing, riders are flocking to the Excelsior standard.

Let an Excelsior dealer give you a demonstration, or write us for our new catalog.

Read the records on page 24.

Excelsior Motor Mfg. & Supply Co.

2201-2259 Union Street, Chicago



ASK any manufacturer which motorcycle, (next to his own, ***of course***), he considers as being the best from the standpoint of durability, comfort, reliability and all the other "ilities". Nine out of ten will say, unhesitatingly, "Why,

The R-S

of course."

There you are! Think it over. If the general consensus of manufacturers' opinions is that, eliminating ***their*** machine, the R-S ***would be*** the leader, isn't it logical to say that the R-S ***is*** the leader of them all?

The R-S first introduced mechanically operated valves on the motorcycle. They insure positive action. The charge taken into the cylinder never varies and is only changed by operating the carbureter throttle. We were the first to adopt this feature. You can't find a motorcycle today without it. So it is with other features of the R-S. ***But some are exclusive—they're covered by basic patents.*** Our catalog explains.

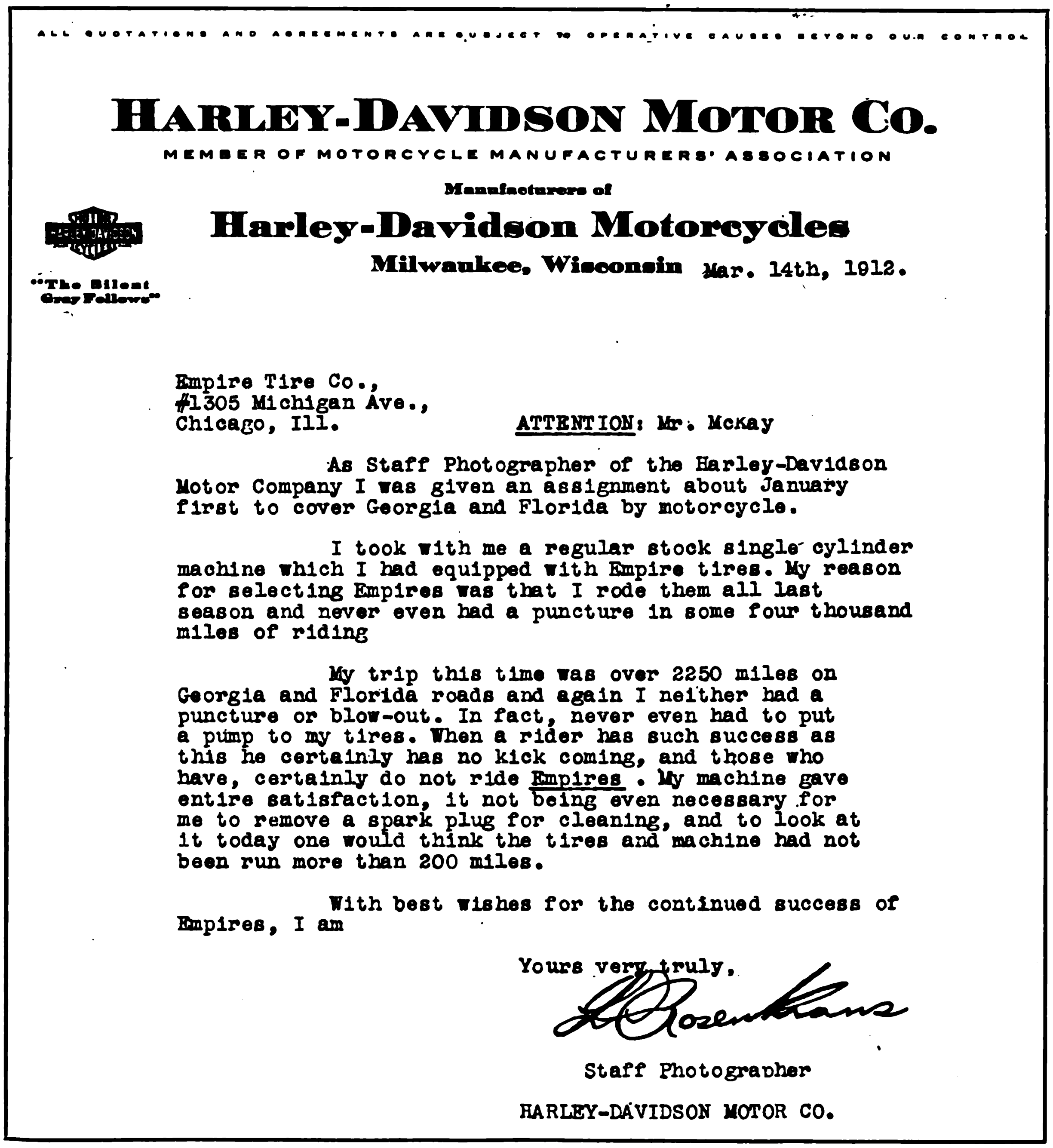
READING STANDARD COMPANY

306-340 Water Street, Reading, Pa.

2,250
MILES
ON

EMPIRE TIRES

WITH
SAME
AIR



ALL QUOTATIONS AND AGREEMENTS ARE SUBJECT TO OPERATIVE CAUSES BEYOND OUR CONTROL

HARLEY-DAVIDSON MOTOR CO.
MEMBER OF MOTORCYCLE MANUFACTURERS' ASSOCIATION
Manufacturers of
Harley-Davidson Motorcycles
"The Silent Gray Fellow"
Milwaukee, Wisconsin

Mar. 14th, 1912.

Empire Tire Co.,
#1305 Michigan Ave.,
Chicago, Ill.

ATTENTION: Mr. McKay

As Staff Photographer of the Harley-Davidson Motor Company I was given an assignment about January first to cover Georgia and Florida by motorcycle.

I took with me a regular stock single cylinder machine which I had equipped with Empire tires. My reason for selecting Empires was that I rode them all last season and never even had a puncture in some four thousand miles of riding

My trip this time was over 2250 miles on Georgia and Florida roads and again I neither had a puncture or blow-out. In fact, never even had to put a pump to my tires. When a rider has such success as this he certainly has no kick coming, and those who have, certainly do not ride Empires . My machine gave entire satisfaction, it not being even necessary for me to remove a spark plug for cleaning, and to look at it today one would think the tires and machine had not been run more than 200 miles.

With best wishes for the continued success of Empires, I am

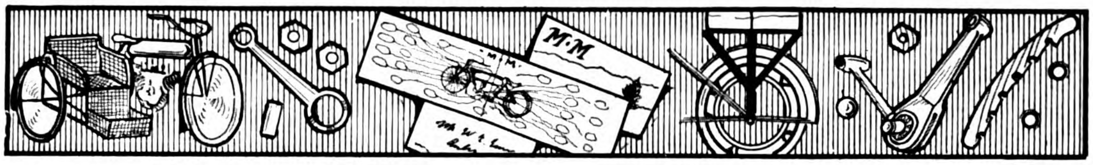
Yours very truly,

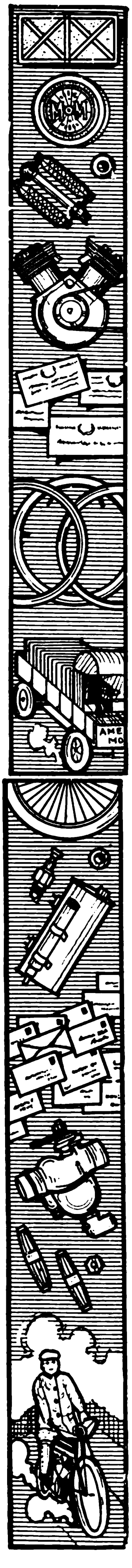
L. Rosenkrans

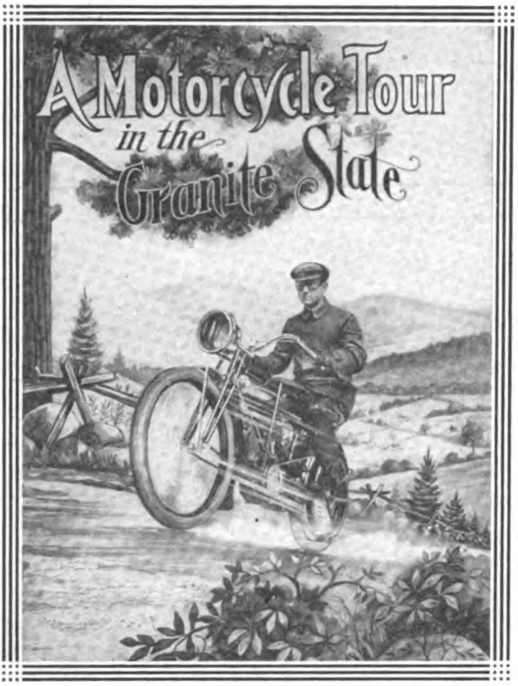
Staff Photographer

HARLEY-DAVIDSON MOTOR CO.

Empire Tires
WEAR LONGEST






A Motorcycle Tour in the Granite State

SEND FOR THIS BOOKLET

A FASCINATING and amusing story telling of the adventures of the author, George B. Graves, and his companion while on a Spring motorcycle tour through New Hampshire. The thoughts and feelings experienced by the two riders will strike a responsive note in the heart of every true motorcyclist. Mr. Graves has been noted for many years for his pleasing style as a writer on bicycling, motorcycling, and outdoor sports.

The booklet is handsomely printed on dull finish Sepia Coated Book, with an attractive cover in colors. The text is illustrated with over forty pictures, mostly halftone reproductions from actual photos taken on the trip.

FREE ON REQUEST

TWIN TALK

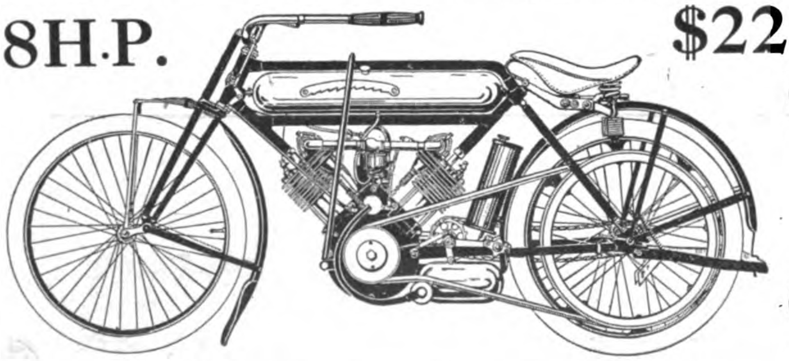
The durability of a twin cylinder motorcycle depends largely on the design of the ***crank pin bearing.*** This is one of the most vital points in all twins, and one of the weakest points in most of them. Realizing this, we have taken the bull by the horns, and designing one for the M-M twin that will outwear from two to five of any other make. A glance at the cut will show you why. Look at the large rollers and ample width and diameter—friction cut down to a minimum. Plenty of wearing surface, and plenty of good solid stock around it—that's the secret.

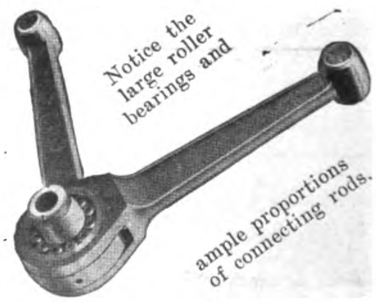
Another vital point on a twin motorcycle is the *brake.* On account of the extra power, speed and weight of the machine the brake should be large and powerful. We are pleased to announce that the M-M twin is now fitted with the New Departure *Band Brake*—the latest and best product of the oldest coaster brake makers in the world. It has a flat, one inch band, Raybestos lined, contracting over a large drum, the same as on an automobile, all enclosed to protect from dust. Unlike the V-shaped bands, this brake never sticks nor freezes.

AMERICAN MOTOR CO., **716 CENTER STREET, BROCKTON, MASS.**

California Distributors: California Motorcycle Co., Cor. 16th and Hill Sts., Los Angeles Cal.

8H.P. **$225**



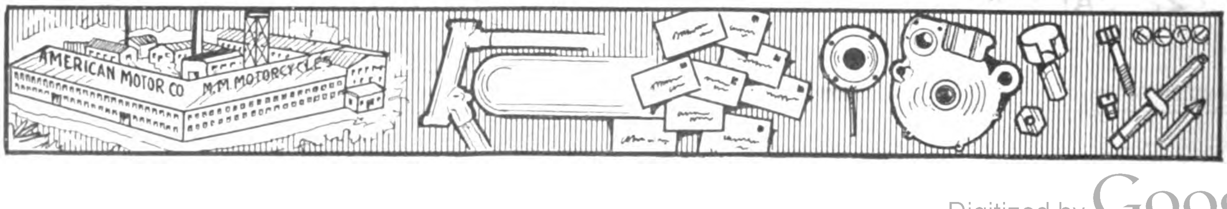

Notice the large roller bearings and
ample proportions of connecting rods.

The new *catalog of M-M parts* is now ready. Agents and riders, send for a copy. It is the simplest and most comprehensive catalog of its kind ever published.

Other Models—

4 H. P. Battery Special	$140
4 H. P. Magneto Special	$160
4½ H. P. Four-Fifty	$200

Send for new complete catalog—just out.



"ANYWHERE UNDER ANY CONDITION"

THE **NEW ERA** TEAM

WAS THE ONLY TEAM TO FINISH WITH A PERFECT SCORE IN THE DAYTON MOTORCYCLE CLUB'S DAY AND NIGHT ENDURANCE RUN HELD APRIL 20-21—DAYTON TO TOLEDO AND RETURN BY WAY OF COLUMBUS—390 MILES OF MUD AND SAND. THIS RUN WAS CONCEDED BY THE OLDEST VETERANS TO HAVE BEEN ONE OF THE MOST GRUELLING RUNS EVER HELD.

IT WAS THE FIRST REAL ENDURANCE RUN OF THE SEASON AND IS ONLY A STARTER FOR THE LONG LINE OF NEW ERA VICTORIES DURING THE SEASON OF 1912.

AGENTS — WRITE FOR OUR PROPOSITION

THE NEW ERA AUTO-CYCLE CO.

22 DALE AVE. - - - - DAYTON, OHIO, U. S. A.

BROOKS
Saddles for Comfort

if no other merit distinguished the saddles which bear that name their comfort-giving qualities alone would place them far above all others.

For that fact, THE ORIGINAL AND ONLY GENUINE COMPOUND SPRINGS are principally responsible—these are an exclusive feature of the BROOKS Compound Spring Saddles and—

As their superiority is best proved by comparison we ask *you*, before you make selection, to apply that test.

Below we illustrate B170, the seat part of which consists of a steel base carefully moulded on anatomical lines, comfortably cushioned and covered with substantial leather.

J. B. BROOKS & CO., L^{D}
75 CRITERION WORKS
BIRMINGHAM, ENG.

Distributing Agents for U. S. A.
THE D. P. HARRIS HARDWARE CO.
48 Warren Street
New York

THE BROOKS B170; particularly low built, and—you sit IN it rather than ON it.

HENDERSON MOTOR CYCLE

4-Cylinders *7 H. P.* *Free Engine*

$325

Comfort and easy running that no "Single" or "Twin" can give.

We equip the Henderson Motorcycle with a four-cylinder motor because it delivers continuous power—does not set up vibration—can be throttled down to five miles an hour, and still have plenty of pulling power—and accelerate instantly.

In the way the Henderson starts and is controlled, the ease with which it rides, in the comfort and pleasure of the rider—the Henderson resembles an automobile.

It starts with a crank and has a free engine.

The spark has a range of 60 degrees, as compared with the 20-degree range of the ordinary motorcycle.

The seat is hung between the wheels, instead of above the rear wheel; and road shocks are further reduced by the 65 inch wheelbase.

The rider's feet rest in a comfortable, natural position on an inclined foot-board; the legs forward of the engine and away from its heat.

Let us send you the catalog describing the Henderson in detail.

Dealers—Wire or Write for Territory

HENDERSON MOTORCYCLE COMPANY
264 Jefferson Ave. **Detroit, Mich.**

POPE MOTOR CYCLE

With
Imported
Magneto

$165

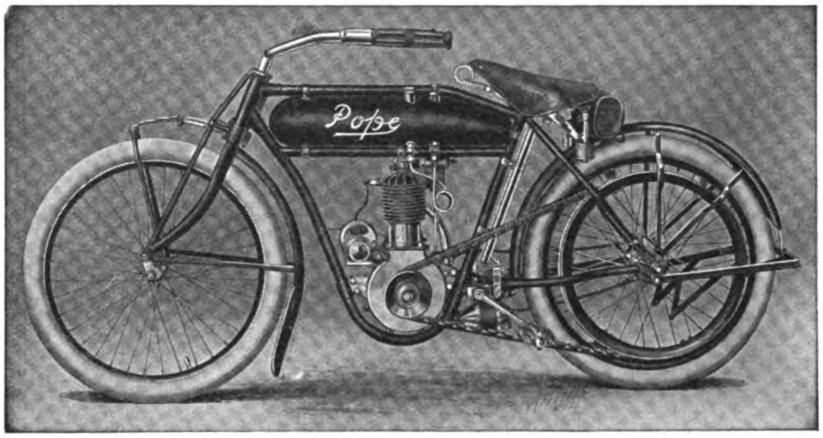
Light
Silent
Reliable

REAP THE REWARDS OF OUR NATIONAL ADVERTISING

DEALERS EVERYWHERE WANTED TO INTERVIEW PROSPECTS

POPE DEALERS EVERYWHERE ARE REAPING THE REWARD OF A VERY SUCCESSFUL ADVERTISING CAMPAIGN. Some of our motorcycle ads. have no doubt attracted your attention. They are appearing in a large number of popular magazines and papers which reach interested people all over the United States.

EVERY DAY WE RECEIVE QUANTITIES OF REPLIES from various parts of the country and abroad showing the great interest everywhere in Pope Motor Cycles, and the widespread demand for a light, reliable, moderate-priced machine of Pope quality.



THESE INQUIRIES ARE REFERRED TO OUR LOCAL DEALERS whenever possible, but if we do not happen to have a dealer in any particular territory, the business has to be handled direct. We want dealers to take care of all this, however. Here then is a great chance for dealers to take on a money making motorcycle.

IF YOU ARE LOCATED IN A TOWN WHERE THERE IS NO POPE DEALER, we could very likely put you in touch with some live prospects immediately, and furnish you with additional names from time to time as inquiries are received. If we can make sales direct, think how much easier it would be for a dealer on the spot to multiply sales. Knowing the disadvantage of selling at a distance, we desire to complete our dealers' arrangements as soon as possible.

WHILE WE ALREADY HAVE A LONG LIST OF SUCCESSFUL DEALERS IN PRACTICALLY EVERY STATE in the Union, our policy of localization affords many more desirable openings for the sale of Pope Motor Cycles.

WE WANT TO HEAR FROM YOU, MR. DEALER, WHEREVER YOU ARE LOCATED. DON'T NEGLECT THIS OPPORTUNITY. ACT QUICKLY SO AS TO GET THE FULL BENEFIT OF ALL INQUIRIES.

Eclipse Free Engine Pulley may be readily attached to Pope Motorcycles as Special Equipment

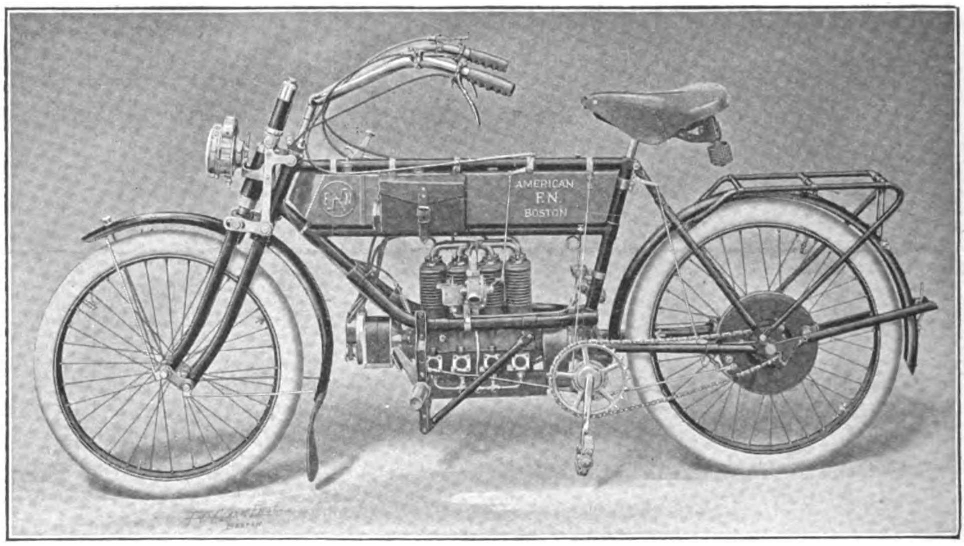
The Pope Manufacturing Co., Hartford, Conn.

PACIFIC COAST DISTRIBUTORS

F. P. KEENAN CO., Portland, Ore
Northwest

KIMBALL-UPSON CO., Sacramento
Northern California and Nevada

C. L. SMITH, Los Angeles
Southern California



The Noiseless Four Cylinder

F. N.

Shaft Drive Vibrationless

FOUR MODELS

Glider (Trade Mark) -	**$250**	**Free Engine - - -**	**$350**
Standard - - -	**$300**	**Two Speed and Free Engine**	**$400**

CLUTCH CONTROLLED FROM THE HANDLEBAR

SPECIFICATIONS

1. Motor, 5 H. P.; cylinder capacity, 498 cubic centimetres; 57 mm., bore; 52½ mm., stroke.
2. Ignition by high-tension, armored magneto with distributor fixed thereon, with which it forms a whole, entirely tight. It is entirely protected against water, dust and mud. The armored magneto first appeared in this country on the F. N.
3. Highly efficient automatic carbureter.
4. Separate gasoline filter.
5. Transmission by bevel pinions (ratio 1—5.4).
6. Improved elastic fork, with counter check spring.
7. One lever for controlling carbureter, fitted on right hand side of handlebar.
8. Height of frame, 20 inches.
9. Wheels, 26 x 2½ inches.
10. Wheel base, 56 inches.
11. Lubrication by pump inside the tank; simple, safe and effective.
12. Free engine by multiple disc clutch, running in oil.
13. Declutching device is controlled by Bowden wire from handlebar—the only machine in the world having this feature.
14. Plugs, short in length, fitted with ebonite, eliminating the possibility of electric discharges when the rider touches the plugs with his knees.
15. Foot rests are regular equipment.

ALSO TWO-SPEED GEARS

AMERICAN F. N. CO.

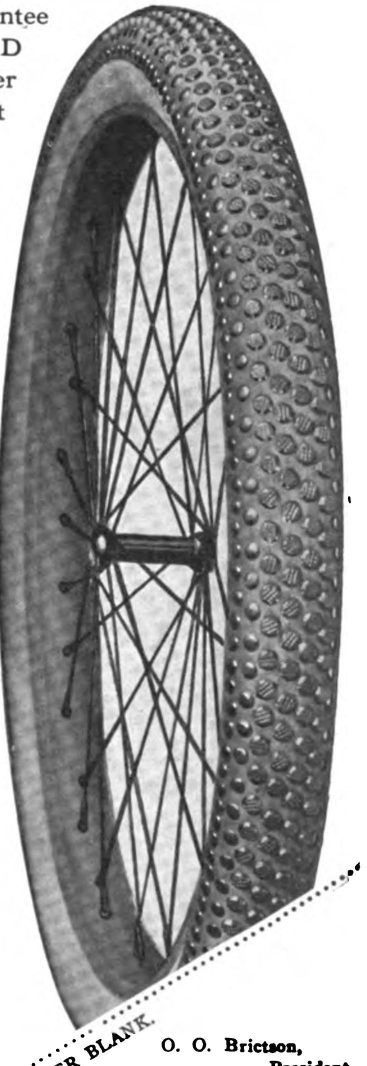
Newtonville Station, Boston, Mass.

TIRE PROTECTION WITH A GUARANTEE

No longer is it necessary for motorcyclists to worry about PUNCTURES, BLOW-OUTS, GLASS CUTS, SKIDDING and unnecessary tire expense, which heretofore has MARRED the pleasure of all motoring—" BRICTSON " DETACHABLE TREADS will eliminate all this.

10,000 Mile Guarantee

SEND FOR COPY OF SAME



Yes, we will give you a 10,000 mile written guarantee with every "BRICTSON" MOTORCYCLE TREAD on a daily mileage basis of twenty-five miles per day. Can you get this kind of a guarantee on your rubber tires? Figure this guarantee out and you will see that it covers a period of 400 days.

Design and Construction

Made of select, specially prepared chrome tanned leather, soft and pliable, which gives with the "BRICTSON" the full benefit of the pneumatic tire. Studded on the surface with small neat-looking steel studs, designed to give perfect traction as well as a perfect "non-skid." There are layers of the best tire fabric between the layers of leather, which add strength and keep the tread from stretching. In addition to all these important features, the "BRICTSON" is lined perfectly smooth on the inside so there are no rivets or studs in contact with the rubber casing, making it impossible for the tread to injure the casing in any way.

The "BRICTSON" is the only scientifically constructed tread in that it CANNOT slip or slide on the rubber casing in ANY direction, owing to the patented, scientific method of fastening. It is held in position on the rubber casing by equal tension from all points of the circle, and for this reason may be adjusted to PERFECTLY fit the casing over which it is applied, which CANNOT be accomplished with any other method of fastening, and also envelops the entire casing, excluding sand, stones, mud, or even water from coming in contact with the rubber casing.

The "BRICTSON" is the ONLY TREAD THAT HAS PERFECT TENSION ADJUSTMENT FROM ALL POINTS OF THE CIRCLE, which other tread manufacturers have tried to imitate with metal contrivances that only detract from the appearance of the tread, add weight, and destroy the pneumatic feature, but still do not accomplish the desired result.

The "Brictson" Exclusive Patented Way of Fastening

The "BRICTSON" has no HOOPS, HOOKS, BUCKLES, SPRINGS, or any other unnecessary metal contrivances to add weight, break or eat into the rubber casing; neither is it cemented, laced, vulcanized, riveted or fastened to the rubber casing in any way—NATURAL INFLATION OF THE TIRE DOES THE TRICK—Simply clamped between the head of casing and rim—strictly Quick Detachable.

PRICES: One-half the price of a rubber casing and guaranteed three times as long. Compare the following prices:

26 x 2¼	$5.50	28 x 2¼	$6.50	28 x 2¾	$7.50
26 x 2½	6.00	28 x 2½	7.00	29 x 3	8.00

Other sizes on application.

Ask Your Dealer for "Brictson" Detachable Treads

Ask the best dealer in your town to show you the famous "BRICTSON" Guaranteed Detachable Tread. If for any reason he cannot supply you, fill out the attached ORDER BLANK, pin your check to same, mail it, and I will ship you the treads on TEN DAYS' FREE TRIAL, and if you don't find them perfectly satisfactory within 10 days from receipt of treads, return them and I will cheerfully refund your money. Remember, I take all the risk.

O. A. BRICTSON, President
The Brictson Mfg. Co.
2552 Brictson Building
Brookings, South Dakota

DEALER'S COUPON.

O. A. Brictson,
President,
The Brictson Mfg. Co.,
2522 Brictson Bldg.,
Brookings, So. Dak.

Without obligation on my part, send me your Dealer's Prices Catalogue and full particulars.

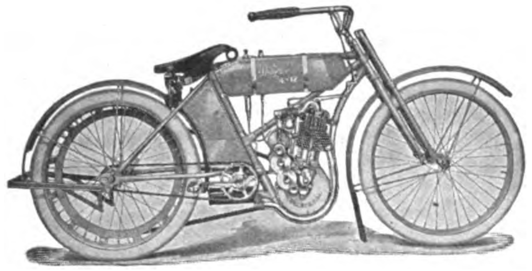
Name....................................
City........................ State.............
County..

MOTORIST'S COUPON ORDER BLANK.

O. O. Brictson,
President,
The Brictson Mfg. Co.,
2522 Brictson Bldg.,
Brookings, So. Dak.

Enclosed please find.................. in the sum of $...................for which ship by ex. or fgt......(quantity)...........Brictson Motorcycle Treads, size........with the understanding if they are not perfectly satisfactory I may return them within 10 days from receipt of shipment and you will refund my money.

Signed...



4-12 Model—Magneto, $200

Eleven Years Spent in Perfecting

W-A-G-N-E-R MOTORCYCLES

give you, as a prospective buyer, machines approximating perfection in the basic matters of refinement and improvement, backed by materials and workmanship of the "Wagner quality" brand. Result:

Speed

Power

Flexibility

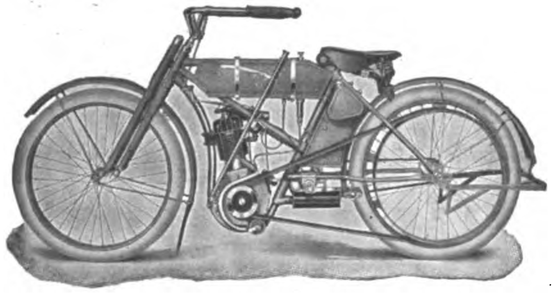
Strength

Immediate Deliveries Guaranteed

GET THE 1912 CATALOG

Wagner Motorcycle Company

St. Paul, Minn.



Model "M" Battery, $160

RIDE IN COMFORT

EQUIP YOUR MACHINE WITH A

TRIO ATTACHMENT

LIGHT, SIMPLE AND DURABLE

WILL FIT ANY STANDARD MAKE OF MOTORCYCLE

SPRING BACK REST

SPRING TANDEM SEAT

SPRING LUGGAGE CARRIER

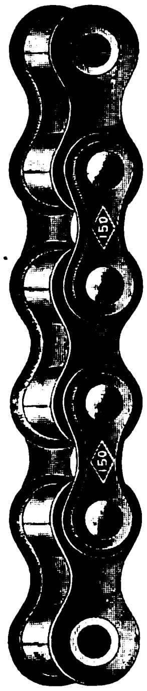
WE HAVE THE ONLY PATENT FOR A DEVICE OF THIS KIND

PAT. OCT. 3, 1911

TRIO EQUIPMENT CO.

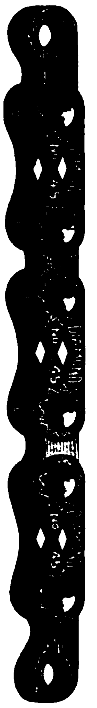
2162 WEST 29TH ST. CLEVELAND, OHIO

DIAMOND CHAINS



being the product of a firm now and always recognized as the leader in its line, can be depended upon absolutely to do their work well throughout a long life. By insisting upon Diamond Chains you protect yourself against bad service and repair troubles.

Ask any user.



TRADE MARK

Diamond Chain & Mfg. Co.

227 W. GEORGIA STREET, INDIANAPOLIS, IND.

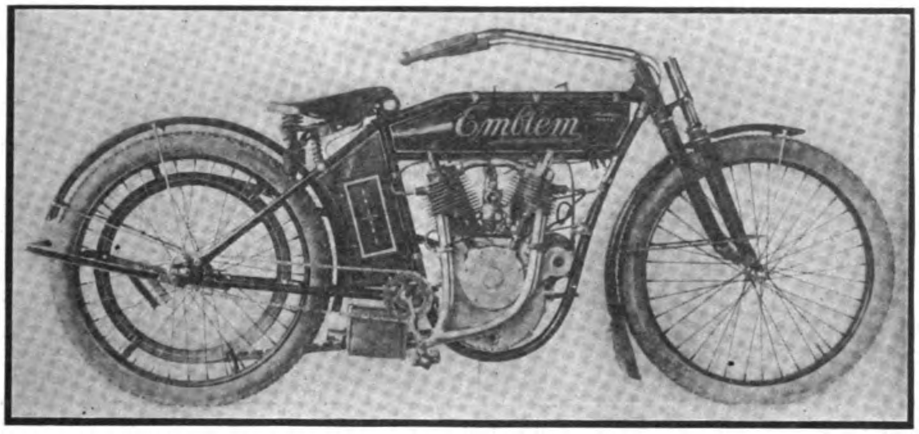
8,000,000 FEET PER YEAR

104

Kindly always mention the paper when writing to advertisers.

Now is the time to Order the STURDY

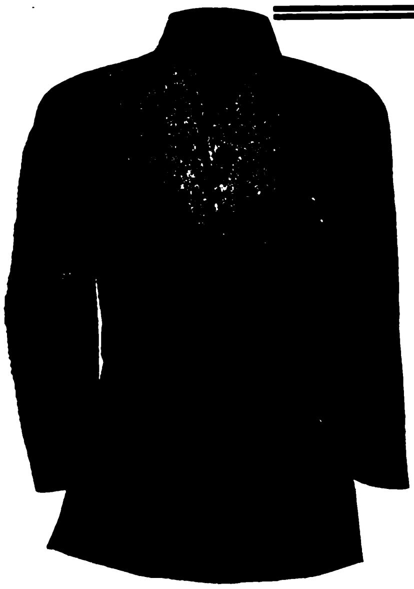
EMBLEM



The Machine of Power and Satisfaction. Catalog Free

EMBLEM MANUFACTURING CO., Angola Erie County
NEW YORK
Department "H"

Distributors for California—JOHN T. BILL & CO., Los Angeles
For the South—HENRY KEIDEL & CO., Baltimore, Md.
For Oregon—BALLOU & WRIGHT, Portland
For Washington—F. M. SPINNING, Seattle



Clothes That Make The Man—Comfortable

You may have a dandy machine, just the thing for even, comfortable riding. But that comfort goes for naught if you wear an uncomfortable and ill-fitting suit.

The illustration shows our jaunty, serviceable Norfolk cut coat. It can be made to YOUR INDIVIDUAL measurement in the latest style, in the following materials: English Roseberry, English Whipcord, Fustian, Petrels and Khaki.

Strength in every fibre—quality in every thread

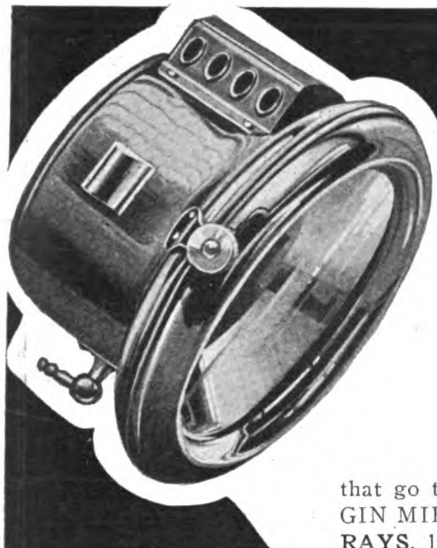
"Aurora Brand" Clothing is a by-word for durability, style, fit and comfort.

Dealers—get busy. This is the time for the Spring outfitting and you can get a good slice of our big business if you write us NOW.

Samples and full garments will be sent to dealers if desired.

AURORA
BRAND

FOWLER-CARNES COMPANY AURORA, ILL.



Lunar MOTORCYCLE LAMPS

The Strongest and Most Penetrating Lamp on the Market

The name "LUNAR" on a Motorcycle Lamp carries with it a guarantee for highest quality possible—quality in both material and the workmanship put into the constructive details that go to make up the whole. **"LUNAR" Motorcycle Lamps** are equipped with a ground glass **MANGIN MIRROR** which throws an extremely bright ray of light ahead while Inside Reflector **DIVERGES RAYS,** lighting both sides of road.

"LUNAR" Motorcycle Lamps are made of heavy gauge material throughout with **one piece** body. All parts are interchangeable and easily removed for cleaning purposes. Extra heavy glass front; constructive principles eliminate absolutely all rattle and vibration.

TURN NIGHT INTO DAY

SPECIFICATIONS—Diameter of MANGIN MIRROR, 5 inches; Diameter of Flange, 8 inches; Extreme Length, 6 inches. Brackets adjustable to fit any motorcycle. Nickel finish will be furnished regularly. Other standard finishes at no extra cost.

Price, Complete with Brackets, $7.50

RIDERS—Insist upon "LUNAR QUALITY" Motorcycle Lamps. No machine complete without one, no tour is completely enjoyable without a "LUNAR."
DEALERS—Send for full information. Write factory direct.

INDIANA LAMP CO., Connersville, Ind.

HAVERFORD
BIG "4" MOTORCYCLE

AGENTS WANTED—The "Live Wire" Kind

to connect with a "live wire" proposition we have to offer in the handling of

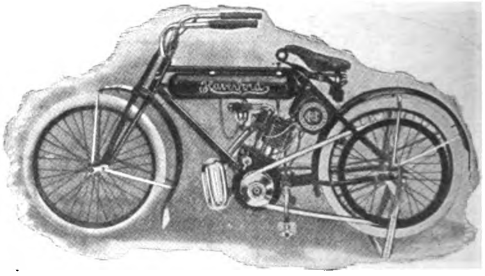
Big "4" Haverford Motorcycles

Here are three models—all of them winners—all of them ready sellers because they are well advertised, well made and right priced.

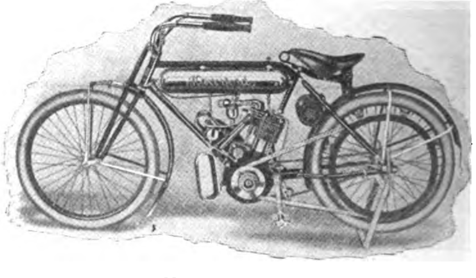
Write for particulars, specifications and prices—to you, also let us tell you why we can and do sell the Big "4" line with a positive year's guarantee.

A LIBERAL DISCOUNT TO AGENTS

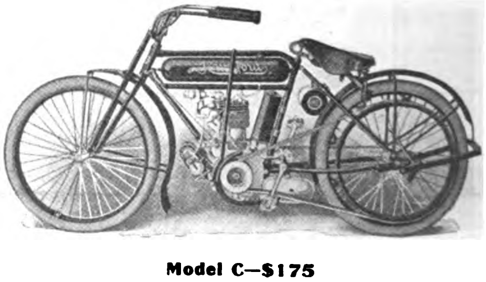
HAVERFORD CYCLE COMPANY
825-827-829 Arch Street PHILADELPHIA, PA.
BRANCH, 411 Market Street
Newark, N. J. Washington, D. C. Buffalo, N. Y. Atlantic City, N. J.



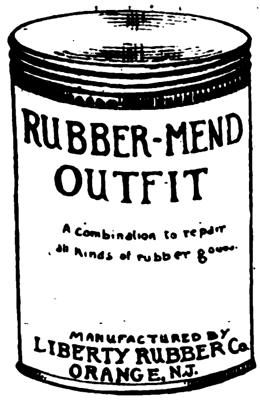
Model A—$125



Model B—$150



Model C—$175



Large size, $1.00 Small size, $.35

RUBBER-MEND, Motorcycle Outfit. It makes its own patch—repairs punctures in the tube and repairs cuts or blowouts in the outer casing. It will also repair football and basketball bladders, or ANY KIND OF RUBBER ARTICLES.

Philadelphia Distributors

HAVERFORD CYCLE COMPANY

Manufactured by

LIBERTY RUBBER COMPANY

Orange, N. J.

Clutch Owners--Attention!

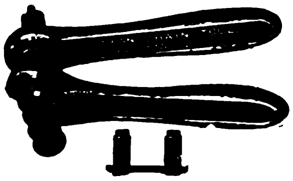
Will you persist in allowing your clutch to give you only partial satisfaction when there is within your reach a clutch dressing that will make your clutch hold up to its job?

Bull Dog Clutch Dressing

will do this. In collapsible tubes by mail, 25c. postpaid.

Bull Dog Belt & Clutch Dressing Co.

Waynesboro, Pa.



BEAN CHAIN TOOL

complete of itself, two-in-one. For sale by—The Bean Company, Berea, Ohio; Stephens & Company, 375 Broadway, N. Y.

BEAN SON COMPANY

Oakland, Cal.

THE "STAR" LUGGAGE CARRIER

$3.50

Universal Attachment for the Motorcycle—
Sold by the

Aurora Automatic Machinery Co., Chicago
Motorcycle Equipment Co., Hammondsport, N. Y.
Beckley-Ralston Co., - - Chicago, Ill.
Ira Enmark, - - - Minneapolis, Minn.
Edwards-Crist Mfg. Co., - Chicago, Ill.
Oberwegner Motor Co., - - Toledo, Ohio
Byrd Moore, - - - Des Moines, Iowa
Whipple, The Motorcycle Man, Chicago, Ill.
Excelsior Autocycle Co., - Detroit, Mich.
Walthour & Hoed, - - - Atlanta, Ga.

Manufactured by the

STAR ELECTRIC CO.

18 North May St., CHICAGO, ILL.

TEN THOUSAND RIDERS READ

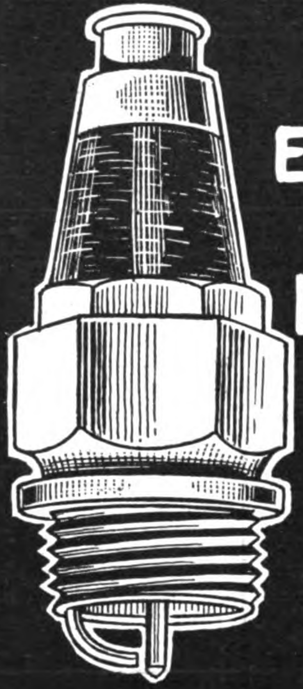
THE MART

Our Classified Advertising Page

THREE CENTS A WORD

Mosler's

MOTORCYCLE PLUGS



For EFFICIENCY DURABILITY And POWER

have been adopted by the leading motorcycle manufacturers of the United States.

The following manufacturers are equipping with

Mosler's Motorcycle Plugs:—

Hendee Mfg. Co. (Indian)
Miami Cycle & Mfg. Co.
Merkel Light Co. (Merkel)
Wagner Motorcycle Co.
F. W. Spacke Machine Co.
Pierce Cycle Co.
Reading-Standard
Minneapolis Motorcycle Co.

Buy the best—they cost no more
But give results

A. R. MOSLER & CO.,
NEW YORK, N.Y. #66

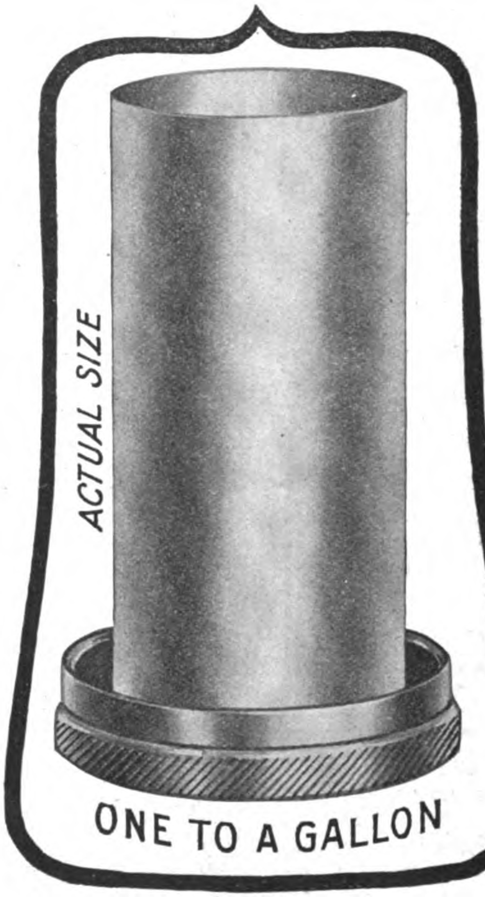
MOTORCYCLE TALKS

Lubrication. No. 4

(NOTE: This is the fourth instalment in the series of talks now appearing in the motorcycle papers dealing with those practical features that you should look for in the machine that you require for everyday service.)

Riders of the past decade have learned well their lesson in lubrication. Their experience has taught them that too much attention cannot be given to the oiling system. Those who know, advise new riders not to guess at the quantity of oil used but to over-oil and be sure that the engine is getting sufficient lubrication.

The Schickel OILING SYSTEM



Directions for Mechanical Systems

The oil tank holds two quarts of oil. It would be advisable to use a funnel in pouring the oil into the reservoir through the small filler hole. Use the special hand pump fitted to the side of the tank to get the oil from the reservoir into the crank case. Look through the glass window into the crank case and be sure the oil level shows half a glass. Run the engine carefully and adjust the stroke of the pump so as to pump approximately the same quantity of oil into the crank case that the engine consumes in operation. To adjust this pump use the special wrench provided with each tool kit. It will be necessary to loosen up the set screw before you can adjust the stroke of the pump. You will learn after some experience the correct adjustment (stroke of the pump) for average conditions. When the engine is worked hard use hand pump at the side of the tank in addition to the regular system. Before starting on a long trip make sure that all connections at tank, pump and crank case are tight. (Additional information concerning gravity systems on request.)

Directions for The Schickel System

To each gallon of gasoline empty one measure of oil into the tank.

The Schickel oiling system is perfect. It is absolutely accurate and reliable. It is simple and the most economical in consumption of oil.

It is absolutely accurate and reliable because the oil is fed to the engine in exact proportion to the work done. There are no oil leads to break off or clog up. You do not have to remember about stop cocks to turn on or off.

It is simple because there are no gears, mechanical or hand pumps, sight feeds, oil leads, check valves or stop cocks.

It is economical because it can run sixty-five or seventy miles on only one measure of oil.

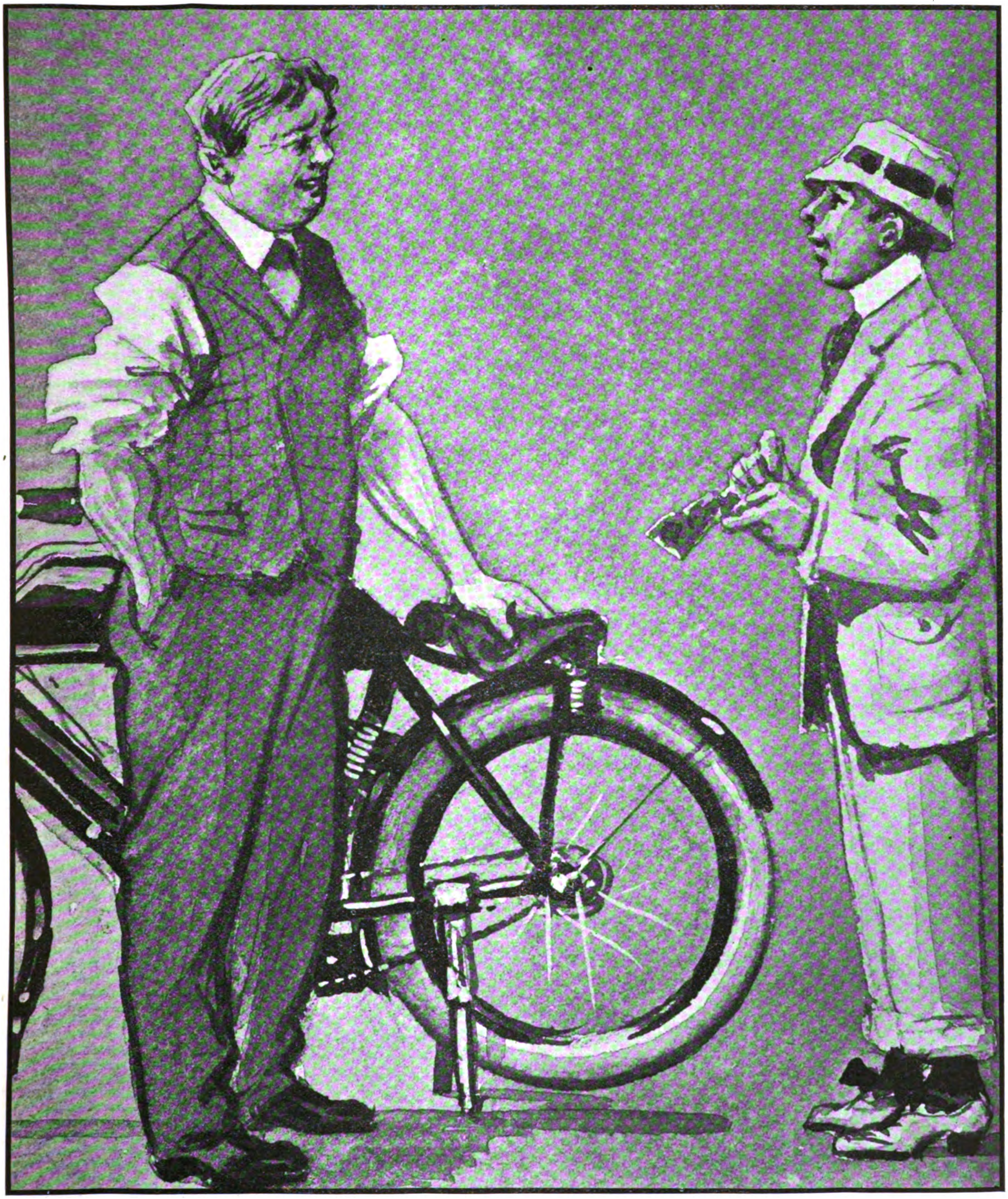
Write for our literature

THE SCHICKEL MOTOR CO.

59 Garden Street - - Stamford, Conn.

Distributor for Southern California—L. E. FRENCH, 16th and Hill Streets, Los Angeles, Cal.

DEALERS SHOULD WRITE FOR FURTHER INFORMATION



BUYING AN OLD MACHINE

Prospective Purchaser—"How much is it?" Dealer—"Two and a half." Prospective Purchaser—"Here's the money; I'll take it." Dealer—"But I was giving the horsepower, not the price."

United States Tires have been selected as exclusive 1913 equipment for Indian Motorcycles.

The Hendee Manufacturing Company of Springfield, Mass., has contracted with us to supply *all* the tires that go on next year's big output of Indian Motorcycles.

When a firm of the standing of this one decides to use one brand of tires *exclusively* in equipping a motorcycle as popular as the Indian, it is a pretty good indication that the tires selected possess *every quality a motorcycle tire should have.*

If *you* are buying motorcycle tires it might be well for you to think this over.

UNITED STATES TIRE COMPANY

NEW YORK

Dealers everywhere—No goods at retail

MOTORCYCLE ILLUSTRATED

THURSDAY, MAY 2, 1912

RIM AGREEMENT

Reached at a Conference in Cleveland Between Motorcycle Manufacturers and Rim and Tire Makers.

REPRESENTATIVES of the Motorcycle Manufacturers' Association, rim manufacturers and tire manufacturers met at the Hotel Hollenden in Cleveland on April 23 to agree on specifications of standard motorcycle rims, the CC type being the one under discussion in particular. This rim, which is adapted to 2¾ and 3-inch tires, was formerly 1.76 inches between the clinches, but at the conference the following details of construction were determined upon: Distance between the clinches, 1.65 inches; stock at the clinches to be 14 gauge, the same as at the base; the CC type rim, as well as the others, to have the base "bellied" instead of flat. Types AA and BB to remain unchanged, except as above noted. The Standard Welding Company, of Cleveland, stated through their representatives that the manufacture of these rims would be taken up by them when the demand became sufficient.

The Motorcycle Manufacturers' Association was represented by Messrs. Henderson (Henderson Motorcycle Co.), Hendee (Hendee Manufacturing Co.), Alcorn (Consolidated Manufacturing Co.), Harley (Harley-Davidson Motor Co.), Kinsman (Pope Manufacturing Co.), and Ottway (Aurora Automatic Machinery Co. The rim makers were represented by Messrs. Guthrie, Sessions and Manternach (Standard Welding Co.), Carkhuff, Tremp and Mott (Firestone Tire and Rubber Co.), and Wagonhorst (United Rim Co.). Messrs. Wait, Butler, McMahon and Stokes were present for the U. S. Tire Co., Harris and Parsons for the Diamond, and Frisby for the Empire tire house. Richfield and Hall, of Goodyear, with Morris (Republic), Smith (Federal), and Carkhuff (Firestone) complete the list.

SUGGESTIONS BY GIBSON

AT the outset of the 1912 touring season your secretary-treasurer desires to call attention to various matters of interest to you.

Don't forget to arrange your 1912 vacation so as to attend our annual assembly, the place and time of which is soon to be decided upon. As last summer, we will have a temporary office at the official hotel in the Convention City, which will be equipped to allow us to properly conduct all F. A. M. business. We shall be there at least two days before the assembly convenes, and any touring member can have his luggage expressed, prepaid, to himself, c/o G. B. Gibson, secretary-treasurer F. A. M. On arriving at the official hotel your luggage can be quickly obtained from the attendant at our rooms.

We have just gotten out our 1912 F. A. M. novelty circular, and as we have added a few articles, we wish to call attention to them, as follows: Solid gold F. A. M. pins, $3; special F. A. M. Founders pins, for members holding cards numbered from 1 to 237, inclusive, $1; F. A. M. pennants, yellow emblem and F. A. M. letters on a blue field, 75 cents; F. A. M. arm band, small yellow emblem on a blue field, 25 cents These articles are in addition to our original assortment, with which all older F. A. M. members are familiar.

To F. A. M. local commissioners, we wish to state that we have had printed some official stationery for you, and we shall be glad to send you a supply of letterheads and envelopes on request.

G. B. Gibson, secretary F. A. M.

COLUMBUS BOWL ASSURED

Work Will Be Started at Once on Board Track in Buckeye Capital—Opening Early in June.

COLUMBUS, OHIO.—Unless all signs fail, Columbus will have a half-mile board track by the middle of June which will be the equal of any board track in the United States. The plans for the track have been about completed and a company styled the Columbus Motordrome Company has been chartered with a capital of $20,000 to erect the track. The incorporators of the company are mostly motorcycle dealers in the Buckeye capital. They are William H. Snyder, George H. Bangham, Philip A. Vogle, Charles E. Webster, Charles E. Barr and Arthur C. Edwards.

A site has been selected near an interurban street car line and a steam road, upon which it is proposed to build the track. The work will be started at once.

Local dealers feel that the building of the board track practically assures the Buckeye capital of the honor of entertaining the next convention of the F. A. M., which will be held in July. The local dealers' committee has sent assurances to the F. A. M. officials that Columbus will have a board track by the time of the meeting.

STARS IN TULERIES MEET

Hasha, Graves, Schwartz and Other Fast Boys Thrill Big Denver Crowd in Sunday Program.

DENVER, Col., April 29.—Honors were evenly distributed in yesterday's races at Tuileries Park, where the best program so far this season was run off before 3,000 motorcycle enthusiasts. L. E. Bowen led by winning two events, and Hasha, Graves, Schwartz and Beck each captured one race. The meet was marked by close and exciting finishes. In the first professional event for Class B riders, Schwartz, King and Fleckenstein rode abreast for the last mile and finished in the order named a very few inches apart.

Hasha and Graves had an exciting battle in the five-mile event for Class A riders. Hasha took the pole at the start and got off in front. Graves overtook him in two miles but held the advantage only a lap, when Hasha again passed him. It was nip and tuck in the last lap with Graves the winner. Graves was unable to compete in the final open event of the meet. Hasha was an easy winner in this event, lapping all the riders once and some of them twice before the last mile.

Summaries: Two-mile amateur, single stock, 30.50 class—B. T. Shepherd (Merkel); H. Beck (Merkel); R. Barclay (Harley-Davidson). Time, 2:39⅖.

Three-mile professional, 61.00 class—B. L. Bowen (Merkel); A. Patterson (Merkel); Mack Cox (Merkel). Time, 2:19⅘.

Three-mile professional, 61.00 class—B. E. Schwartz (Indian); F. King (Indian); L. Fleckenstein (Indian). Time, 2:18.

Five-mile professional, 61.00 class A—M. Graves (Excelsior); Ed. Hasha (Indian); E. Armstrong (Excelsior). Time, 3:29⅖.

Five-mile professional, 61.00 class B—L. Bowen (Merkel); E. Schwartz (Indian); L. Fleckenstein (Indian). Time, 3:49⅕.

Seven-mile open professional, 61.00 class A—Ed. Hasha (Indian); E. Armstrong (Excelsior); E. Schwartz (Indian). Time, 4.50⅖.

WANT AMERICAN STARS

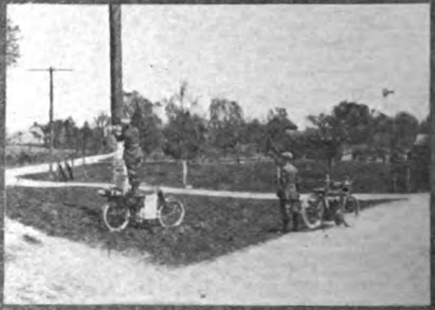
OWING to the impetus given racing affairs in the Dominion through the organization of the Canadian Motorcyclists' Association, some of the best-known American speedsters are preparing to enter races over the border. The Montreal club is now getting in touch with professionals in the States, and other Dominion squads count upon drawing from the ranks of American stars for early meets.

SIXTEEN RIDERS FINISH DAYTON GRIND

Severe Endurance Run to Toledo and Return Over All Kinds of Roads Eliminated Only Five Contestants—Perfect Team Score for New Era Riders—Sanford Lost No Points Despite Spectacular Plunge Into Canal.

DAYTON, Ohio, April 22.—Covered with dust and showing signs of exhaustion from the hardships of their trip, the riders in the Dayton-Toledo motorcycle endurance run returned to Dayton at six o'clock Sunday night. Promptly at the time scheduled for the first relay of contestants to arrive, the first rider, S. J. Chubbuck, turned into Main street, and through a double line of thousands of Dayton's cheering citizens, reached the goal in one of the most spectacular and exciting finishes that could be imagined. He was closely followed by H. G. Pohl, the second to reach Timer Kinloch, who had established himself at a table in the street in front of the motor show which opened at the moment the run started the previous day.

Pathfinder in the Rain.



Pulling Up Road Signs.

Following Pohl, the next rider was W. McMillen, who had difficulty in reaching the checker's table, for on the arrival of the first two riders the crowd knew no restraint, and, ignoring the corps of traffic officers placed by Chief Allaback to preserve order and clear the way for the riders, the crowd swarmed into the street. Massed around the arrivals they shook hands with them, and it was some time before the wide street could be cleared for the other riders, who were now rolling in a minute apart, to reach the busy Mr. Kinloch and his register.

Mud Nearly Hub Deep.

A Stop for Fuel.

The above photographs, in order, represent: 1. New Era pathfinder. 2. A checking station. 3. A fine stretch. 4. Ahead of schedule near Columbus. 5. At Fostoria.

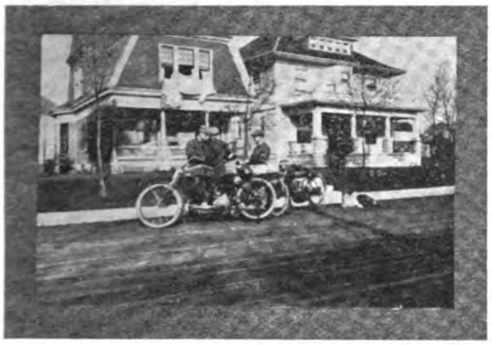
Coming on Sunday, when the usual weekend of spring pedestrians is largest, the finish of the motorcycle endurance run drew the largest crowd that has gathered to witness any public event in the Gem City in months. With nearly 500 riders of motorcycles in Dayton, interest in the two-wheeled motors is unusually great, but the run attracted larger crowds than was anticipated by even the most enthusiastic motorcyclist.

It was difficult at the start to determine who were the perfect score men, and this was not known positively until the following day, when the reports by mail from points along the route began to come in. These reports brought joy to Dayton, for the team from the New Era shops in this city was the only one which rode back to Dayton with a perfect score. This team is composed of J. F. Jacobs, Jesse Campbell and Edward Rischel. Campbell and Rischel had been over the tour before, they having been on the pathfinders' junket from Dayton to Toledo a few days previously to pick the roads and post signs for the other riders. In the scores all of the other teams had one or more men who fell below the schedule, and so disqualified their teams. Twenty-one riders started on the run, but of this number only sixteen made Dayton on schedule time on the return.

On account of being overtaxed in getting out new machines, the Merkel folks did not enter a factory team in the run, but three members of the plant staff, who use their own machines, went in as trade riders. These contestants were Roy Toms, 6 h. 1911 belt machine; William Bewley, similarly mounted, and Ford Sanford, with a 4 h. belt single, 1911 model. This trio scored perfectly, as did V. A. Steger, a private owner, of Dayton, who mounted a 6 h. 1912 belt Merkel. Roscoe Miller, another Daytonian, Merkel-mounted, finished with 995 points.

That the run was not a path of roses for the contestants was learned when the men rolled into the Gem City a few hours before dark Sunday night. This, of course, was known in advance by the path-finding crew, but they encouraged the entrants as much as possible. When the scouts returned with information that the roads in many places were bad, and that the trip from a standpoint of distance and difficulties would be a crucial test of both the stability of the machines and the endurance of the riders, it was thought advisable by the managers to "keep mum," and as a consequence there was no dropping out of the riders at the eleventh hour.

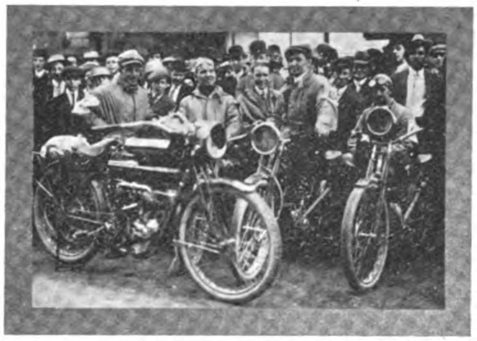
Mishaps were numerous, but no one was seriously injured. Many spills were taken in the 373 miles of hard riding, but it was only the disabling of machines that stopped three of the four who did not "show," and one lost out because his foresight in the oil line was not as good as his qualities of endurance. He was E. R. Durkee, who got into the city limits of Dayton, running, as he put it, for several miles on "lawn mower oil" borrowed en route. He also lost his way, and a half dozen blocks from the last control, from which he could have walked and pushed his machine, he failed to run in.



Pathfinders at Campbell's Home.

J. F. Sanford had probably the most exciting experience of all the riders. He met with an accident which smashed his lamp, but stuck to the saddle and rode on in the dark over strange roads. Near Toledo, where a sharp angle in the road was near the approach to a canal bridge, Sanford did not know of the bend until a light from the machine of a rider close at his rear showed him the danger too late. He made a spectacular dive head first into the canal basin in six feet of icy water. The experience dampened only his clothes and not his ardor, and as his machine did not follow him into the canal he remounted and lost no points through the mishap.

G. W. Schneider lost out through tire trouble, and I. C. Howich had an accident near Van Buren, O. W. E. Stokes only got as far as Springfield and there he lodged. An accident to his machine in that city knocked all of the spokes out of his rear wheel, and he shipped it back to Dayton and came in on a comfortable day coach. Several of the other boys had spills, but beyond getting their clothes torn no damage resulted. The fastest speed made during the trip was put up by the perfect-score team on New Era machines. This was on a level stretch, the best road in the entire 373 miles, when the trio made 45 miles an hour between Bowling Green, O., and Toledo, O., in the dark. The scores of finishers were as follows:



The Merkel Squad.

W. J. Teubner	Indian team	1,000
I. O. Horwich		Out
E. G. Baher		1,000
S. J. Chubbuck	Yale team	1,000
H. G. Pohl		991
W. McMillan		1,000
Harry Hearn, Yale		998
Joe Richards, Harley-Davidson		999
Roy Toms, Flying Merkel		1,000
Wm. Bewley, Flying Merkel		1,000
J. F. Sanford, Flying Merkel		1,000
E. R. Durkee, Pierce		Out
Jesse Campbell	New Era team	1,000
I. F. Jacobs		1,000
Edw. Rischel		1,000
C. F. Wiher, Indian		968
G. W. Schneider, Indian		Out
W. E. Stokes, Thor		Out
V. A. Steger, Merkel		1,000
R. Miller, Merkel		995
H. D. Woolley, Indian		Did not start
C. Friedman, Indian		Did not start
J. Otto Tresemer, Indian		Out

POPULAR AMONG FARMERS.

THE motorcycle is becoming so popular with the men on the farms that by many it is regarded as a sort of gasoline horse. Its use is so extensive in going from farm to town and in taking country jaunts that "hitching up the old mare" has given place to the "twist of the wrist" on the single tracker.

According to some statistics recently compiled, it was found that one out of every eight farmers in northern Indiana owned a motorcycle, that a good percentage of tillers of the soil in Illinois and Wisconsin rode the two-wheeler, and that it was popular in nearly every farming community in the country.

OFFICIAL reports say the number of motorcycles in the State of Pennsylvania is about 2,500.

Referee Kirby and Route Mappers.

BALTIMORE CLUBS ACTIVE

Regular Sunday Trips Are Being Made and Plans for Night Runs Have Met with Favor.

BALTIMORE, MD., April 22.—Motorcyclists in this city are now having the time of their lives. With fair weather for the past several weeks they have been making things hum on the road every Sunday. All the clubs have been holding regular runs and the only thing that has been interfering with them is the deep mud encountered in some sections. Even with this they have got by successfully. On April 21 the Indian and Maryland clubs went to Westminster and had a fine dinner. The Big Six of the Indians, not satisfied with this short run, left the bunch at Westminster and went off to Frederick, covering twice the distance of the other boys.

A run once a week at night will be held hereafter so as to afford the boys who are tied up in offices all day an opportunity to get out on the road in a squad. This innovation will tend to popularize motorcycling more than the regular Sunday runs.

The members of the Chesapeake M. C. went up to Ridgeville on Sunday, April 21, and partook of a fine Maryland dinner before turning their faces toward home. Captain Fischer led a good crowd.

Talk is again rife in this city of a board track. George Kreamer, the track builder, came down last week and had a talk with Howard French. Kreamer realizes that no sites for a three-lap saucer can be obtained and wants to put up a quarter-mile track. He is working hard to do this but what the outcome will be no one seems to know.

VALVE TIMING.

JAKE BERINGER.—The exhaust cam in the case which the timing diagram demonstrates is cut with a short, steep "approach" or front face over which the roller glides before rising and rolling on the face or "edge" of the cam. This arrangement is designed to give a rapid opening and closing of the valve with, of course, the length of face sufficient to keep the valve open during the proper period. Measuring the whole of the cam surface in degrees, we have: 17½ degrees approach + 79 degrees open, + 11 degrees closing = 107½ degrees total, remembering that the cam is mounted on the half-time shaft and consequently revolves at half the speed of the motor. That is, while the crank passes through 90 degrees the cam passes through 45 degrees, etc. The cam which you used has a gentler approach and closure, hence you cannot get the timing according to the diagram mentioned. The timing is for a 3½-4 h. single of about 3¼ by 3½ or 3⅗ inch stroke. Cam profiles differ with different motors and consequently only general directions, with a typical example like the one just mentioned, are given.

ROUTE IN THE BRONX.

CONSTANT READER. — Cross 130th street bridge, turn into Southern Boulevard and continue to Willis avenue. Turn left and go up Willis avenue to 149th street and Third avenue. Continue along Melrose avenue, which is a continuation of Willis avenue, to East 163d street. Turn right and go to Washington avenue. Washington avenue begins at 156th street at junction with Third avenue. The route given includes asphalt surfaces, except at the bridge and cross streets.

MINNEAPOLIS OFFICERS.

OVER seventy-five members of the Minneapolis (Minn.) M. C. attended the second meeting of the club this year at which officers were elected and road runs for the year were discussed. The annual "chicken dinner run" to some outside lake resort will be held soon after Decoration Day, and a subcommittee, headed by A. R. Horn, agent for the Yale motorcycle in Minneapolis, is arranging the affair. It is planned by the club to hold a run every Sunday, favorable weather permitting, to some nearby town where the members can take dinner and get back to the city late in the afternoon.

Preceding the meeting the officers for the year were elected as follows: President, William Barnaby; vice-president, William Edwards; secretary and treasurer, Ray Porter; motorcycle captain, Guy Webb.

GOING INTO FAST COMPANY.

D. L. TULLIS, of Kenton, Ohio, known as a motorcycle speedster, is preparing to enter some big races this summer. He intends to go into fast company and ride in some of the biggest races to be held in this part of the country. Tullis has had an opportunity of entering several races already, and may enter the big races to be pulled off at Detroit May 19. Among other important motor meets, which he expects to enter within the next few weeks are the ones to be held at Evansville and Vincennes, Ind.

HEPBRON A TRUE SPORT.

BALTIMORE, MD.—The management of a local theater had its nerve taken last week by James M. Hepbron, of the Motorcycle Touring Club of Maryland. Hepbron saw a motorcycle act at the theater and challenged the performer. In return he was told by the artist that he would give him $100 if he duplicated his act, which consisted of riding around within a small bowl on the stage. Hepbron accepted but the management got cold feet and declined to permit him to go on, although Hepbron had signed papers releasing the theater from all blame if he should meet with an accident.

BIG BOSCH ORDER.

RETAINING the opinion they held for 1912 regarding the superiority of the magneto as ignition equipment for their motorcycles the builders of the Indian have decided that all their machines for 1913 will be Bosch-equipped. The Bosch enclosed type of magneto, now being fitted on the Hendee products, will be retained and as a result the Bosch company has just received from the Springfield Wigwam the largest single order ever placed in this country for motorcycle magnetos.

TRENTON SALES.

JOHN SYKES, JR., agent for Indian machines in Trenton, N. J., has sold 73 machines so far and he reports that the outlook is unusually bright for continued sales. On a recent Saturday he disposed of seven twins and one second-hand machine, a banner sales performance for the city. At latest reports his sales of supplies figured up to three times the total reached in this department during 1911. Many residents on the outskirts of Trenton are buying motorcycles and using them for daily trips to and from their places of business.

MORE RECORDS FALL

Marty Graves and Don Johns Set New Professional and Amateur Marks on Playa del Rey Bowl.

LOS ANGELES, CAL.—All professional motorcycle records from two to 25 miles were lowered by Marty Graves, star of the recently organized Angel City M. C., at the Playa del Rey motordrome on April 18, and the same afternoon Don Johns lowered his own amateur records from one to 14 miles. Engine trouble forced him to discontinue the record trial at this point. A heavy wind was sweeping over the motordrome when Graves went out to try for the records which were hung up by little Eddie Hasha at the Stadium a few weeks ago, and the conditions did not appear to be the best possible for record-crimping. His Excelsior racer was a bit slow in getting away and this accounts for his failure to lower the one-mile mark. On the second mile, however he struck his pace and he was clocked at 1:19⅖ for the two-mile route. His first mile was turned off in 39⅗.

Don Johns.

From the second mile to the twenty-fifth there was not a break in Graves' sensational whirl. He spun to the 3-mile mark in 1:58⅘ and his other times were as follows: Four miles, 2:38⅘; five miles, 3:18⅘; six miles, 3:58⅘; seven miles, 4:38⅘; eight miles, 5:18⅘; nine miles, 5:58⅖; ten miles, 6:38⅗; eleven miles, 7:18⅗; twelve miles, 7:58⅖; thirteen miles, 8:38; fourteen miles, 9:17⅕; fifteen miles, 9:56⅘; sixteen miles, 10:36⅘; seventeen miles, 11:17; eighteen miles, 11:56⅗; nineteen miles, 12:36⅗; twenty miles, 13:16; twenty-one miles, 13:56; twenty-two miles, 14:36⅖; twenty-three miles, 15:16⅕; twenty-four miles, 15:56⅕; twenty-five miles, 16:35⅘.

But for the fact that his motor gave him trouble in the fourteenth mile Don Johns would undoubtedly have set new marks all for the entire 25-mile route. As it was he covered 14 miles in 9:26, setting a new amateur record. His times were as follows: One mile, 39⅖; two miles, 1:20; three miles. 2:01⅖; four miles, 2:41⅖; five miles, 3:22; six miles, 4:32; seven miles, 4:43⅗; eight miles, 5:24⅕; nine miles, 6:04⅘; ten miles, 6:45; eleven miles, 7:25⅗; twelve miles, 8:06; thirteen miles, 8:46; fourteen miles, 9:26. Johns rode his Indian flyer.

TRACK WORK POSTPONED.

INDIANAPOLIS motorcycle fans are disappointed over the latest statement of Jack Prince, to the effect that work on the Indianapolis board track is to be postponed for perhaps a month. Prince had hopes of having the track under construction before May 1, but his plans have not worked out as smoothly as he expected. However, he consoles the Indianapolis motorcycle fans with the statement that he will certainly build the track this summer. At present Prince is in Chicago arranging for the opening of the track there at Riverview. As soon as he gets things well started in Chicago he plans to return to finish his work at Indianapolis.

SELECTION OF DELEGATES.

SECRETARY GIBSON, of the F. A. M., is forwarding circular letters to affiliated clubs throughout the country calling attention to the sections of the Federation by-laws which refer to the selection of delegates for the coming national convention. Each club will be allowed one delegate for every twenty-five members or major part thereof. For instance, if a club has thirty-five riders it will still have one delegate, but if it has thirty-eight members, and not more than sixty-two, it will be represented by two delegates. The secretary's letter and accompanying sections of the by-laws give full information.

DENVER MEET POSTPONED.

DENVER, COLO., April 22.—Snow and rain on Friday, Saturday and Sunday caused the postponement of a promising race program which was to have been held on Sunday afternoon. Hasha, Humiston and Albright have arrived in this city from the coast and it is stated that Graves, Seymour, Ward and Balke will soon be here. Great things are expected when these stars meet on the Tuileries saucer.

BALTIMORE BANS SPEEDERS.

BALTIMORE, MD.—Speeding on the boulevards and pikes in and around this city by motorcyclists will be broken up if a crusade just started by the police is successful. Three riders were caught in a trap on Sunday, April 21, and they had to pay fines for violating the law. Motorcycle policemen have been stationed on the roads and the riders have been given plenty of warning. William Wood, State F. A. M. Commissioner, is opposed to scorching and he has delivered several lectures against it.

HOLDING WEEKLY RUNS.

MEMBERS of the Central Jersey M. C., of Trenton, N. J., have entered upon a series of weekly runs to neighboring points of interest and the boys are turning out in large numbers. Steps have been taken by the club to appoint an official repair man who will accompany the riders on their outings and look after any mechanical troubles that may be developed. It is believed that this system will reduce road discomforts to the minimum and it has scored a hit with the riders.

INDIANA CLUB PLANS.

THE Indiana Motorcycle Club of Indianapolis is planning a busy season. Harry Graff, president of the club, has not completed his plans as yet, but he states that the club will have something doing every week this summer. A club dance is to be held at an early date. The first run will be held within the next thirty days.

BREWER, ON AN INDIAN, WINS BIDWELL CUP

Chairman Thornley, F. L. Vanderpool (on Machine) and Others.

From Left to Right: Brewer, Constant and Vanderpool.

LEADING John Constant by little more than 50 yards and getting the most out of every jump of his 2¾ Indian, John W. Brewer, of New York City, whirled across the finish line to victory in the Bidwell Trophy race on the Long Island Motor Parkway, on Sunday, April 21. F. L. Vanderpool, also riding a 2¾ Indian, was a good third. But for the fact that Constant was obliged to make a brief stop to adjust his commutator he would undoubtedly have fought it out tooth and nail with Brewer at the tape. As it was, he did no loafing on his little 2¼ Indian, and it was roughly estimated that Brewer was forced to an average of nearly 48 miles an hour over the 17-mile route.

Sixteen riders started and all but five finished. The only accident involved James G. Bernough, an Excelsior rider from Bridgeport, Conn. He rode into a turn at high speed and went over a bank. Bernough escaped injury, but his machine was considerably damaged. The early hour of starting and the long run to the course kept many metropolitan riders from being on the scene, but about 100 enthusiasts were present when Chairman Thornley, of the F. A. M. competition committee, sent the first contestants away at 8:38:30.

The riders finished in the following order: J. W. Brewer, 2¾ Indian; John U. Constant, 2¼ Indian; F. D. Vanderpool, 2¾ Indian; John Doefler, 4 Merkel; Benjamin P. Scarborough, 7 Indian; J. Fredericks, 6 Merkel; William Annis, 7 Indian; Michael Costello, 6 Merkel; Salvatore Granete, 7 Indian; Arthur Fisher, 6 Yale; Al Cocchi, 2½ Indian; C. E. Pheason, 5 Indian. No official times were taken at the finish.

J. W. Brewer (Indian), the Winner.

MITCHELL WON.

BIRMINGHAM, ALA.—Arthur Mitchell won the 25-mile race at the aviation-automobile meet in 25 minutes and 26½ seconds. Mitchell rode a 7 Indian and led his nearest competitor, Gayle Joyce, who was riding a 5 Indian, by a quarter of a mile. Joyce took the lead at the start and held it for two miles. Then Mitchell forged ahead and was an easy winner, though Joyce trailed him closely for 10 miles.

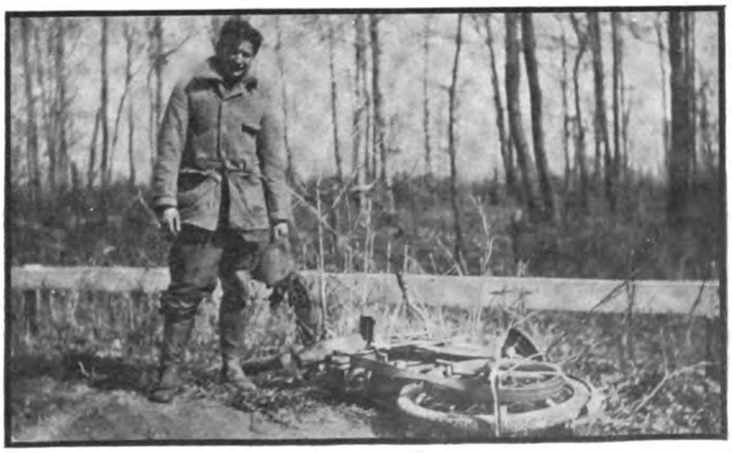
SIGNING UP RIDERS.

THE dealers of Toronto have been busily engaged during the past few weeks in signing up new trade riders, while other business changes have also taken place, so that the local motorcycling community has had considerable material for discussion.

Harold Cole, the 17-year-old Canadian title holder, who was promised for the Flying Merkel staff, has finally signed up with Percy A. McBride, the Excelsior distrubutor, and will ride the Chicago machine this season. Joe Golden, of bicycle fame, has joined the Indian staff of trade riders, while Ernie McIntosh, formerly an Excelsior rider, has become a Reading-Standard racer, having joined the T. Eaton Company, of Toronto, agents for that make.

Percy A. McBride, who already handles the Excelsior, the English Bradbury, and Motosacoche, an old-timer in the bicycle game, has secured a Flying Merkel agency, while W. B. Christie is opening an agency for the English B. S. A. machine. The Lion Sporting Goods Company, Yonge street, has gone into the second-hand motorcycle business.

From Left to Right: J. Doefler, Jas. Fredericks and J. G. Bernough.



Bernough Has Just Jumped the Road.

RACE MEET.

MOTORCYCLISTS of Clarksburg, W. Va., are making arrangements to hold a race meet at the new fair grounds on July 4. A committee is working on a program of events and entries are being reseived.

COMPLETE PARTS CATALOG.

ONE of the most helpful and comprehensive catalogs of motorcycle parts to appear for the present season has just been published by the American Motor Company, of Brockton, Mass., manufacturers of M. M. motorcycles. Complete diagrams of parts for each of the company's models are shown with carefully arranged price lists, and the work of locating information concerning even the smallest fitting has been greatly simplified. The task of preparing the catalog has been an arduous one but the result is something out of the ordinary for a booklet of this character.

EMBLEM CLUB IN PHILLY.

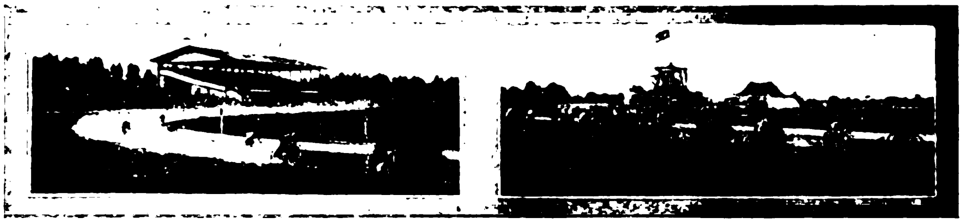
FIFTEEN members make up the charter list of the newly organized Emblem M. C., of Philadelphia, Pa. The club will hold its first run on May 5 to Reading. Quarters have been taken at 2400 N. 33rd street, directly opposite Fairmount Park where the Emblem members can enjoy every form of outdoor sport and motor over some of the finest drives in the country.

ENTERTAINED DEALERS.

JOHN KINNEY, of the John Kinney Supply Company, at Indianapolis, recently gave a dinner for the Indianapolis motorcycle and bicycle dealers. About twenty-five men turned out for the luncheon. The dealers met for the purpose of setting fixed prices to be charged for supplies. It was decided at the meeting to hold sessions every sixty days with a banquet twice a year.

CHANGE CLUB NAME.

THE Hoereth Cycle Club at Indianapolis, a new organization, has changed its name to the National Athletic Club and is merged with the old Hoereth A. C. The first run of the club will be held May 12.



Speedsters in Action On Columbus (Ohio) Track.

HOME ON BOARDWALK

Atlantic City Squad Will Open Permanent Quarters Fronting on Famous Thoroughfare—New Officers.

AT the annual meeting of the Atlantic City (N. J.) Motorcycle Club the following officers were elected: William N. E. Shannon, president; Walter F. French, vice-president; George I. Haines, secrtary; Charles A. Van Doren, treasurer; Bert Smith, captain; George I. Haines, first lieutenant, and J. E. Stokes, second lieutenant. At this meeting Albert C. Stephany, the retiring president, was given a vote of thanks for his untiring work in behalf of the organization during his term. President-elect Shannon is also F. A. M. commissioner in the Atlantic City district.

Steps have been taken by the club to bring about the rection of a permanent clubhouse, on or very near the famous boardwalk, so that it may be a handy rendezvous for visiting motorcyclists. It is likely that the new home will be built during the summer.

TUNING UP.

W. W. OURS, Indian agent in Clarksburg, Va., who has never been defeated on a track event in his State, is getting his big Indian in trim for hard work. A number of promis- riders have been developed of late and they are hot on Ours' trail. As a result fans in Clarksburg and vicinity are looking forward to some interesting contests. Ours has placed 12 new Indians so far.

TIRE-REPAIR COMPOUND.

"RUBBER-MEND," a plastic compound intended for use as a cement in all forms of tire repairing, is an attractive offering for the motorcyclist which is now being marketed by the Liberty Rubber Company, of Orange, N. J. The compound may be applied with the hands and if allowed to stand until it is thoroughly dry it becomes fully "cured" by the action of the atmosphere. It may be used effectively for repairing any rubber surface and will stand a great degree of heat. The use of "Rubber-Mend" practically does away with the necessity for vulcanizing inner tubes. It is put up in two sizes, selling at $1 and 35 cents. That the new compound meets a long-standing need of tire users is evident from the rapidity with which orders have piled up on the company.

VISITORS THRONG BIG DAYTON SHOW

Highly Attractive Displays Feature Exclusive Motorcycle Exhibition Under Auspices of the Dayton M. C.

DAYTON, Ohio, April 22.—The motorcycle show is the big thing in Dayton this week. It opened under most auspicious conditions on Saturday afternoon when the crack of a pistol in the hands of City Safety Director A. Mays Dodds sent the endurance riders of the Dayton club off on their long grind. As soon as the last rider had disappeared from sight the large crowd turned its attention to the show, and throughout the afternoon and evening the show building was thronged.

Every standard make of motorcycle was shown by the dealers, and all the exhibits were tastefully arranged. It is estimated that no less than 1,500 people inspected the machines on Saturday, and on Monday this number was almost doubled. The entire first floor of the building was given up to the motorcycle show, and on the second floor the Flower and Fruit Mission, a charitable organization of Dayton, had lectures and exhibits. These proved almost as strong drawing cards as the show itself. A dancing floor in the basement of the building was a popular gathering place for the younger people, and with orchestras and other special features the show was about the most novel and interesting event staged in Dayton in many a day. The boys of the Dayton M. C., under whose auspices the show was given, realized a neat sum from the affair, which will go toward the erection of a permanent clubhouse. At present they are holding their meetings in the Algonquin Hotel.

ARRESTING SPEEDERS.

THE police department of Columbus, Ohio, recently started crusade against motorcycle speeding, and as a result three arrests were made by the motorcycle coppers Sunday, April 21.

FOOD INSPECTOR THORKELSON, of Racine, Wis., has a motorcycle to facilitate his inspections in that city during the summer.

ARRANGEMENTS have been completed for a race meet to be held on the Fair Grounds track on May 12, under the auspices of the Indiana Racing Association. Many entries are in.

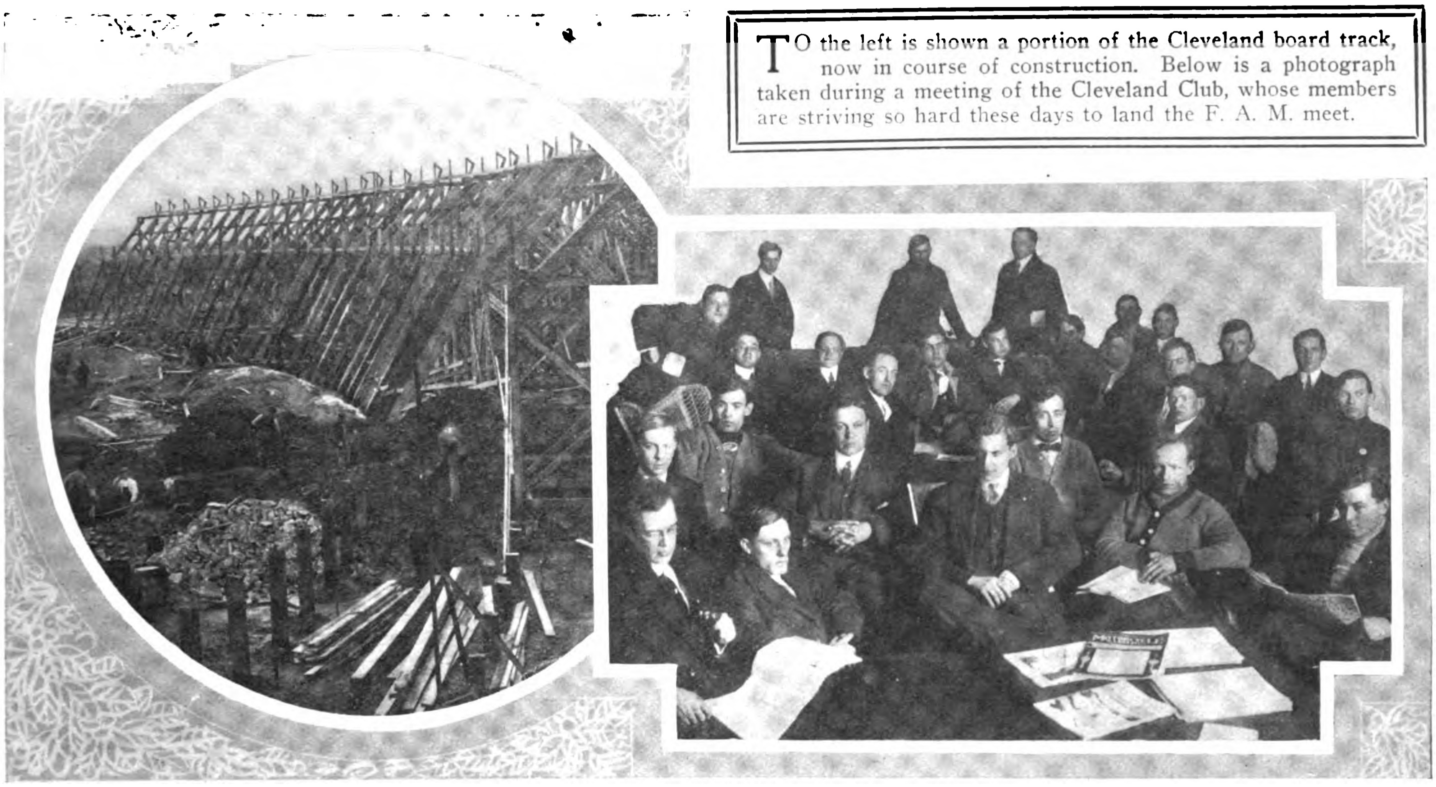
Three "Generations" of the Wheel, photographed in Dell Rapids, S. Dak.

FRANK A. HOUFF, president of the Terre Haute (Ind.) Motorcycle Club, has been appointed referee for all race meets in that city during the summer.

THE Shortgrass Motorcycle Club, of Pratt, Kan., has so far signed up 172 riders to make the district tour through the Western States this summer.

HARRY TEEGAN has been elected president of the Des Moines (Iowa) Motorcycle Club, which was recently organized.

RACES will be held by the Mansfield (Ohio) M. C. at the Fair Grounds, May 18.



TO the left is shown a portion of the Cleveland board track, now in course of construction. Below is a photograph taken during a meeting of the Cleveland Club, whose members are striving so hard these days to land the F. A. M. meet.

BAKERSFIELDERS TOO FAST FOR COYOTES

California Motorcyclists Took the Trail of Speedy Prairie Wolves and Rode Them to Death; at Least, So the Story Runs—Double-Century Reliability Trial and Sunday Outings.

BAKERSFIELD, Cal.—With a view to improving the attendance on club runs, the officials of the Bakersfield M. C. have entered upon a system by which every rider who attends such an outing receives an honor ribbon. The member holding the largest number of ribbons at the end of the year will be awarded a handsome loving cup. Recently the club held a "Poppy Run." The California poppy is now out in full bloom, and the foothills for miles around are a mass of floral gold. The club rode to the foot of White Wolf grade, some 30 miles from Bakersfield and at the foot of the Sierras. When the riders reached the turning point their names were taken, and later they received ribbons inscribed as follows: "Bakersfield Motorcycle Club—Poppy Run; White Wolf." The run series opened on February 25, the date of the club's annual picnic.

While Eastern riders were ploughing through snow and slush and devising motor sleds a month or two back, Bakersfield motorcyclists were holding regular Sunday runs and making every minute count. In an effort to find some of the winter which was bothering folks in other sections of the country these riders climbed into the mountains with their two-speeded machines, and even reached the snow lines. An hour or two later they would jog back into Bakersfield and forget that there is such a thing as snow. No lack of variety here.

On Sunday, April 28, the Bakersfield club held a 212-mile reliability contest under F. A. M. sanction. The route was as follows: Bakersfield to Wasco, via Rio Bravo; Wasco to Famosa, to Delano, to Tulare, via Pixley; Tulare to Visalia, through the orange belt and Eaxter to Lindsay; Lindsay to Porterville; thence to Delano via Ducor and Terra Bella; from Delano via North Road to Famosa, through McFarland and thence to Bakersfield via Oil Center. This carried the riders over some of the best and worst roads in the State. In some places the alkali roads were rutted to a depth of 18 inches because of the heavy teaming over them. Through the Porterville country the roads were excellent. This section of the route winds through lemon orchards and alfalfa fields for 30 or 40 miles and is as smooth and hard as a city pavement.

R. S. McConnell, President of the Cleveland Club.

There is no complaint against touring through the alfalfa country, but the Bakersfield riders do object to the methods employed by some of the alfalfa constables. Recently two riders were making about 12 miles per hour—they were unable to go faster owing to mechanical troubles—when a constable stepped out, covered them with a shotgun and announced that they were under arrest. A short time later they were in the village lock-up. The constable found the judge, court opened suddenly, and the alleged offenders were fined $5 each. However, the constable had used some pretty strong language while making his arrests and the club is going to have him "hauled over the coals" for using indecent language on a public highway. The riders promise to even matters if it takes them a year.

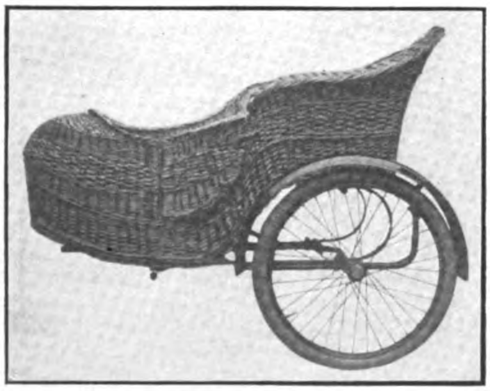
How's this for a new phase of motorcycling? One Sunday recently a squad of Bakersfield riders were returning from Wasco when they started up a pair of coyotes, the fastest things on four legs. Without hesitation the motorcyclists went after them across country, through sage brush, over wallows and squirrel holes and burrows. At intervals a pair of legs would fly into the air and one of the pursuers would go down, but those who were able to keep their seats never slackened the pace. For 10 miles over all kinds of going the squad chased the coyotes until one of the fugitives turned up his toes and gasped his last. The other was caught alive by Captain Dunne, of the club, but being too far gone to show fight, he was slung across the tank of a machine and taken to a nearby canal for a ducking. The little jaunt proved too much for him, however, and he also gave up the ghost. This story may go down hard with Eastern riders, but it's true.

The Bakersfield club is anxious to exchange pennants with other clubs throughout the country and will welcome such propositions.

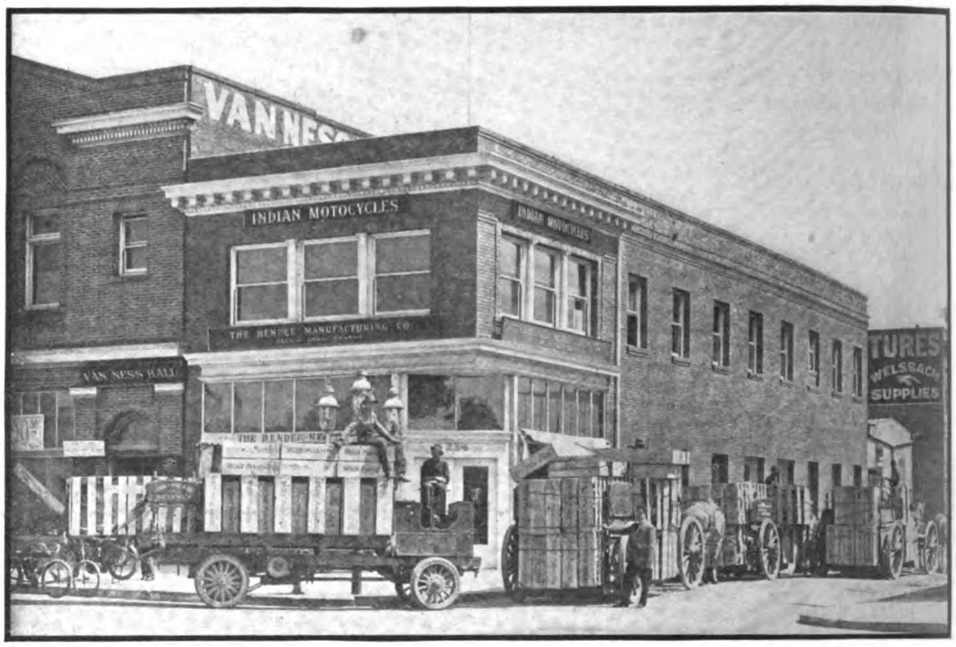
A NEAT SIDE CAR.

DESIGNED along the popular English torpedo lines, with a body of wickerwork and a chassis which embodies several unusual features, a new side-car devised and now being marketed by James S. R. Baxter, of New York City, is attracting attention. For the present Mr. Baxter is making his headquarters at the motorcycle establishment of F. B. Widmayer, 2304 Broadway, from which point he is prepared to give demonstrations of his passenger attachment. He has already placed several of the "baskets."

The chassis of the Baxter car is built of seamless steel tubing, with double truss frame construction. One of the special features is an improved mudguard which is so fitted that it is exceptionally rigid. This lack of vibration eliminates rattling of the mudguard fittings and works for longevity of the part. The guard is fastened by two quick-detachable screws which permit of easy adjustment. The wheel may be had in either the 26 or 28-inch size, with 2¼-inch tire. By means of two tension springs at the hub, in addition to the regular C spring, road shocks are almost entirely absorbed. The wheel may be attached to any make of side-car. By the addition of an extra piece of tubing beneath the body a suit-case or other piece of luggage may be carried in the rear.



The Baxter basket weighs only 60 pounds, and is one of the lightest attachments of its kind in the market. The designer intends to produce three models; one at $50, which is to be minus the double-truss feature in the frame, but embodying the tension spring and the torpedo-shaped body; another at $75, and the third at $80, the two latter embracing all the features mentioned above.



"SPEAKING of carloads," writes C. C. Hopkins, of the San Francisco branch of the Hendee Manufacturing Company, "here is the tenth we have received this year, and it was the largest single shipment ever made to the West. There were 93 Indian machines, valued at $22,745. From present indications this lot will not last long."

THE PILOT AUTOCYCLE, A NEW ONE.

Made by the Oberwegner Motor Co., of Toledo, Ohio

THE Oberwegner Motor Company, of Toledo, Ohio, announces two new models of the Pilot autocycle, single cylinder types only, magneto or battery, belt driven, with free engine device, and 4 h. p. motor.

One of the new features is the color scheme, which has been worked out very cleverly. The frame, motor base, mud guards, rims, etc., are of a beautiful shade of blue, while the tank is enameled a bright red, with the name "Pilot" brought out in bold white letters, making a very striking contrast.

The motor has roller bearings on the main shafts while the connecting rods are equipped with bronze bearings. The bore is 3.25 and the stroke 3.60, with 29.86 cubic-inch displacement. On the magneto models the Bosch is used, and is located in front of the motor. The machine is equipped with a very neat and compact mechanical oiler, which is adjustable and dependable at all speeds. It also has an emergency oiler of the drip system type, operated from the saddle. The mechanical oiler is so constructed that it is oil tight and will not leak. The spring fork is of exclusive design, a truss brace made of the best Vanadium steel. One particular feature of this fork is that it has ball bearings at eight points, and is of the cylinder-piston type.

Controls are by means of Bowden wire, operating through a wound wire cable inside the handle bars. The tanks are made of the best of material. The magneto model holds two gallons of gasoline, and the battery model 1¾ gallons. Both hold two quarts of oil.

The belt tensioner is remarkable in that it allows the rider to take up six inches of stretch in the belt without any adjustment, and without a particle of strain on the main motor bearing. A two-inch flat belt is used. The wheel base is 55⅛ inches, and the wheels 28 inches. Goodyear or United States tires are optional. Every motor is equipped with a direct cutout. Troxel saddles, without front coil springs are used, giving a saddle position of only 29 inches.

The reason the trade has not heard of this machine before is the fact that the Oberwegner Motor Company wanted to be in a position to make deliveries the day its announcement was made. The company already has 250 Pilot autocycles on the factory floor, and is now turning out thirty a day. Orders will be filled the same day they are received.

A few dealers were notified that this machine was coming, and a number of agencies have been closed. The Motorcycle Sales and Supply Company, of Chicago, Ill., has placed an order for ten machines, and these have been shipped. Mr. Miller, of that company, while at the factory stated that six of these machines had been sold simply from the specifications and from the picture. The Pilot autocycle will be illustrated in the next issue of this paper.

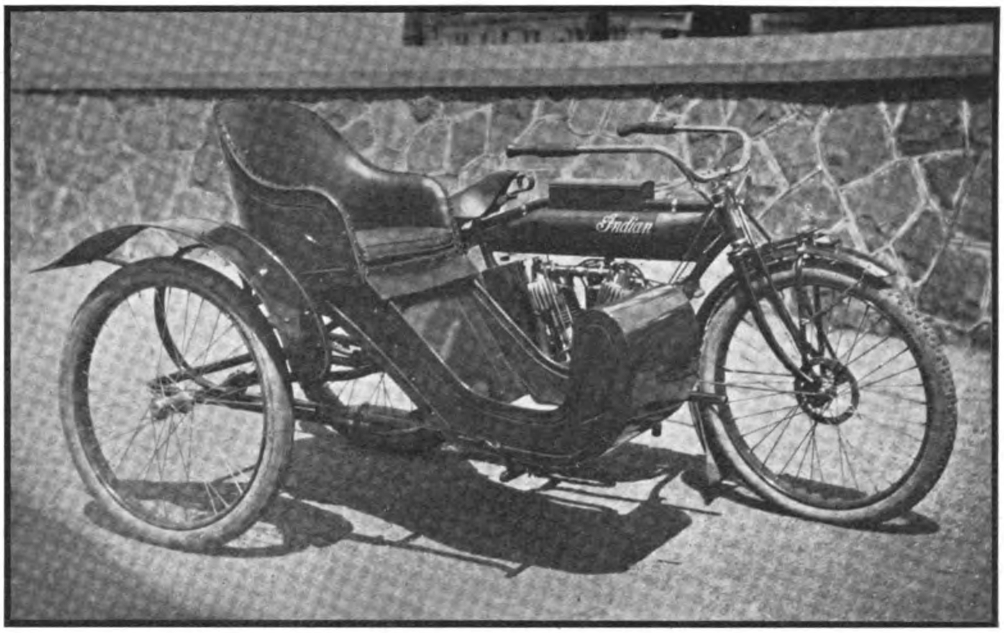
IN PATERSON, N. J.

ON Sunday, April 28, the North Jersey club, of Paterson, held its first run of the season. The destination was West Point via Haverstraw, and return via Central Valley and Tuxedo. The ride from Haverstraw on to West Point was of particular interest. At West Point a stiff climb was made to Fort Putnam, from which place the riders obtained a magnificent panoramic view of the Hudson river from Anthony's Nose to Newburgh, a distance of about 15 miles.

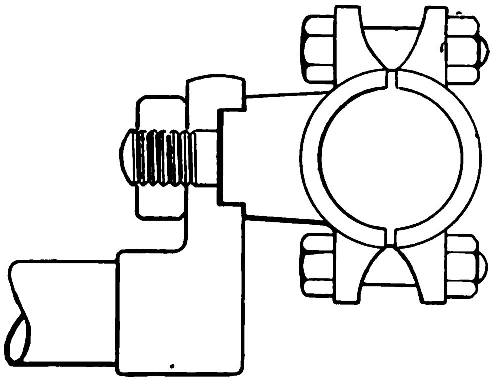
Next Sunday the club will hold a run to Princeton and return. The total distance is 115 miles, and is over level macadam roads.

SIMPLEX SIDE CAR

Newly Designed Attachment Shows Sturdy Construction and Embodies Comfort-Giving Features.



COMFORT for the passenger and the ability to get there and back, day after day, are two features which are necessities in side-car construction, and to this end the Simplex Machine Works, of 45th street and Sixth avenue, Brooklyn, N. Y., have brought out the "Simplex" side-car, here illustrated. It might be added that the operation of the outfit by the rider of the motorcycle should also be rendered as easy as possible, and this, in the case of the side-car in question, is provided for by having the axle offset, so that the rear wheel and car wheel are both in line. Another provision that is unique is in the fitting of a detachable wheel spindle, so that in case of accident, the rider can replace the damaged part with a spare spindle on the road, without recourse to large wrenches or a blow-torch. The side-car is attached by means of three lock-joint couplings, which enable it to be removed or replaced by unscrewing three nuts. The clamps which fit over the motorcycle frame are made with extension pieces terminating in threaded ends, and the eyes on the side-car couplings fit over the blank section of these extensions, thus carrying a greater part of the load thereon, as in the second illustration. Fittings are provided for any machine, and the makers state that the car can be attached to any motorcycle. All the couplings and connections are made of special heavy drop-forgings.



Front Connection Showing Unique Type of Lock Joint.

The body is built on automobile lines by experienced body builders. It is of all-steel construction, with Pantasote upholstery. Suspension is by double "C" springs. The generous amount of leg-room and the protection afforded from wind by the dash is quite noticeable. Under the cushion is fitted a small toolbox, and provision is made on the frame at the rear for a large luggage-carrier. The mudguard is suspended from the body. Any standard make of 2½-inch tire and either 26 or 28-inch wheel is included in the equipment. The side-car complete is priced at $75.

CONSTANT STATES HIS CASE.

EDITOR MOTORCYCLE ILLUSTRATED:

I note in the story of the Bidwell Trophy race, appearing in the last issue of the *Bicycling World*, a reference to the effect that there was something "suspicious" about my entry in same. This is such an unfair insinuation that I cannot refrain from stating my case. If those responsible for the article in question had taken the trouble to investigate conditions they would have found that they were greatly in error.

In the first place, machine No. 123, referred to in the article, is of 2¼ h., not 3½; again, No. 123 was nowhere near the Motor Parkway on the day of the race. The machine I rode out to the course was a 3½ I had borrowed for the event, but finding that it did not have the speed expected I exchanged with another rider and rode his 2¼ machine, the number of which I believe is 3564. Here's another point: Brewer did not pass me until about a mile from the finish, so that there was no "strange" action on my part in overtaking a 2¾ machine with a 2¼, as the article suggests. Such a statement is absurd.

Mr. Pitman asked me to take the machine I had ridden off the course, which I did. And I have no recollection of his requesting an opportunity to examine it. It remained where he could have inspected it until long after the finish and after the majority of the riders had started back. The machine I rode was a Jersey machine, owned by a Jersey rider and I did not even stop to take off the Jersey license tag. With reference to the insinuation that I have not been seen in my old haunts since the race I need only state that it is always possible to find me at 422 Gates avenue, Brooklyn. I have nothing to dodge.

One more point: A party directly connected with the preparation of the article in question told me that if I had remained quiet I could have entered No. 123 as a 1¾ machine. This was when I asked him to dope out a handicap for a 2¼ machine. The article I refer to contradicts itself repeatedly, and probably should be passed up without further thought on my part, but its manifest unfairness moved me to "speak my piece."

JOHN U. CONSTANT.

TORONTO THEATRE PARTY.

A HIGHLY successful theatre party was held on Wednesday evening, 2pril 24, last, by the Toronto M. C., over one hundred members attending. A performance at a local vaudeville house was witnessed, and it so happened that Charlie Ahearn's motorcycle and bicycle act was one of the numbers. The freak machines used in this act were labeled with large placards, taking off different members of the club. After the performance the riders, accompanied by every actor in the show, who were the invited guests of the club, repaired to a nearby restaurant for a Dutch supper. The evening wound up with several speeches.

NEW members are rapidly being listed with the Indian Motorcycle Club, of Baltimore, Md., which now numbers nearly 150 enthusiastic riders.

SAVANNAH DOINGS.

SAVANNAH, GA., April 27.—Although there was no endurance run here, as scheduled for April 26, the boys decided to go to Augusta and take part in the events there. The local riders made good. Young Buckner, with his Harley-Davidson, which he has ridden over 20,000 miles, won one of the events, and rode well in others. Those who remained in Savannah arranged an informal reliability run. Thirty-seven machines took part in the run, which was to the Ogeechee river bridge, where luncheon was followed by a baseball game, which ended in a tie score.

The date of the club's annual supper has been changed to June, and instead of 100 plates, there will be 250.

OSHKOSH ENDURANCE RUN.

THE Oshkosh club held its second annual banquet last Friday evening. An entertainment included music, recitations, a little boxing, etc. All the riders of the city were invited to attend; about forty were present. Twelve names were added to the membership list. At the next meeting plans will be made for a 100-mile endurance run around Lake Winnebago. The president of the club wishes to announce that all visiting motorcyclists are welcome at the club rooms at 144 Main street, which will be found open all day Sunday.

MOTORCYCLE races will be listed among the special speed features at the coming Cotton Carnival, to be held in Galveston, Tex.

LOOKING DOWN the STRETCH

May 5, Peoria, Ill.—Motorcycle race meet; mile dirt track.

May 5, Brooklyn, N. Y.—Invincible Motorcycle Club; single and double century runs; 100-mile course, Patchogue and return; 200-mile course, Southampton and return. No post-entry fee will be charged.

May 10, 11, Columbus, Ga.—Race meet on half-mile track by Columbus M. C.

May 12, Worcester, Mass.—First endurance run of Worcester M. C., to Concord, N. H., 175 miles.

May 15, Chicago—Opening meet at Riverview motordrome.

May 19, Detroit, Mich.—Race meet by dealers' club.

May 23, 24, 25, Vauconver, B. C.—Three-days' trip around Vancouver Island, by Vancouver M. C.

May 24, London, Ont.—Race meet by London M. C.

May 24, Toronto, Ont.—Race meet.

May 26—Race meet by Decatur (Ill.) M. C.

May 29, 30, Newark, N. J.—24-hour run by New Jersey M. C.

May 30, Zanesville, O.—100-mile race on half-mile track by Zanesville M. C.

May 30, Joliet, Ill.—100-mile race on mile track by Will County M. C.

May 30, Marion, Ia.—Race meet by Cedar Rapids M. C.

May 30, Elmira, N. Y.—Race meet by Elmira M. C.

May 30, Washington, D. C.—Race meet at Bennings mile track by National Capital M. C.

May 30, Lancaster, Pa.—Race meet by Lancaster M. C.

May 30, Los Angeles, Cal.—Annual endurance run of Los Angeles M. C.

May 30, Detroit, Mich.—Race meet by Motorcycle Club of Detroit Wheelmen, on mile track.

May 30, 31, June 1, 2, Chicago—Four-day race meet of North Shore M. C. at Hawthorne track.

June 5, Toledo, O.—Motorcycle Manufacturers' Association meeting at Hotel Secor.

June 28, July 1, Isle of Man—Junior and Senior Tourist Trophy races.

June 29, Rochester, N. Y.—Race meet by Rochester M. C.

July 1, Hamilton, Ont.—Canadian championship meet by Canadian Motorcyclists' Association.

July 4, Cortland, N. Y.—Race meet by Cortland M. C.

July 4, Detroit, Mich.—Race meet by Motorcycle Club of Detroit Wheelmen, on mile track.

July 4, Elmira, N. Y.—Race meet by Elmira M. C.

August 6-9, Detroit, Mich.—Cycle Parts and Accessories Association annual summer convention.

August 17, Pratt, Kan.—Start of 15-day tour of Short Grass Motorcycle Club.

September 2, Detroit, Mich.—Race meet under auspices of Motorcycle Club of Detroit Wheelmen on State Fair grounds track.

MORE LAMP PRIZES.

CHAIRMAN ESTABROOK, of the F. A. M. Membership Committee, announces that four Old Sol lamps, donated by the Hawthorne Mfg. Co., of Bridgeport, Conn., will be awarded in connection with the national tours to the convention city in July. One lamp will go to the club in each division which carries the largest number of riders over the tour to the scene of the big assembly. Another Old Sol lamp, also the gift of the Hawthorne company, will be awarded to the club entering the largest number of riders in the Central District tour which is to be held under the auspices of the Kansas Short Grass Club in August.

GOING AFTER SIDE-CAR RECORD.

TO ascertain how far a machine with side-car can be driven in twenty-four hours will be the object of K. Conklin and I. W. Barnard, of New York City, on Saturday, May 4. Using a 7 h. Indian and side-car, they will leave the Bidwell-Conklin Co.'s headquarters, 2142 Broadway, at 6 p. m., and ride to Southampton, L. I., returning to Brooklyn at 4 a. m. Sunday to take part in the run of the Invincible Motorcycle Club, to Southampton and return. Conklin is one of the firm of the Bidwell-Conklin Co., and Barnard is connected with F. A. Baker & Co.

REGISTERED REPAIR SHOPS.

NEWLY registered F. A. M. repair shops: Groise Brothers Auto Co., 525 High street, Holyoke, Mass.; A. J. Hall Hardware, Cycle & Auto Works, 3732 W. 25th street, Cleveland, Ohio; Sol Lazarus, 216 E. 59th street, New York, N. Y.; C. B. Tunte, 204 Fourth street, Lorain, Ohio; G. S. Maslen, 2206 N. Broad street, Philadelphia, Pa.; Fred J. Barr, 216 Third street, Davenport, Iowa; Maddox Brothers, 75 S. Main street, Linton, Ind.; Hellerman Garage, Marin and Maine streets, Vallego, Cal.

NEW F. A. M. CLUBS.

LATE arrivals in the ranks of F. A. M. clubs are the following: Jersey M. C., Bloomingdale, N. J.; H. J. Hough, secretary, Oak Ridge, N. J.; 100 per cent. Hoquain M. C., Hoquain, Wash.; W. B. Ogden, Jr., secretary; 17 members. Homestead (Pa.) M. C.; G. J. Meyers, secretary; 19 members.

TORONTO RACING RULES

Among New Regulations Is One to Prohibit Use of High-Powered Machines on Small Tracks.

TORONTO, Can.—The Toronto Motorcycle Club racing committee has decided upon a system for the holding of all race-meets during the coming summer. A number of able officials have been appointed for the entire season and several important regulations have been decided upon with a view to minimizing the danger to track competitors. These precautions are peculiar in character but are suited to local requirements. Under no circumstances will a powerful 7 h. machine be permitted to start at a club meet on a half-mile track, although special ported single-cylinder racers may be used. Twin-cylinder machines without ports, up to 55 cubic inch cylinder capacity, may be raced, while a machine of any size may be started on a one-mile track. All racers must hold cards in the Canadian Motorcyclists' Association, and a regular entry fee of 25c. (post entries 50c.) has been fixed for the year. All members of the club will be required to pay the regular admission fee at every track meet.

The regular officials selected will have charge of their departments for the entire season, but they may appoint assistants. The appointees include: Official judge, Herb Marshall; official starter, Walter Stone; entry clerk, Garrett Frankland; assistant entry clerk and measurer, Phil Young; measurers, C. E. Burke and Don Sutherland; official director and chairman, Jack Scott; official announcer, W. M. Gladish.

A MEXICAN ENTHUSIAST.

THAT the motorcycle is capable of drawing its friends from all walks and stations of life was demonstrated once more when Carlos Madero, brother of the president of the Mexican Republic and a student at St. John's Military Academy in Delafield, Wis., visited the Harley-Davidson plant in Milwaukee recently. He was allowed to mount one of the Harley machines and make a short run, after which he advanced the opinion that his brother would be wise to introduce the two-wheeler into his operations in Mexico. Young Madero had been in the Harley-Davidson factory less than an hour when announced himself a full-fledged motorcycle fan, and one of his ambitions now is to own a machine.

HARLEY-DAVIDSON

COFFEYVILLE IN LINE.

THREE Indian motorcycles are now owned by the city of Coffeyville, Kan. One is assigned to the police department, one to the water and light department, and one to the plumbing inspector. The police machine, a special twin cylinder, has been in use a month, and in this time has proved very advantageous to the night force. Before the adoption of the machine by the police department, the snatching of pocketbooks from women in the residence district was an almost nightly occurrence, but since the machine was obtained no cases have been reported. The machine is equipped with a tandem attachment.

SINK MAKES A CHANGE.

JOHN SINK, well known as a speedster throughout Indiana, recently severed his connections with the G. A. Beard Company, in Evansville, to join the sales force at the Korb-Stewart motorcycle establishment.

SERIES OF SUNDAY TRIPS

THE South Scranton (Pa.) M. C. has entered upon a series of Sunday outings to neighboring cities, and the first run, held recently, brought out a full attendance of the riders.

FROM A TEXAS AGENT.

B. C. COLE, agent for Harley-Davidson machines in Sonora, Texas, and vicinity, forwards the accompanying photograph with a view to giving Northern motorcyclists an idea of the country in western Texas. Cole has placed three of the new Harley models and has a number of prospects lined up, although his headquarters is in a town of only 500 inhabitants, 75 miles from a railroad. Cole had plans laid for a trip into Mexico, but owing to the present disturbance over the border he has decided to make a journey to Denver instead. He may also ride down into California.

STUBBORN FARMERS.

DAYTON, OHIO.—The only real difficulty encountered by the boys on the Dayton-Toledo endurance run came from a very insignificant cause. This was the stubbornness of the average farmer using the road with a buggy or wagon to turn out to allow the riders to pass. The farmer, they say, maintains an aversion to the two wheelers and shows his feeling by sitting stolidly in his seat when he hears a "honk" or any one of the numerous other motorcycle signals, seldom moving far enough off the road to permit of safe passage of the machine.

MISSOURI PAC
26030

CAR-CHECKING BY MOTORCYCLE.

J. HUBER LIPE, a car checker in the railroad yards at Pana, Ill., has found a new business field for the motorcycle. He rides a Yale and uses it on his checking trips along the tracks. The railroad yards are two miles apart and there is a mine switch half a mile off the main line so that Lipe's work necessitates at least a four-mile trip daily. He rides his machine in all kinds of weather and reports that it saves him about two hours' time on each round. The photograph shows him at work in one of the yards.

PITTSBURGH RACE MEET

Motorcyclists Join with Newspaper Officials in Plans for Big Program at Schenley Oval.

PITTSBURGH, PA.—Plans are being developed for a big race meet to be given in this city on June 1 under the joint management of the Harley-Davidson Motorcycle Club and the Pittsburgh Press. Arrangements have been made to hold the speed events on the Schenley Oval course. In addition to a handsome loving cup to be awarded on a point basis there will be numerous other prizes, many of them donated by the motorcycle dealers of the city. Races have been listed as follows: 10 miles, stock machines, private owners; 25 miles, full equipment; 10 miles, open, racing machines; 15 miles, stock machines; 5 miles, open, racing machines; 10 miles, Allegheny County championship, racing machines. All the races are for singles.

The Schenley Oval track is a half-miler, slightly banked, and the track officials have given their assurance that the course will be in the best possible condition for the coming meet. The committee in charge of general arrangements for the program is as follows: W. R. Harris, J. C. Natcher, Charles Seitz, T. C. Donahue, R. K. Merrill, S. W. Depuy, S. E. Hamilton and Harry Neff. Dr. McCready will act as referee.

RESCIND LICENSE ORDINANCE.

MOTORCYCLISTS in Cortland, N. Y., are rejoicing over the action of the City Council which recently rescinded the ordinance requiring riders of the single-trackers to take out a license and pay a tax. The motorcyclists of the city have agreed to assist in the enforcement of speed regulations and they are working hand in hand with the authorities.

WHITE MADE A MISTAKE

Louisville Motorcyclist Won Race Against Police Officials in Auto, but Landed in Court.

LOUISVILLE, KY.—Glen White, a motorcyclist of this city, acquired a new 7 h. chain-driven Merkel recently, and naturally he just had to ride it. The very next day after buying it he went out for a jaunt, and on the way home, as he was jogging along leisurely, a big Olds Autocrat containing two men passed him, the men smiling at him as they whirled by. No motorcyclist, of course, could stand that. White opened his throttle and went by like a bullet, soon leaving the automobile far to the rear. It was still in sight, however, when he reached his home and dismounted, and he was standing on the street with his machine when the car drove up and stopped. One of the men got out, walked over to where White was standing, and began to admire his motorcycle.

"You've got a fine machine there," said the man.

White nodded his assent.

"She can travel some, too," continued the stranger.

White warmed up. "You bet she can," he exclaimed. "She was going some just now. I kind o' put one over on you, didn't I?"

"Reckon you did," was the answer. "But you were going 42 miles an hour, and that is a little too fast, so I'll have to put you under arrest."

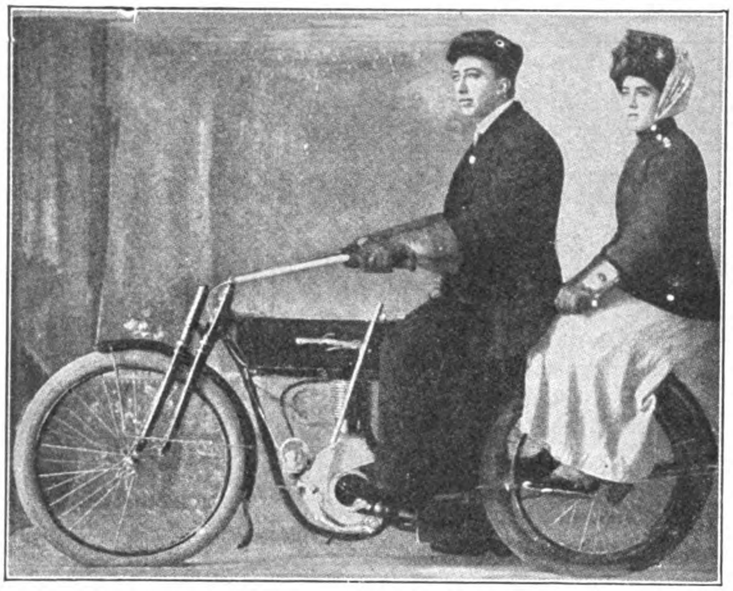
The speaker was an officer in plain clothes, riding in a police machine, and White was fined $15 in the City Court.

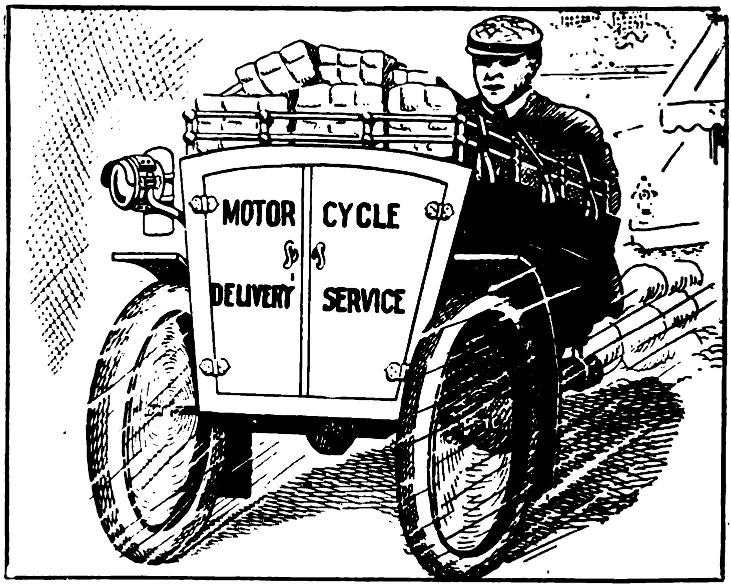
White says that the police played him an unsportsmanlike trick, as they raced him all the way in and could not beat him. Probably if they had won they wouldn't have been sore, he argues, and wouldn't have arrested him.

Best for Pleasure **Best for Business**

Diamond

Motorcycle Tires





When a fellow with a tandem plans an afternoon's recreation, he wants a tire that is strong enough to easily stand the terrific strain—and at the same time one that is extremely resilient so that riding will be a moving luxury. For this kind of service we make a special 29" x 3" tire. It will add to the pleasure of your trip.

Diamond
Motor Cycle

The Utmost in Motorcycle Tires
Our Special 29 in. x 3 in.

A man will use a motorcycle for business only when it is as reliable and economical as a horse and wagon. This is where our special 29" x 3" tire fits in well. It stands the heavy and rough use incident to delivery service. This oversized tire will free you from tire troubles and will give long service under these severe conditions.

Studded Tread

The Diamond 29 x 3 Motorcycle Tire fits the 28 x 2½ rim, is specially built for tandem riding, package delivery machines, heavy riders, side cars and commercial delivery machines. For ordinary purposes the extra mileage it gives more than makes up for the slight additional cost.

It is built up of four plies of fabric with an additional ply in the tread known as the breaker strip. The tread is thicker and wears longer and the anti-skidding studs are bigger and more efficient. Combines all the strength of an automobile tire with the extra resiliency required in a motorcycle tire.

Our regular motorcycle tires are made with both studded and corrugated treads—as shown by cuts on left and right—they are built by men who understand what is needed in a motorcycle tire. The tremendous demand for Diamond tires is due to the fact that they feature in the highest degree Mileage, Resiliency and Speed.

Send for Our Attractive Booklet on Motorcycle Tires

The Diamond Rubber Company, Akron, Ohio

Our Service Stations in 54 Cities do more than sell tires—they take care of Diamond Users

Corrugated Tread

EDITORIAL

Motorcycle Illustrated is published every other Thursday at 51 Chambers Street, New York.
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J. LEO SAUER
PRESIDENT

THURSDAY, MAY 2, 1912
CIRCULATION THIS ISSUE: TOTAL 11,525; NET PAID, 11,005

H. N. CONDICT
SECRETARY

THE SIDE-CAR.

YE publisher and editor is afflicted these days with an incurable case of side-caritis, and he is prepared to solemnly swear that it is one of the most delightful complaints in the entire category of human sensations. Long familiar with the pleasure of long and short trips aboard the four-wheeler, as well as those of "solo" driving astride singles, twins and four-cylindered motorcycles, the writer was not at all keen even to try out three wheels. The extra attachment seemed to possess too many hybrid characteristics to "look right." But in the end a side-car was added to his motor "stable," and, from present indications, it will ever hereafter occupy an honored place there.

Side-car riding is distinctive. To the average bystander the three-wheeler may look freakish, although the expressions in thousands of the faces of those we have passed appeared to disclose nothing more or less than a feeling of envy. A well-sprung side-car, attached to a machine capable of "pulling" the additional weight without undue strain is every bit as luxurious and comfortable, even though not quite so pretentious as the average automobile.

All the standard twins and the average single of four or more horsepower is capable of hauling double the weight of a single rider, and an attachment and passenger may be added without the slightest trepidation. Try it. The expense is comparatively trifling, and in a few weeks a good side-car will more than repay the purchaser for his original outlay.

JERSEY LICENSE PROBLEM.

A RATHER odd state of affairs exists relative to the passage recently of an amendment to the New Jersey motor vehicle law. This amendment allows a fifteen-day touring privilege, in New Jersey, to owners of motor vehicles whose machines bear the license numbers of other States which recognize New Jersey licenses. The new law is intended to apply to motorcycles as well as automobiles. But the question arises: How shall New York motorcyclists avail themselves of this privilege? Under the New York law owners of the two-wheeler are not required to take out a license.

The chairman of the National Committee on Legal Action of the F. A. M. has laid the matter before New Jersey State Commissioner of Motor Vehicles, J. B. R. Smith, who holds that New York motorcyclists, in order to secure the Jersey touring privilege, must take out a Jersey license, or at least the license of some other State which grants reciprocal privilege to New Jersey motorists. Mr. Smith has promised, however, to consult with the State attorney general concerning the F. A. M. Legal Action chairman's suggestion that New York riders be recognized provided they paint on the rear mud-guard of their machines the initials "N. Y.," to designate that they are New Yorkers, and, therefore, entitled to tour in New Jersey without a New Jersey license. Until Mr. Smith announces his decision, it were well for New York riders not to ride in New Jersey without a license, not necessarily a New Jersey license, but, in any event, the license of some licensing State, preferably, Connecticut, Massachusetts or Pennsylvania.

There is no question as to the intent of the law-makers who voted for the amendment above referred to. It was their purpose to include all motorcyclists residing in States having reciprocal motor relations with New Jersey. But by wording the law to provide for recognition only of owners of machines carrying outside State registration numbers, they unwittingly shut out New York motorcycle riders. At least, that is the present situation, as explained by the New Jersey official who has the matter in charge.

ADVERTISING—I.

SUCCESSFUL advertisers never worry about their competitors; or, rather, they don't confess it in print.

They boom their own products to the very best of their abilities, intelligently follow up inquiries, and give energetic and enthusiastic support to their salesmen and dealers.

They appeal to the higher sensibilities of the ultimate consumer, and to the highest class of business capability in the trade.

To such advertisers the publishers of MOTORCYCLE ILLUSTRATED *are prepared to guarantee results. The advertising of the other sort is not being solicited by this publication.*

A VALUABLE NUMBER.

NOT less than thirteen, and, in all probability, nearly fourteen thousand copies will be the circulation of the May 16th Spring-Touring Number of MOTORCYCLE ILLUSTRATED. As its title indicates, this issue will be featured by more touring information of practical value than has ever before been published in any ten numbers of a motorcycle journal. From coast to coast, and from the Lakes to the Gulf, the entire country will be mapped out for motorcycle tours of from 50 to 1,000 miles in circuit. Approximately one hundred and fifty trips, including every State in the Union, will be illustrated and described, and it is safe to say that no recipient of the Spring-Touring Number of MOTORCYCLE ILLUSTRATED will discard his copy until it actually falls apart from constant use.

The high editorial quality of this number—date of issue Thursday, May 16—will insure its appealing strongly to an unprecedentedly large number of dealers and riders, and its big circulation and its great reference value will combine to make it extremely valuable to advertisers. Forms close Monday, May 13.

WITH clubs all over the country showing mid-summer enthusiasm before the season is fairly open, it does not require an optimist to predict big things in the motorcycle field for 1912.

A VACATION IN *the* SADDLE

By ARTHUR J. ROCHOW

NOW that the vacation season is drawing near once more I am of the opinion that the story of a motorcycle tour made during the summer of 1911 will prove interesting to my brothers of the single-tracker, and accordingly I have turned author to the extent of preparing the following article. My companion on the trip in question was Lou Tetley, of Red Bank, N. J., as genial a traveling companion as ever I met, and when all was in readiness for the start I chugged down through Staten Island to Perth Amboy and found Lou waiting for me. It was from this point that our outing really started. The weather was ideal, although there had been heavy rains a day or two previous, and we got under way in high good humor.

We traveled northward through Rahway and Elizabeth, hoping to make Newburg, N. Y., in time for supper, but bad roads near Elizabeth delayed us and where a section of the State road was closed for repairs we were forced to make a long detour. There was much skidding and slipping in the Jersey clay, but we came through without a serious mishap, making fairly good time from Elizabeth to Newark. The rough going had loosened our luggage and after a brief stop for readjustments and a light meal we settled down to real touring conditions.

The Initial Spill.

The country around Newark was rather interesting, being made up of low rolling hills, but we could not give the scenery much attention because of the necessity for keeping a close watch on the road. At this stage of the journey Lou took his first spill. As we approached a trolley line I saw that the tracks were bordered by deep black mud and went through very cautiously, but poor old Tet went down. When he arose he was anything but a pretty picture, but his perennial good nature came to the surface and he was soon in the saddle again. While passing through the city of Newark Lou bumped a truck to avoid running down a woman and child, but his machine escaped with only a smashed lamp.

Newark was soon left behind and then followed more mud-larking. However, we didn't grumble. It felt mighty good to be out in the open, astride a willing motor, with a trusty companion at one's elbow and a good cigar between one's teeth. Mud or no mud we were glad to be alive. From Newark we headed for Passaic and then proceeded over a good asphalt street to Paterson. We were tearing off about 55 miles an hour when I learned that there is some truth in the old adage "the more haste the less speed." With a bang my rear tire blew out and when I finally managed to stop the tube was wound around the rear stays of my machine and a dozen spokes had been yanked out.

Bang! Goes Another Tire.

We put in a spare tube, made hasty repairs and went on to Paterson. Further repairs were made at the establishment of Agent Steele, who gave us all the assistance possible, and without loss of time we again took to the trail. We had just crossed the line into New York State, when I had another blow-out in my rear tire. That set me to thinking, and I made a careful investigation. I had used a double-clinch tire on a single-clinch rim, and in my haste to make the change I had not properly clinched the shoe. That accounted for the second blowout. This time I exercised more care and in a short time we were off through Spring Valley.

On the Way to Paterson.

At this stage we encountered a few hills and finally rode into the Ramapo Valley, making good time. The scenery along these roads was beautiful and the setting sun produced some highly artistic effects. Suffern was reached without further trouble and there we put up for the night.

Paying a Social Call.

We had some difficulty in making our wants understood at the hotel, for the German waiters could not catch our English, but a brand new moon and a pair of good cigars cheered us after supper and we strolled around to Slavin's bicycle shop and rehearsed the history of the two-wheeler from the old high-saddle mount to the motorcycle. Then we turned in for the night. We started early the next morning after a good breakfast, and continued through the picturesque Ramapo Valley.

The roads wound in and out between wooded hills, past magnificent estates, through quaint little towns and through farming country, and occasionally we met farmers and their families on their way to church, for this was Sunday. Riding side by side and chatting over plans for the day, breathing in the good pure air from the hills, and feeling like a pair of Nature's real noblemen, we chugged onward, convinced that life could give us nothing better. We were living every minute, and couldn't help pitying the folks who had not yet learned our secret.

Crossing the Hudson.

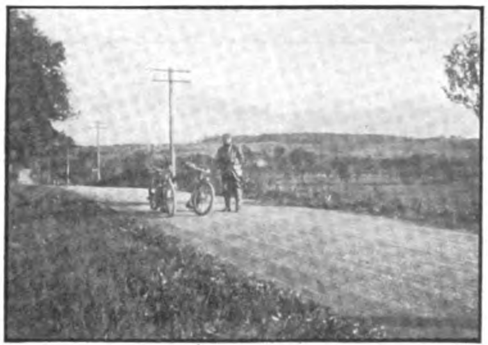
As we neared Newburg, Lou's motor gave a peaceful sigh and quit. He had run out of gasoline and I rode into the town for a supply. Then we crossed the Hudson River, obtaining fine views of Mt. Beacon and the Highlands of the Hudson as we passed over. Leaving Fishkill over fine roads and passing many beautiful estates we settled to a pace of about 30 miles an hour, up and down hill, and we certainly pushed the ground behind us. We passed through Wappinger's Falls and into Poughkeepsie over some rough roads, where my stand came down and before I could stop to refasten it a stone caught it and pulled it loose. Some copper wire effected a repair and on we went.

Leaving Poughkeepsie we rode on through Hyde Park, catching occasional glimpses of the Hudson with the Catskills for a background, and the whole scenic effect was very impressive. In due time we reached Rhinebeck, where we decided to have dinner. Did you ever come in out of the crisp air of late summer into a big comfy room with a glowing open fireplace? If you know the sensation such a delightful transposition produces you can imagine with what enthusiasm we greeted the proprietor. And that wasn't all. Mine host proved to be an Elk, and he gave Lou the "high sign" in a manner that warmed my companion's heart.

Off on the Trail Again.

After disposing of a fine chicken dinner we pulled our chairs up to the fireplace and chatted over our cigars until it was time to get into the saddle again. Passing over some poor roads we reached Red Hook and then struck a good road. This didn't help much, however, for we soon ran into a driving rain which forced us to don our raincoats. We were tempted to stop at Hudson, but the place did not look inviting and besides we were anxious to get through the comparatively uninteresting ride to Albany. It seemed to rain harder than ever after we left Hudson, and Lou's machine finally developed a short-circuit, which some hot oil from the motorbase remedied in short order. By this time we were soaked to the skin and we lost no time in getting on.

A short time later Lou's gas-chewing motor again attracted attention and we found that his tank was dry. Luckily this discovery came in front of a farmhouse and with the aid of a borrowed pan and a newspaper cone we transferred some gas from my tank to Lou's. We had no sooner started again than my engine began to pop along on one cylinder. Then I discovered that in putting the brush back into the carbon-holder after a previous examination, I had not pushed it all the way in, and when I screwed the holder into the magneto the carbon had dropped to the bottom of the magneto. Fine, eh?



"Up York State."

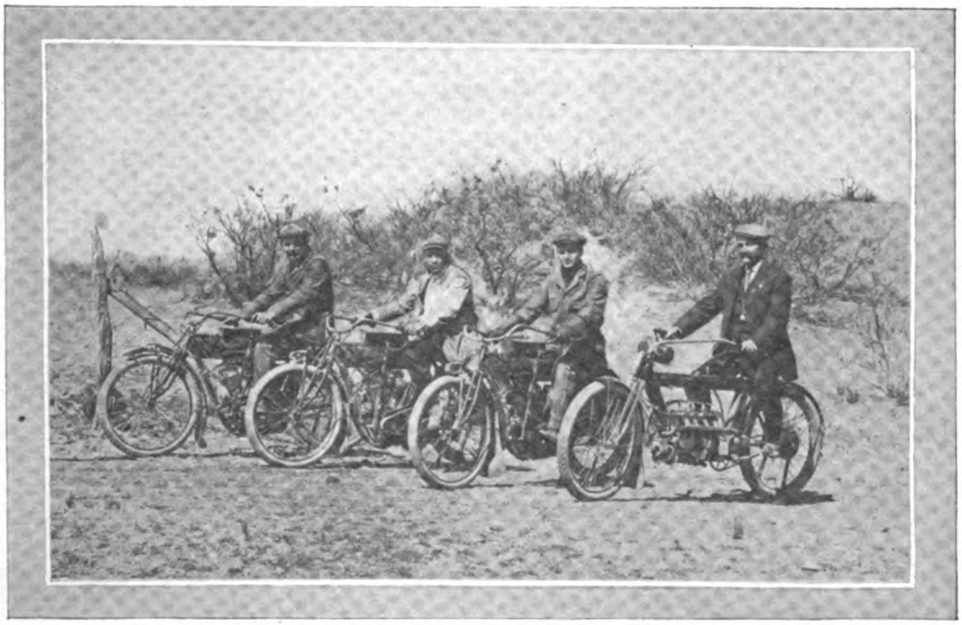
More Tedious Repairs.

Feeling pretty blue for the time being I pushed the machine into a nearby barn and then started the work of taking off all the timing gears and removing the end of the magneto to get at the carbon. It was slow work and mighty tedious, but it had to be done, and we went about it as cheerfully as possible. It was not very long before we were headed for Albany again, the rain still pouring down as if it were being dumped out of a bucket.

When we arrived in Albany, "Pop" Andrews' place was indeed a welcome sight. After warming up a bit we carried our luggage to our rooms where a hot bath and dry clothes put us in good humor once more. Still the rain came down, and the outlook for the next day was anything but promising. However, we strolled around to a restaurant and demolished a fine planked steak, after which the world seemed a better place to live in. Jehosephat! what an edge motorcycling puts on a fellow's appetite, and when a chap has a good husky appetite to begin with, the swathe he can cut in a meal is wonderful to see. We made the most of our opportunities.

(To be continued.)

Cow Furnished the Spice of this Arizona Adventure



THAT motorcyclists in Arizona sometimes have their outings spiced with adventures which do not fall to the lot of eastern riders is indicated by the following storiette which is unfolded by W. R. Adams, one of the best-known motorcyclists in Jerome and vicinity.

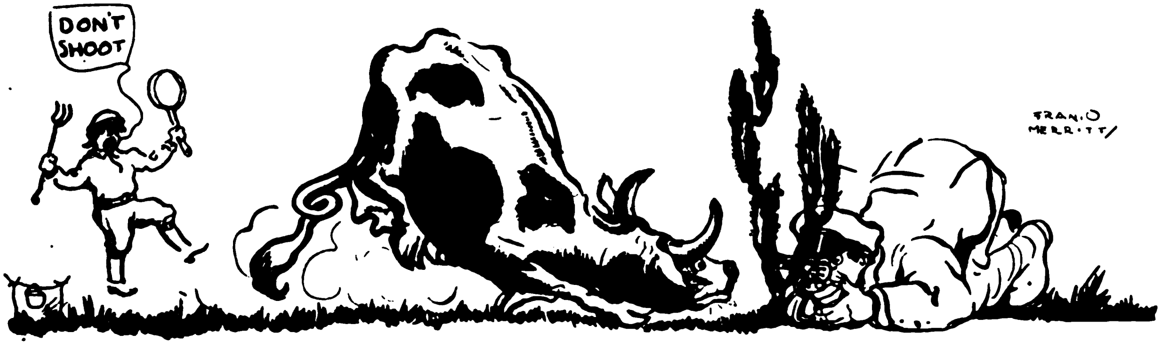
"Not long ago four of us, Dr. L. A. Hawkins, Guy H. Bailey, Myron Hawkins and myself, met at the doctor's place and decided to take a run into the country. Accordingly we filled our pockets with lunch, strapped a cooking outfit on one of the machines and pulled out of Jerome in high spirits. We made a run to Copper Canyon with no trouble worthy of the name and there pitched our little camp. We found a stream and while Guy was repairing his exhaust pipe which had been flattened by a rock, the others brought the cooking utensils into action. At this stage of the game we ran into trouble.

"While hunting for wood I stirred up an old range cow that was lying in a clump of brush near our camping place and without wasting any time she made a run for me. She evidently meant business, so I jumped behind a good-sized bush and got my gun out. At this critical moment Doc Hawkins called out and advised me not to shoot until the situation became desperate. I waited. And the cow waited. Every time one of us moved that cantankerous old ranger lowered her head and started for us, and when we stopped, she did, too. There we were, held up like a lot of Sunday school picknickers, with nothing to do but await developments. We did not wish to harm the cow, if she could learn to behave herself, so we continued to wait as patiently as possible.

"We couldn't get away from the spot because if we had jumped for our machines and attempted to start, the cow would have charged us, and probably wrecked a motorcycle or two before we could beat her off or shoot her. There was nothing to do but stand our ground, and we did. After about half an hour of this the cow walked around us in a circle, eyeing us malignantly all the time and then slowly made off down a trail. Needless to say, we remained posing like living pictures until she was well on her way. We were not exactly afraid of the old critter, but we knew she could be remarkably mussy if so inclined and we feared that our machines would get the worst end of the scrimmage if a general rumpus was started. It must be remembered that there is all the difference in the world between a range cow and your eastern moolies. We knew this and were well satisfied when the incident closed without fireworks.

"When the cow had disappeared we cooked our lunch, consisting of pork and beans, potato chips, steaks, coffee and sliced pineapple, and made the most of a fine meal. The steaks were broiled on a flat piece of rock, which had been washed and heated in the fire, and that they made mighty good eating seemed to be the consensus of opinion.

Only two of the riders in the accompanying photograph figured in the range cow episode. They are Myron Hawkins, at the left, and Mr. Adams third from the left. The other riders in the picture are Ray Miller, second from the left, and T. C. Stone on the right. A club is promised for Jerome.

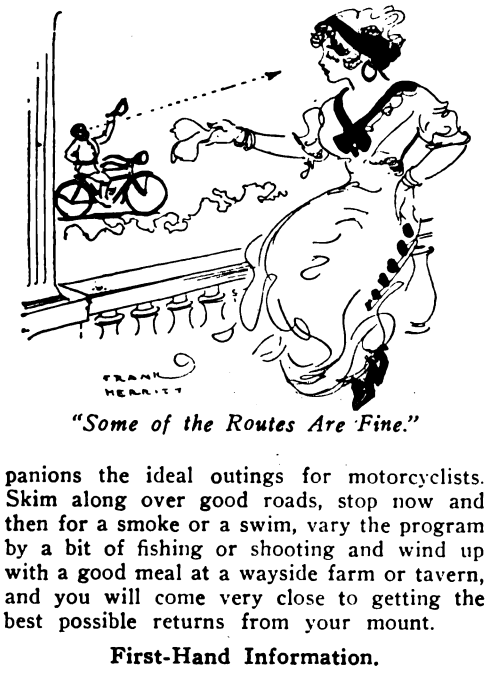


SIDE TRIPS AROUND NEW YORK

By LIVINGSTON FOUNTAIN

CONCERNING the following it might be well to say that although I have been a rider of the single-tracker for the last seven years I have yet to go out on a "club run." Such outings are enjoyable beyond a doubt, and they have figured prominently in the general upbuilding of the sport, but I have always been satisfied to jog along with one or two chums, and have confined myself almost entirely to short runs within a radius of 150 miles of New York City. I have made a few long jaunts to "parts unknown"; but of them, more later. There are many half-day, day and day-and-a-half rides in the territory I refer to, and all hold out inducements for the observant motorcyclist. Some of the routes are fine, some good and some not so good, but nearly always they are interesting.

Personally, I consider these half-day and over-night runs with one or two boon companions the ideal outings for motorcyclists. Skim along over good roads, stop now and then for a smoke or a swim, vary the program by a bit of fishing or shooting and wind up with a good meal at a wayside farm or tavern, and you will come very close to getting the best possible returns from your mount.



"Some of the Routes Are Fine."

First-Hand Information.

Knowing from experience how disagreeable it is to count upon certain results from a trip and then fail to obtain them through lack of reliable touring information, I have jotted down some points relative to the best runs I have made with my chum of late, and trust they will prove of value for riders in the metropolitan district. No doubt there are hundreds of motorcyclists who would like to start out these fine spring days and feel moderately certain that they were not going to have their trip spoiled by miles of bad roads and a lack of interesting features along the route. Say what we will, there is very little enjoyment in riding off over unknown highways to "nowhere in particular."

One of the finest short runs (half-day rides, as I have called them), which does not necessitate crossing several ferries, is a circuit of about 65 miles northward out of New York City. Leaving the city via Broadway we ride to and through Yonkers (closed mufflers and rigid speed regulations), and still following Broadway and the Hudson River we proceed to a point just south of Tarrytown. Here we turn to the right on an excellent macadam road marked "Elmsford and White Plains," and ride on through the woods.

For an All-Day Trip.

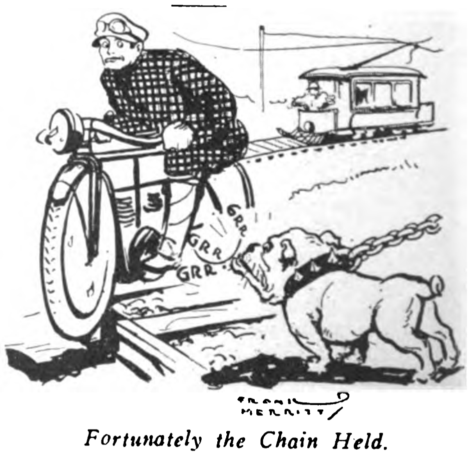
Follow this road to Elmsford straight ahead up-hill to White Plains, turning left on the main street to Mamaroneck avenue. Continue on this line to the point where the trolley tracks turn to the left. Then leave the tracks and keep straight ahead over a route which will bring you back to the city over fine roads, through Larchmont or New Rochelle, via Horton and Lincoln avenues. This will allow you to avoid all but the best sections of the Boston Post road.

If you care to extend this trip into an all-day outing over good roads take the *left* turn at Elmsford and continue up the sawmill river road (paved with macadam) to Mt. Kisco. At this point Mine Host Buzzie's lunch wagon offers good food, or if you are inclined to be more "fussy" there is a hotel just across the railroad tracks which gives satisfactory service at reasonable rates. When you are ready to return you may turn to the left at the tracks and proceed to Briarcliff, or to the right up-hill on the road to Lake Mahopac. This Lake Mahopac road is one of my favorite routes, being a fine sample of State Highway, and extending along the banks of three or four of our largest reservoirs.

Facilities for Fishing.

Going north from Mt. Kisco a short distance the rider will find a sign "To Bedford Station." *Do not* take this road, but turn to the left over about a mile and a half of poor dirt road, then to the left again at the reservoir. At the long steel bridge take the turn to the right and follow this macadam road all the way to Lake Mahopac, turning to the right at the lake in order to reach the Thompson House, where refreshments, boats, fishing tackle and bathing suits may be obtained. Mahopac is a little more than fifty miles from New York City, and the round trip will total between 100 and 110 miles, practically all of it over excellent roads. The same route may be followed on the return trip, or it may be varied a little by branching off at Yorktown Heights to the right, to Peekskill and then down along the Hudson River.

Should you decide to proceed farther than Lake Mahopac or put up there over night and continue in the morning, there is an excellent extension which may be arranged, still to the northward. The rider may follow the road which passes the Thompson House and continue on to Ridgefield, Danbury and Waterbury. Our usual extension from Lake Mahopac is over the roads to Danbury where we stop at the Hotel Green, and on the following day we return via Bedford, New Castle Corners and either Portchester or White Plains. This makes a total of about 150 miles, and is just about as fine a trip as a rider would care to take out of New York City. This trip may be varied in many ways according to the weather and the time at the rider's disposal, and as long as the State roads are followed there will be little or no room for complaint.



Fortunately the Chain Held.

"The Port of Missing Men."

Still another trip that I have always found enjoyable is to a point about 65 miles from New York City and little known to metropolitan motorcyclists. The destination in this case is "The Port of Missing Men" on top of Titicus Mountain. From New Castle Corners (a short distance south of Mt. Kisco) turn right on the State road marked "To Bedford" and follow it to Ridgefield. Numerous road signs will then point the way to "The Port of Missing Men," five miles beyond. This last five miles is all up-hill, but the road is perfect and once at the top the rider feels amply repaid by the always cool breezes, the excellence of the service obtainable and the altogether unusual setting of the place. The return may be made by reversing any of the foregoing routes.

An Outing in New Jersey.

Here is an outline for a most enjoyable day or day-and-a-half trip over into New Jersey: Leave New York via the Weehawken ferry and proceed to Montclair, 19.1 miles, and in this way you will avoid a disagreeable ride over the famous "Plank Road" and through the city of Newark. From Montclair follow Bloomfield avenue through a number of small towns to Caldwell. Pass through Caldwell to Denville (straight road all the way), and at Denville, where you will find the intersection of the road to New Brunswick, there is the Denville Inn. Here an extremely polite darkey will attend to the needs of the inner man with anything from a roast beef sandwich to a canvas-back duck, and from a glass of water to a quart of Mumm's extra dry.

Should you wish to return from this point take the left road to New Brunswick and turn left again to Madison, Summit, Springfield and to either Newark or Montclair.

A Jaunt into the Hills.

If you decide to continue onward from Denville take the right branch (opposite that leading to New Brunswick) and proceed up and down steep hills and over some poor roads to Green Pond. Green Pond will prove a surprise to those who have not previously visited it. It is a lake, probably nine miles in length, and situated on top of a mountain in one of the most picturesque sections of New Jersey. The round trip from New York City (returning via New Foundland and Arcola) is less than 100 miles, but as far as the lake itself is concerned the visitor will imagine himself in the heart of the Maine woods. There are two hotels on the shores of the lake and the settlement is made up mainly of campers in cabins and cottages. The return trip via Arcola and Hackensack is over a State road and nearly all downhill.

A Trip into Jersey.

Still another excellent ride in an entirely different direction from those already given is one which takes the rider over some fine roads in New Jersey, and the finest road I know of in the State of New York. Crossing the Hudson at Fort Lee, turn to the right and follow the main road up Fort Lee Hill. At the top take the left fork up and down hill, over the Jersey Meadows and across the Hackensack River bridge into Hackensack. Turn to the right on the main street to Passaic street; then turn left and follow this road to Arcola. It might be worth while to mention here that for the happy owners of machines supposed to possess speed, or in the event of a disagreement between riders as to whose machine can get there first, I know of no better opportunity for a test than that offered by the absolutely perfect stretch of four miles of macadam leading into Arcola. The road is ideal for a short spurt. It is perfectly straight, almost dustless and there are no cross roads. What's more, I have yet to see any signs (either in blue uniforms and brass buttons, or the usual warning set up by the Village Councilmen) to regulate the speedsters to "Four(ty) Miles per Hour"; the "ty" usually being the work of the village cut-up.

A Jaunt Along the Hudson.

After settling all disputes as to speed, and perhaps stopping for a few moments to talk it over on the bridge by the water-wheel, *do not* cross the bridge but take road bearing to the right along the Saddle River to Suffern. Should the rider's time be limited, a very pleasant return route will be found by turning to the right in Suffern and riding 14 miles to Nyack, where there is a choice of returning to the city, either on the Jersey shore of the Hudson, or taking the ferry (if it happens to be running) to Tarrytown, and so down the east bank. This circuit of Hackensack, Suffern, Nyack and return will foot up to about 70 miles. If it is the desire to continue north from Suffern, turn to the left and follow the tracks of the "Weary" R. R. on a good State road, seven miles to Tuxedo. Discretion may be found the better part of valor in passing through Tuxedo in spite of the tempting road, the Tuxedo police being supplied with a very efficient brand of two-wheeler.

Avoiding the majesty of the law—usually located near the railroad station—continue on over the same road to Goshen, 60 miles from New York. From Goshen the return may be made via Newburgh and the east shore of the river, or one may continue for an overnight run to Middletown and Port Jarvis, or through Middletown to Kingstown, N. Y. This will carry the rider 55 miles further and leave him 130 miles from New York City. Should the rider choose the return by way of Newburgh and the ferry, it will be found a simple matter to connect this trip with that already given, including Peekskill, Tarrytown and home, or Peekskill, Lake Mahopac and Danbury.

The Hand of Fellowship.

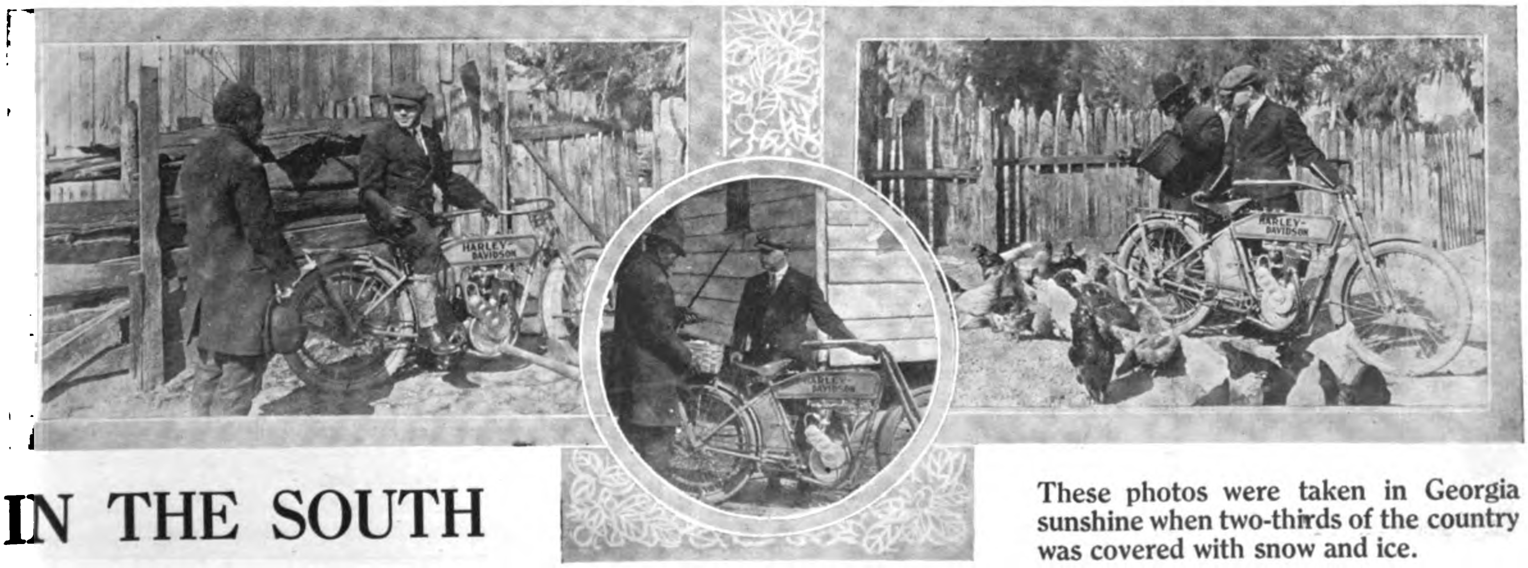
Speaking of Tuxedo reminds me of a rather unusual incident I experienced in that locality. My chum and I were returning from a two-day trip to Middletown and were about five miles north of Tuxedo, rolling along at about 35 miles an hour, when I imagined I saw something shining in the road. I could not make out what it was, but felt it was some part of a machine. I mentioned it to my chum, but we were in a hurry and did not stop to investigate. Upon arriving within sight of Tuxedo we met a brother motorcyclist, afoot, searching along the road diligently for something that did not seem to materialize.

We stopped, and upon asking the cause of his search learned that he had traveled the road we had come over about an hour previously, and had lost "somewhere between here and Goshen, the lock-nut from the valve dome of his forward cylinder." It dawned upon me that probably the object I had seen in the road some five miles back was the missing lock-nut. I was not particularly strong for the extra 10 mile ride, but finally agreed to go back and see if I could again find the missing part. I found it with very little trouble and returned it to the owner amid declarations of his everlasting gratitude, accompanied by his card and the information that he was a brother-in-law of the police captain in Tuxedo. He requested that in the event of my ever becoming entangled in the speed I should "call on him." If the necessity arises I surely will.

WISCONSIN STAFF.

AT the last meeting of the Wisconsin M. C., of Milwaukee, the following officers were elected: P. D. Rosche, president; A. G. Parsons, vice-president; George Schedler, secretary, and W. Rohn, treasurer. The object of the club is to promote motorcycle races and occasional runs.

KANSAS CITY, Mo., has its first motorcycle police officers. Four pioneers constitute the squad.



IN THE SOUTH

These photos were taken in Georgia sunshine when two-thirds of the country was covered with snow and ice.

The IDEAL MOTORCYCLE SHOP

By GEORGE M. JOHNSON

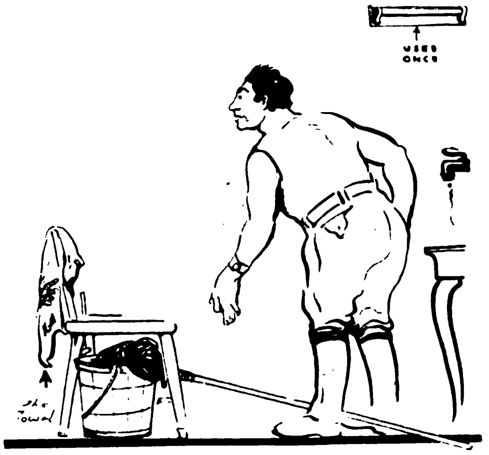
ABSOLUTE perfection is a thing remarkably hard to obtain. Perhaps it is well that this is so; there is all the more inducement to effort. Emerson once said: "Hitch your wagon to a star." By that the famous Bostonian probably meant that one should never be satisfied with taking a mere chorus girl out to supper while there was a leading lady in the company. In other words, aim high, whether you are a stage door Johnny or local agent for the "best ever." If you sell motorcycles, try to have your shop the best in the city.

The dealer cannot over-estimate the importance of the relations which exist between himself and customers or possible customers. Every live business man believes in advertising—he's a back number if he does not—and here is a variety of advertising that is more permanent and less expensive than space in a newspaper. It is certainly worth while to be liked by most of the riders in town, and every dealer should make it a point to gain all the friends that fair and courteous treatment of customers can possibly bring him.

The Personal Element.

The personal element enters into the selling of motorcycles much more, I believe, than many dealers realize. Let us consider a possible case. Suppose some dealer has sold a certain rider a machine. Within two years or so the latter may be in a position to trade that one in towards a new mount. Perhaps by then there may be another make represented in town by a rival of the first agent, a machine which on account of price or new features appeals to the prospective buyer more than the motorcycle he has been riding. Now, if he is not satisfied with the way agent No. 1 has treated him, he will not hesitate to desert to the other. But if No. 1 has always been accommodating in every possible way, has done all in his power to make his patrons feel satisfied, there enters the personal element above referred to. The buyer will not feel quite like deserting a friend, and therefore may do business with him again, when otherwise he most surely would not.

I wonder if the Ideal Motorcycle Shop really exists. Perhaps it does, but if it is to gain the full measure of success, it must be run on the principles already hinted at. The Ideal Shop should be constructed and run with the aim of not only getting customers and trade, but of keeping them, and to that end, money spent for the convenience of riders is well spent. Let me point out some of the features of this place—imaginary, of course—which I have in mind.

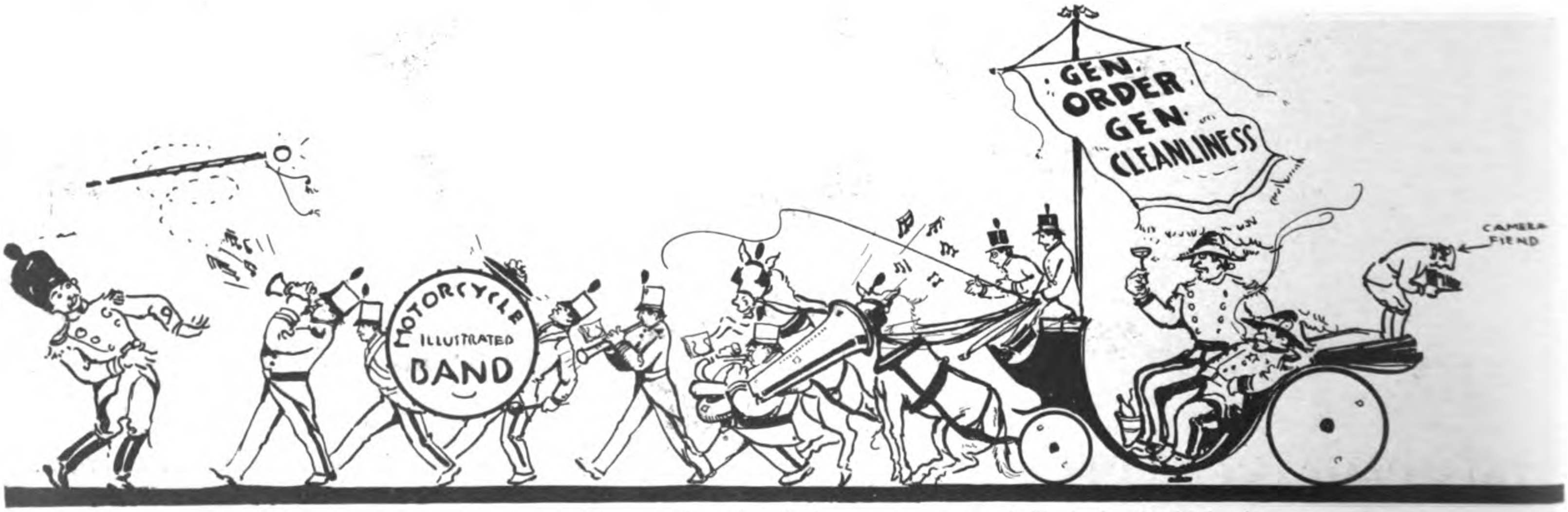


First of all, there should be a runway up from the gutter out in front. If I am running my machine into the shop for any reason, I do not like to lift her two hundred pounds of solid weight up on the curb, nor do I care to hit the curb with a bang in hope of jouncing "the old boat" over the obstacle. Once while touring I ran across a shop which made a hit with me in this particular, at least. There was a well constructed cement walk in front, and when that walk was laid the workmen cut out a neat little inclined plane up which motorcycles could be run as easily as anyone could desire. This is a small matter, you may say, but the small things, multiplied together, amount to a lot in the long run.

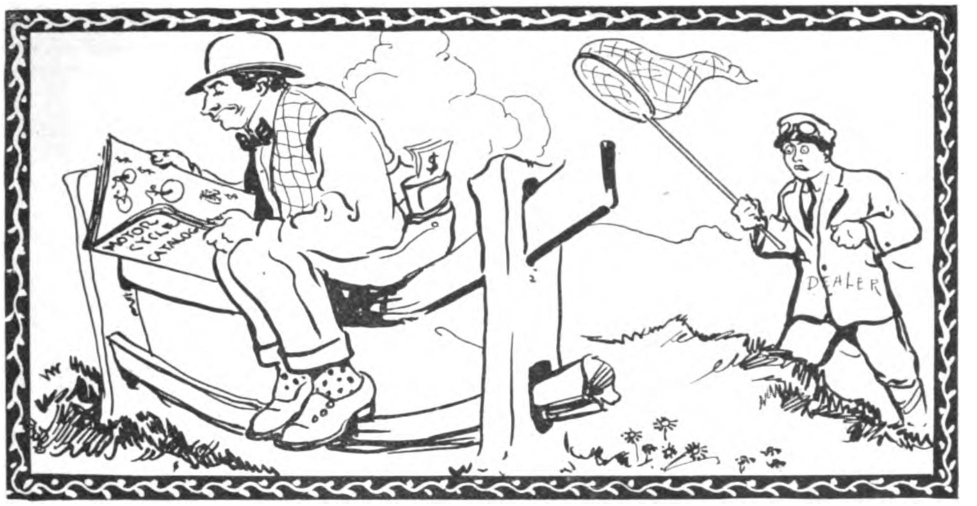
Then the wash room and toilet facilities. The average motorcycle shop is sadly deficient in this respect. You may find a sink in some far corner of the establishment, a sink black and grimy with the combined deposit of road dirt and machine grease. Then you glance around for a towel! Let us draw the curtain of charity over that towel. You know just how that little rag of cotton looks without my telling you. One would even hesitate to use it on his hands, not to mention trying it on his face. This Ideal Shop about which I am raving would have a clean sink with a can of one of those preparations which will remove grease without the use of hot water, and it would have a big roller towel—clean every day. It does not cost much to have a roller towel laundered, and a clean one every day is far better than a clean one every week, or every month.

That Traditional Towel.

Of course, no gentleman would abuse the towel privilege. I have known some men who seem to misunderstand the purposes of a roller towel. They think it is to remove the dirt, to serve as a scourer; and therefore wet their



Where "General Order" and "General Cleanliness" Occupy the Posts of Honor in the Procession,



Learning the Art of Catching the "Man on the Fence."

hands with soap water and proceed to wipe off the whole pleasing mass on the long-suffering towel. The next comer may do the same, though carefully selecting a clean place on the towel. Soon there are no more clean places to be found. If many who used the washroom were inclined to do in this way, it might be a good scheme to tack up a card close beside the towel, giving instructions for its use, just as they do in the case of fire-escapes in the rooms of up-to-date hotels.

Any motorcycle dealer will get some trade from tourists, and there is coming to be more and more of this trade, enough to be worth going after. They need oil, gasolene, occasional little jobs of repairing, and frequently like to leave the machine at some shop while they go to a hotel or restaurant for a meal. At such times a good wash is very desirable, and the tourist would be agreeably surprised to find a shop well equipped for that purpose. I have been there myself, and know how it is. I have washed my hands and face at a filthy sink, and then have used a pocket handkerchief for a towel because of a natural hesitation at employing the filthy rag that hung on a nail by the sink. And do you suppose that the tourist who found the Ideal Shop would keep it dark?

Passing the Good Word.

"Going through Smithville?" one would say to another. "Then stop at Blank's. That place is all right; it's the Ideal Shop."

Isn't that the kind of advertising that pays?

And then the toilet room! That is usually the absolute limit. If I were trying to run an Ideal Shop, I should have the toilet clean, and I'd have it generally understood among my customers that I expected them to help keep it so. I'd give out the impression that I kept a big blue horse pistol ready to use on the person who abused his privileges. The toilet is the very last place where one should tolerate any filth; good sense, good sanitation, and good business all demand that it be as spotless as the proverbial snow-white lamb.

And speaking of cleanliness, many shops sin in this respect in other places than the two or three already mentioned. The floor is usually swept every day or so, to be sure, but only the most accessible portions of it. Back under the lathe and benches is left a region of space unexplored by the investigating broom. I like to see an establishment clean everywhere—floor, walls, ceiling, *everywhere.* I want to feel that it is clean even in the places I cannot see. This makes a good impression on all who come into the place, and is therefore worth while from the business standpoint.

Cleanliness That Pays.

Americans have an evil reputation in some foreign countries because of the spitting habit. I fancy Satan has some particularly fiendish punishment devised for the man who expectorates on the floor of a building. Nothing would drive customers away more surely than a floor made filthy in this disgusting way. Since people must spit, provide a spittoon, and keep it clean. That is not a pleasant task, but as the farmer remarked about getting his heifer out of a mud hole, "It's got to be did." If I were running this Ideal Shop, I'd have a sign—perhaps more than one—announcing in letters loud enough to be heard: DON'T SPIT ON THE FLOOR. Some persons are so far down the scale as to chew tobacco. My opinion of tobacco chewing and tobacco spitting is not printable; asbestos paper would be required—and remember, Mister Motorcycle Dealer, tobacco juice on the floor won't help sell machines.

$
REPAIR BILL
CHECK
CHECK
CHECK

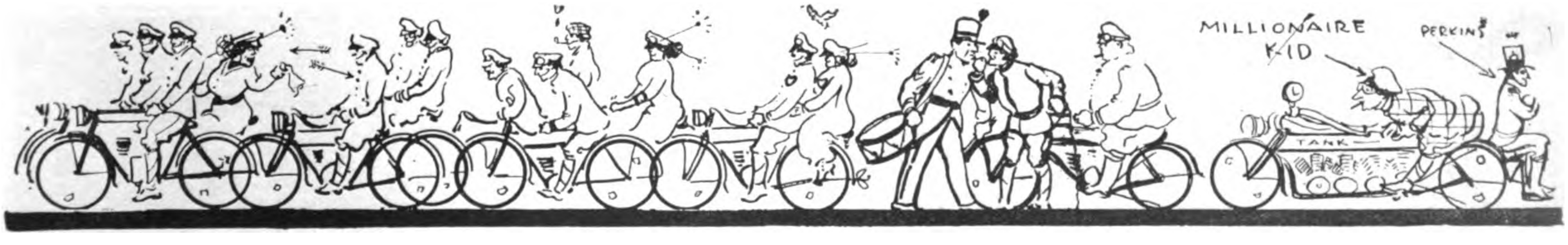
"Order and Cleanliness Pay."

Next to General Cleanliness comes General Order. Both of these generals are good fighting men, and they will help out wonderfully in the sales battle. No one likes to see a shop where all the tools are in a state of chaos; where the proprietor can never find just what he wants, though he knows it's somewhere about for he remembers seeing it three days before; where everything is run on the hit or miss schedule. The hit or miss schedule scores more misses than hits by a large majority. Isn't it possible that prospective buyers may judge the motorcycle by the establishment in which it is displayed? By all means give the machine a chance. Some buyers may have made up their minds as to what they want, and will buy anywhere, no matter how the shop looks, but to catch the "man on the fence," the chap that is just "looking around," with a vague notion that he might possibly buy a machine, all these things are going to count. The Ideal Shop stands a better chance of landing that variety of custom than all the others put together.

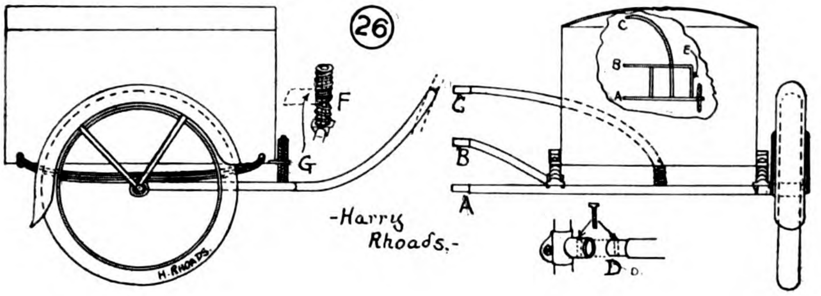
A Room for Tinkerers.

In a previous article I hinted at the fact that I sometimes like to use the workship to do a little of my own tinkering. I know that most dealers don't like to have people around in the way, and this Ideal Shop would, if possible, have a small room just for the use of the tinkers. It would be supplied with some tools, and on the wall would be a sign —notice that there are a good many of these signs; they are less trouble than constant oral explanation—briefly stating that the tools were there for the use of customers, and expressing a hope that said customers would be as careful of them as of their own property. A dealer need not encourage riders to do their tinkering on his premises, but I do not think it is good business policy absolutely to forbid it.

And there is one other clean thing that I should demand about my Ideal Shop—and that is, clean language. If necessary I'd have another sign, one to let the loud-mouthed, vulgar chap know that his vocal pyrotechnics were not appreciated in one place at least. There is more business behind that. Profanity and shady stories never sold any machines. I don't mean that one need be rude in "calling down" a person who had sinned in this respect, but the "atmosphere" of the place should be clean all the way through. This article has taken up really but one side of that matter of the personal relations between dealer and buyer. It has tried to emphasize the point that riders will appreciate certain things, and the fact that the dealer who wakes up to this will not lose by it.



Riders Fall in from Everywhere. An Appeal to a Man's Self-Respect Is Always Worth Trying.



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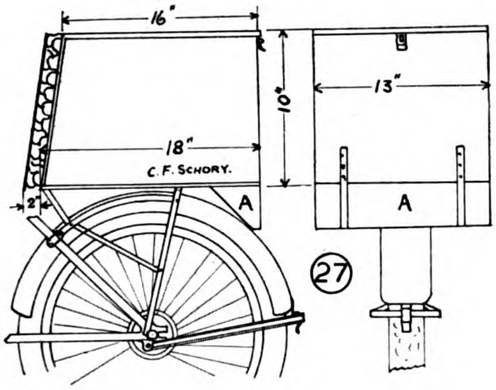
PRIZE

MOTO

LUGGAG



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FIFTEEN more commercial luggage carrier designs are illustrated and described in this issue, making the total number, to date, forty. Twenty others have been submitted at this writing, and fifteen of these will appear in the May 16 issue of MOTORCYCLE ILLUSTRATED. The contest, announced in the March 7 issue of this paper, closes June 1. Illustrations and descriptions of most of the new designs submitted will be published May 16, May 30 and the final instalment June 13. Announcement of the prize awards will be made in the June 27 issue. No designs, however, will be accepted after June 1.

In the March 7 issue of MOTORCYCLE ILLUSTRATED this paper announced a Luggage Carrier Contest, and offered prizes of $25 and $15, respectively, for the best and second best designs for efficient commercial luggage carriers.

Since the publication of that issue, designs have been submitted at the rate of fifteen or twenty a week. Although the contest closes June 1, there is still plenty of opportunity for ingenious riders to win one of the prizes. The conditions under which the contest is being conducted are as follows:

1. All are eligible and each contestant may submit as many designs as he chooses.

2. The idea submitted must embody a luggage carrier suitable for attachment to a motorcycle and adapted for conveniently carrying a number of small parcels of moderate weight.

3. Sketches must accompany descriptions, but these drawings need not be either artistic or absolutely accurate. A rough sketch will do, but the description should be complete, with all the details carefully noted. Prizes will be awarded according to the *practical value* of the *ideas* presented, and not the symmetry of the drawings.

4. The prize winners will be determined by a committee of three disinterested persons.

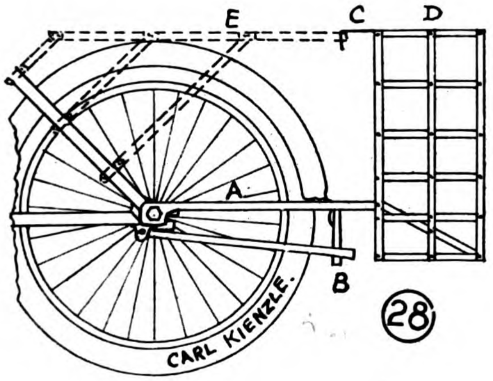
5. Two Dollars will be paid during Ma for *every* suggestion considered deserving of publicity through the columns of this paper. Every suggestion will be submitted to the judges.

6. In the event of a tie for first, second or both prizes—a very improbable result—the prizes will be equally divided.

7. Competitors are requested to address all their communications as follows: "Luggage Carrier Contest, MOTORCYCLE ILLUSTRATED, 51 Chambers street, New York City."

The designs reproduced on these two pages, and the page following, may be briefly described as follows:

26. Side-car carrier with side and end springing. Box has arched top and cycle



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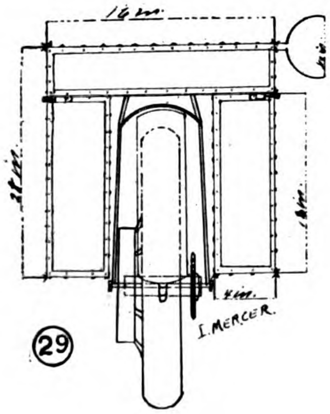

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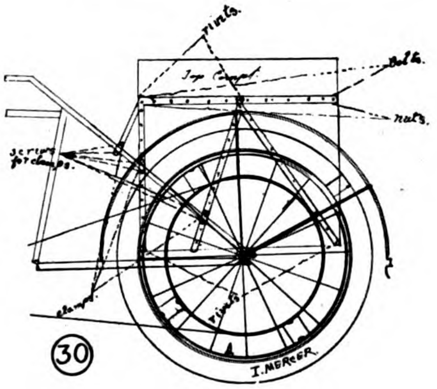

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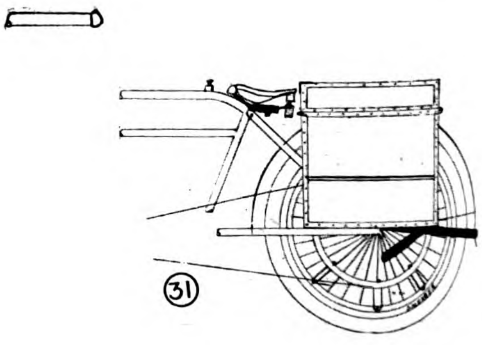
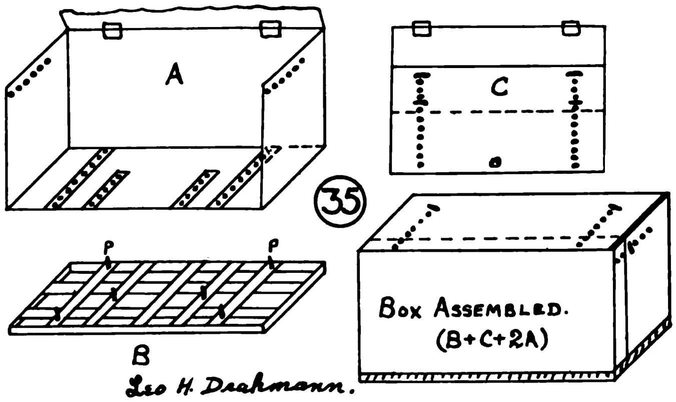


(31)

ONTEST
CYCLE
CARRIER

FRANK MERRITT



mudguard fitted to side-wheel. Side semi-elliptical springs and shock absorbing device at front, F, attached to plate, G, as shown. Removable joints as shown at D. Inset shows plan of frame with attaching joints A, B, C. Contributed by Harry Rhoads, Akron, Ohio.

27. Rear carrier with back-rest and tail-tank for oil or gasoline. Has lid with lock at rear. Dimensions as shown. Tail-tank attached by straps on rear face of box. Contributed by C. F. Schory, Fort Wayne, Ind.

28. Rear carrier to be attached to regular luggage carrier furnished with motorcycle. Carrier made of strap-iron or wire, shown at D, method of attaching at top, C; brace to motorcycle axle, A, is riveted to carrier. A stand-latch is fitted to A at B. Contributed by Carl Kienzle, Tyrone, Pa.

29, 30, 31. Rear carrier for R. F. D. work, or the like, having three compartments, 5 x 16 x 20 inches each. Compartments are independent of each other and frame is of 1⅛ x ⅛-inch flat stock with round head screws or bolts for attaching. Rear, part-side and complete side views shown. Contributed by Irwin Mercer, Weston, Ohio.

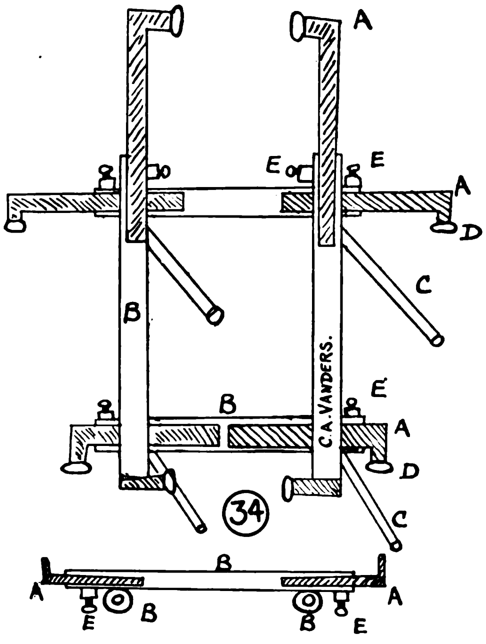
32. Rear carrier of pannier type with baskets 12 x 24 x 24 inches, wire-work or strap construction fitted with lids. Framework of steel and attachments as shown. Used chiefly for small packages. Contributed by H. J. Maffio, Globe, Ariz.

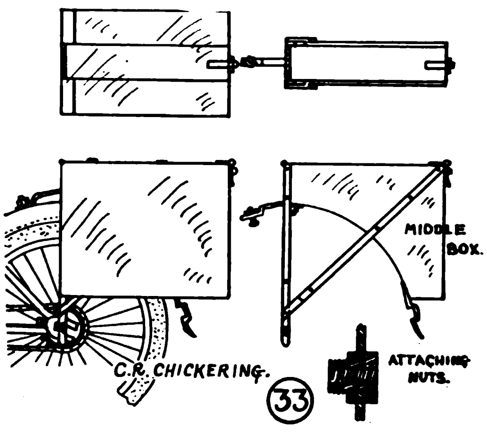
33. Rear luggage carrier consisting of three sections or boxes of sheet-iron with supports of 1 x 1¼ inch strap iron. Middle box has door on top and carries stand latch as shown. Side boxes bolted on and readily removable. Method of attachment prevents removing side boxes when cover of center box is locked. Contributed by Clarence R. Chickering, Philadelphia, Pa.

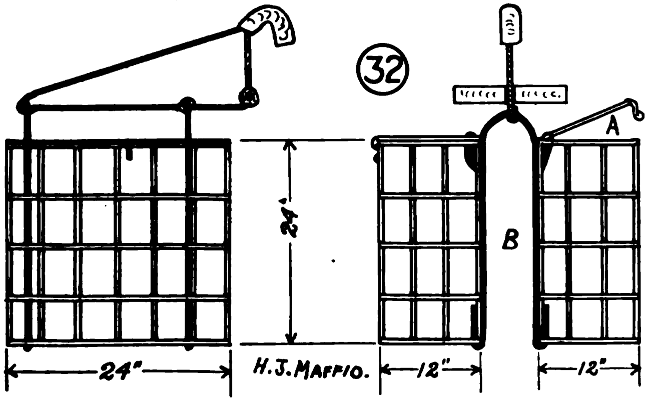
34. Carrier consisting of sliding and stationary members for packages. Sliding members are shown at A, stationary tubing at B and iron straps at C. Rings to fasten straps are at D, and E E are set screws to keep members A and B in their proper relation. Contributed by Chas. A. Vanders, Philadelphia, Pa.

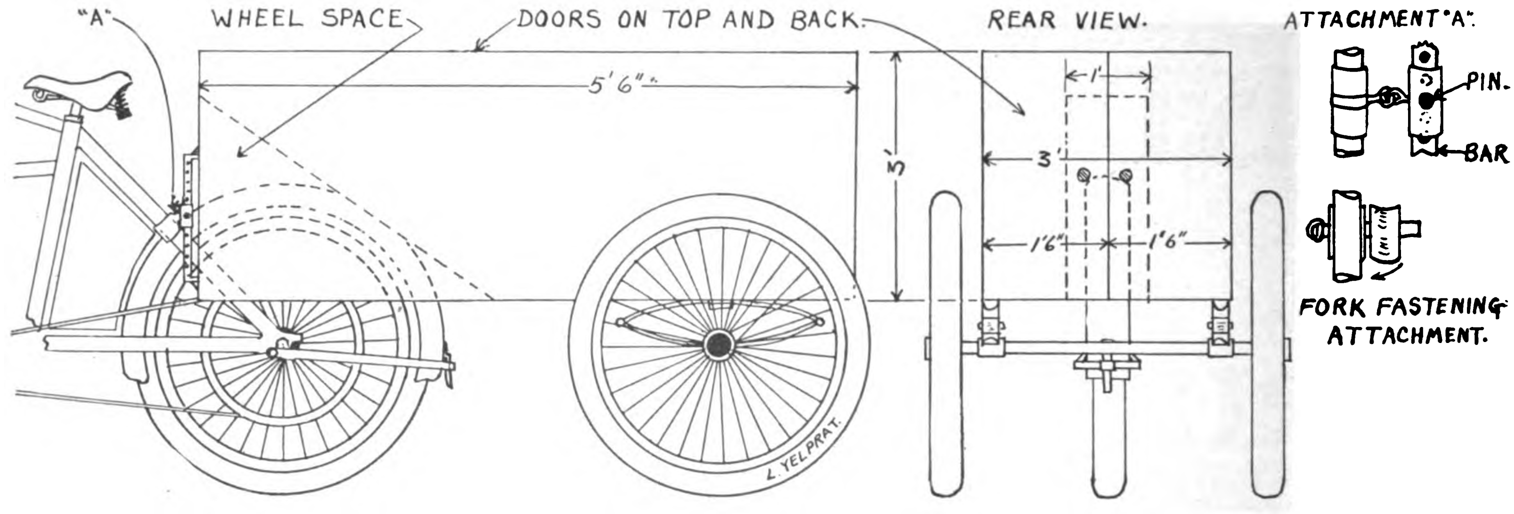
35. Adjustable rear carrier with box proper made adjustable as to width to fit on a non-adjustable base. A shows a section of the box; braces at the bottom are pierced with holes which fit over pins P on base B. Lid C is fitted with holes similarly and is made in two parts to enable it to fit any width of A. Assembly of box consists of two sections of A, one lid C and the base B. Attaches to motorcycle by braces to rear stays and to axle ends. Contributed by Leo H. Drahmann, Perham, Minn.

(*Continued on next page.*)

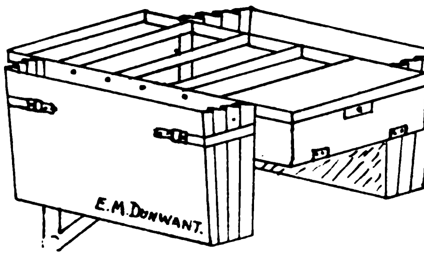







"A"
WHEEL SPACE
DOORS ON TOP AND BACK
REAR VIEW
5' 6"
3'
1'
3'
1'6"
1'6"
L. YELPRAT.
ATTACHMENT "A".
PIN.
BAR
FORK FASTENING ATTACHMENT.

36. Trailer type carrier attached by clips and points to rear stays and partially straddling rear wheel. Collar fits over drilled yoke and fastens by pins through collar and holes in yoke. Space in front formed for rear wheel of machine. Top and rear doors give access. Rear axle carried on full elliptic springs. Suitable for any make of motorcycle. Contributed by Louis Yelprat, Harvard, Ill.

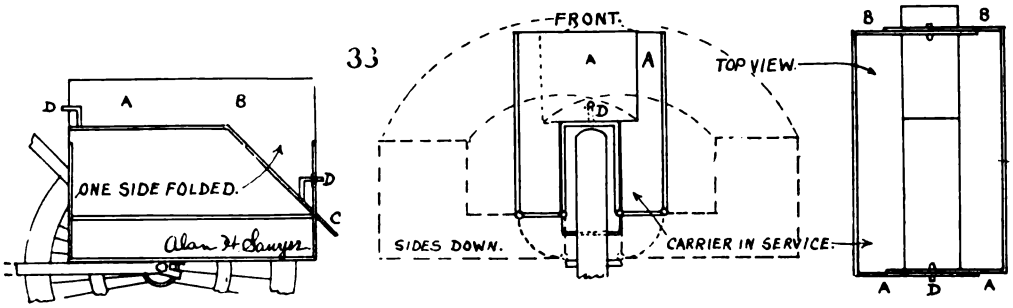


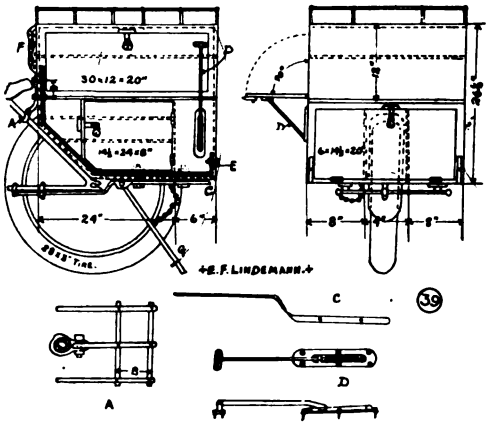
37

37. Rear carrier with end box and detachable side pockets, the latter extensible and detachable. Pockets have bellows ends. Supports four in number as shown. Framing and rear box of steel, pockets of leather. Straps on pockets to adjust bellows ends. Contributed by E. M. Dunwant.

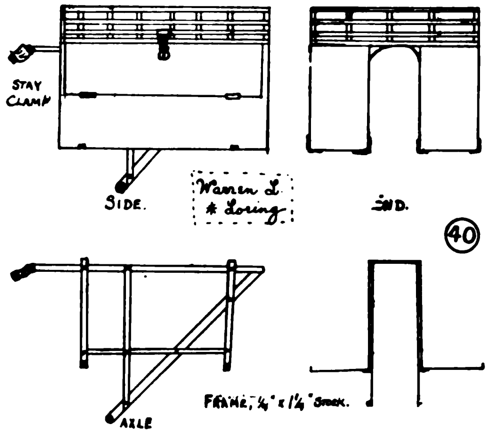
38. Rear carrier of unique folding construction. Folds when not in use and displays advertising on sides in either folded or operative position. Hinges at joints as shown. Flaps A and B are inside the respective sides when folded, but flaps A fold over each other when carrier is open, and flaps B (at the rear) fold similarly. Fixtures D hold flaps in place when carrier is open. C forms rear mudguard and base of carrier. Process of unfolding (shown in dash lines) and front view in position (full lines) in center drawing. Contributed by Alan H. Sawyer, Millers Falls, Mass.

33

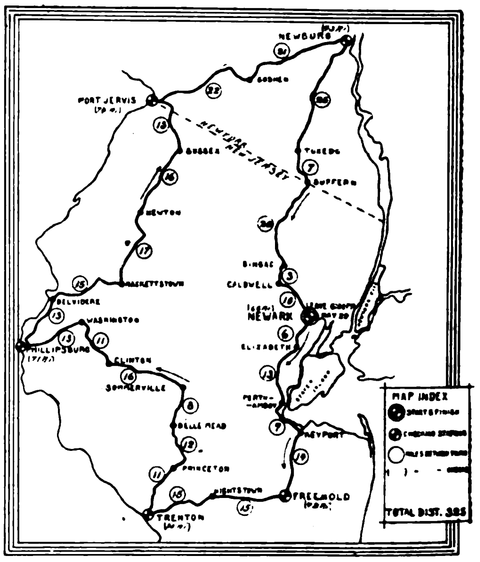

D
A
B
ONE SIDE FOLDED.
D
C
Alan H Sawyer
FRONT.
A
A
D
TOP VIEW.
SIDES DOWN.
CARRIER IN SERVICE.
C
B
B
A
D
A


F
P
30×12×20"
A
14½×24×6"
E
C
24"
6"
28×3" TIRE.
G
+E. F. LINDEMANN.+
D
6×14½×20"
24½"
8"
8"
8"
C
39
A
B
D

39.—Rear carrier with four compartments, clamping to motorcycle frame by attached strips A and C, as shown. Reinforcement strips extend full length of carrier (see E). Top railing of ¼ inch tube. D is a brace for side-door which permits it to open through 90 degrees and act as a table. Attachment C is of 1 x ⅜ inch strap with a twist and a 4 inch offset. Tire used is 28 x 3 inch on rear wheel. Upholstered pad F serves as back-rest for driver. Contributed by E. F. Lindemann, New York City, N. Y.


STAY CLAMP
SIDE.
Warren L. Loring
END.
40
AXLE
FRAME, ¼"×1¼" STOCK.

40.—Rear carrier with side-doors and top rack. Rack is of 1-inch stock with framing as shown and stated. Doors have padlock and hasp fastening. Contributed by Warren L. Loring, Bristol, Conn.


NEWBURG
GOSHEN
PORT JERVIS
SUSSEX
NEWTON
TUXEDO
SUFFERN
NEW YORK NEW JERSEY
HACKETTSTOWN
BELVIDERE
WASHINGTON
PHILLIPSBURG
CLINTON
SOMERVILLE
BELLE MEAD
PRINCETON
TRENTON
HIGHTSTOWN
FREEHOLD
KEYPORT
PERTH AMBOY
ELIZABETH
NEWARK
CALDWELL
STATEN ISLAND
MAP INDEX
TOTAL DIST. 385

Route to Be Covered by Participants in New Jersey Club's Decoration Day 24-Hour Run.

ANOTHER motorcycle elopement took place recently at Redwood City, Cal., when Will Joseph and Jean Brook were married by Justice of the Peace H. W. Lampkin.

THE motorcycle police squad at Salt Lake City has been increased to five members. The results from the first two machines were so marked that the squad was increased.

A MOTORCYCLE tour of Eastern States is to be made this summer by Mr. and Mrs. J. T. Rousch, of Terre Haute, Ind.

The police department in Clarksburg, Va., has just added a new Indian 7 to its equipment.

A hill climb will be held at Shoshone Falls, Idaho, by the Twin Falls M. C. on Decoration Day. Other contests are being planned.

F-A-M

PLEA FROM THE SOUTHWEST.

EDITOR MOTORCYCLE ILLUSTRATED:

It is noted that the extreme North again gets the F. A. M. convention, both the cities under consideration by the Federation directors being so situated that it will be practically impossible for motorcyclists in the Southwest, in the Southeastern States and on the Pacific coast to attend. This will make several years in succession during which riders in these localities have been barred from participating by the great distances they would be obliged to cover. The motorcycle riders in the Southwest and Southeast districts are hungry for an opportunity to participate in F. A. M. affairs and to enter runs and races, but it seems that if their hopes are to be gratified they will have to arrange their own program.

As affairs stand now, the riders in the districts referred to are called upon to pay their initiation fees, dues and charges for F. A. M. race sanctions, and I believe it is only fair to say that they get nothing in return. Unless something is done to remedy these conditions the time will come when motorcyclists of Texas and other Southwestern and Southeastern States will form their own State federations and pull off their own runs and meets. They could hardly be blamed for taking such action.

It is announced that the Southwestern touring division to the next F. A. M. meet will start from Indianapolis, a city which is 700 to 1,000 miles from the real Southwest, as will be seen by reference to a map. Almost the same conditions prevail with reference to the Southeastern territory, whose riders are expected to congregate at Baltimore for the run to the convention city. This letter is not written with a view to making unreasonable criticisms, but merely for the purpose of calling attention to a situation which is anything but satisfactory; for the purpose of starting a movement which will result in getting recognition for isolated States and communities.

Take Texas, for instance. This State is larger than all the New England States combined, with a population of 6,000,000 people, almost enough for an independent republic. There are many motorcyclists in this State, and how many of them belong to the F. A. M.? Comparatively few. Still I venture to say that nine out of every ten riders would be willing to enter the fold if they could see that they were going to receive consideration. It is certain that nearly all of them would join a State federation as soon as they learned that they would have their own endurance runs, meets, etc., held near enough so that they could attend without great inconvenience. There certainly are ways to arouse interest locally in each State, and it would seem that the time has arrived when the F. A. M. should see the light and take the necessary steps to promote the welfare of the riders at large, irrespective of State lines.

Would it not be possible to have State F. A. M. conventions, giving their riders endurance runs, race meets, etc.? Could not these riders assembled at the State conventions elect their representatives to the National Assembly of the F. A. M.? Or, in other words, would not the F. A. M. be of more real benefit to motorcyclists if the organization were managed along the lines of our State and national government, modified to suit conditions, of course, but still aiming to give fair and impartial representation? I trust that something will be done and done promptly to the end that riders already within the ranks may be kept there, and that new ones may find some worthy reason for joining the national body.

H. A. SIMPSON.

Dallas, Texas.

OFFER BOARD TRACK

Columbus Campaigners Are Prepared to Build Saucer in Order to Land F. A. M. Convention.

THAT the Columbus M. C. is prepared to take any action within reason to clinch its claim to the next convention of the F. A. M. is indicated by the following telegram, copies of which have been received by President Hamilton and the Federation directors:

"Will you favor Columbus for F. A. M. meet if we build half-mile board track. Wire answer; our expense.

"COLUMBUS MOTORCYCLE CLUB."

It is not likely that any of the F. A. M. directors have felt justified in making a definite reply to this inquiry, in view of the neck-and-neck race between Columbus and Cleveland for the meet honors, but the fact remains that a board track will go a long way toward bringing the big assembly to the former city. It is now being argued in some quarters that Cleveland is too large a city to permit of the convention being held there under most favorable conditions and that, on the other hand, Columbus is just about the right size. Because of this there has been a trend of sentiment toward Columbus of late and with a board track to offset the one now being erected in Cleveland, the Columbusites will have an excellent chance of winning out.

TYLER SAVES THE DAY.

A. P. TYLER, of Boise, Idaho, has the honor of rescuing his State from the "never was" class, by taking out the first and only certificate of registration in the State. Thus it is that his shop is in a class all by itself—and a pretty classy shop it is at that. It is No. 606 on the registered list.

SHOP LIST IS READY.

SECRETARY GIBSON is now mailing to all members the neat little booklet containing a list of all registered F. A. M. shops in good standing up to No. 615, which certificate is held by Samuel A. Flamm, 2520 North Broad street, Philadelphia. J. A. Olinger, Enid, Okla., has just registered his shop, it being No. 618, and the only F. A. M. shop in the State.

Additional shops have been registered of late as follows: F. C. Scott, 55 East Market street, Tiffin, Ohio; S. L. Crosby Co., 126 Exchange street, Bangor, Me.; J. D. Fletcher & Co., Elyria, Ohio; Beloit Cycle Co., 107 West Grand avenue, Beloit, Wis; Elyea-Austell Co., 35 North Pryor street, Atlanta, Ga.

FINE ASSEMBLY HALLS.

SHOULD the next convention of the F. A. M. go to Cleveland it is probable that the delegates will convene in the auditorium of the new building erected by the Brotherhood of Locomotive Engineers, one of the finest in the city. One of the features of this auditorium is a large pipe organ. The huge meeting chamber has seating accommodations for over 1,000 persons. Adjoining the Engineers' building is Chamber of Commerce Hall, which has a seating capacity of 1,000. Both assembly halls are on the ground floor.

NEW F. A. M. CLUBS.

AMONG clubs that have rallied to the F. A. M. banner of late are the following: Pleasantville (N. Y.) M. C., H. D. Mack, secretary, 100 per cent.; Angel City M. C., of Los Angeles, James Leonett, secretary, 100 per cent.; Fort Recovery (Ohio) M. C., J. A. Dahlinghaus, secretary, 20 members; Brockton (Mass.) M. C., L. W. Ludden, secretary, 50 members; Indian M. C., Newark (Ohio), Taylor Kussmaul, secretary, 100 per cent.

COFFEYVILLE CLUB FORMED.

THE motorcyclists of Coffeyville, Kan., have organized a club with thirty charter members. Harry Jordan, the leading druggist of the city, is the president, and Fred Scothorn, a newspaper man and correspondent for MOTORCYCLE ILLUSTRATED, is the secretary. The charter will close April 30. Application will be made to affiliate with the F. A. M. as soon as the charter is closed. The club intends to conduct tours and races.

NO WONDER HE'S JOLLY.

HOLLIS JOLLY, of 259 Louie street, Dayton, Ohio, is the proud holder of F. A. M. membership card number 14,000. He received it on April 16, and announces that it would require a pretty heavy bonus to make him exchange it for another.

With the Clubs

LOUISVILLE CLUB BOOMING

New Officers Have Outlined a Schedule of Hill-Climbs, Endurance Runs and Sunday Outings.

LOUISVILLE, KY.—With the first of March the Louisville Motorcycle Club entered on the third and most auspicious year of its life. After having practically the same set of officers during the first two years of its career, it was decided that a chance should be given to the new blood in the club, and an entire new staff of officers was elected at the annual election held in March. All the new officers are enthusiastic riders and are taking great interest in improving the club. Since the accession of the new president, C. R. Gilmore, the club has more than doubled its membership, and new members are constantly being added.

A number of runs, hill-climbs and other events are being planned for the summer. About thirty-five members of the local club expect to make a run on their machines to Indianapolis on May 30 to be present at the 500-mile auto race at the Speedway. They will leave here the day before the race and return the day after, making a three-day trip of it. A club run will also be made to the city securing the F. A. M. convention this year. A three-day endurance run, to be held some time in July, and short club runs every Sunday of from 100 to 200 miles, complete the list of club events planned for the season so far.

NEW HOME UNDER WAY.

THE Des Moines (Iowa) M. C. recently filed articles of incorporation. Work has been started on the club's new home and it is expected that the quarters will be ready for occupancy about June 1.

MARVIN AMONG VICTIMS.

DETAILS of the *Titanic* catastrophe struck home to metropolitan motorcyclists with new poignancy when it became known that D. W. Marvin, of New York City, a member of the Motorcycle Touring Club of New York, Inc., was among the victims. Marvin was well known and popular among the riders who frequent the uptown motorcycle establishments, and his tragic death came as a blow. He had recently been married, and was returning from a honeymoon in Europe on the ill-fated *Titanic*.

OFFERING INDUCEMENTS

Angel City Club Halves Its Initiation Fee in Campaign to Increase Its Membership.

LOS ANGELES, CAL.—At the last business meeting of the Angel City M. C. the initiation fee was reduced from $10 to $5, this amount including F. A. M. dues for one year. The reduced rate will be in effect for three months from April 18, and it is expected that scores of riders will take advantage of it, and place their names on the club list. The organization now has comfortable quarters at 1010 South Olive street, but it is believed that the membership will reach a point within a few months which will justify the erection of a permanent clubhouse. Among the new members taken in during the last month are two hustling Los Angeles dealers, Charles W. Risden, Indian representative, and Guy Winnor, agent for the Minneapolis machines.

On Sunday, April 18, the club made a run to San Juan Capistrano, about 70 miles south of Los Angeles. The roads were in good condition, and the outing proved a complete success. Plans are also being laid for a number of moonlight runs to be held between Los Angeles and the beaches. The riders will find excellent roads on these trips, and the beach cities afford many amusements.

The club is doing everything possible to discourage the use of the muffler cut-out and to assist in the enforcement of the city traffic regulations. It is announced that the organization will be glad to exchange club pennants with other clubs throughout the country.

A MEMBERSHIP RACE.

MOTORCYCLISTS of Lockport, N. Y., recently organized two teams, the "Purples" and "Golds," and by conducting a membership campaign increased the membership from 28 to 87 in three months.

PLANNING NEW HOME

Savannah Club Expects to Occupy Permanent Quarters in a Month—Talk of Big Road Race.

AT a recent meeting of the Savannah (Ga.) Motorcycle Club, S. N. Harris, Indian agent in Savannah, suggested that plans be taken up for a road race to Statesboro, a distance of 60 miles, and return. There was a discussion with reference to holding such an event on July 4, and it is likely that the plan will go through. Mr. Harris offered to donate one of the loving cups to be awarded to winners. At present the roads between Savannah and Statesboro are impassable, several bridges having been washed away, but it is expected that the course will be in fair condition inside of a month. The bridges are now being rebuilt.

A committee made up of W. S. Mell, H. B. Powell, I. L. Potts and O. A. Meyer, has been appointed to look into plans for the erection of a permanent clubhouse over the water at the end of the Ogeechee bridge, and there are indications that a new home will be ready for the club not long after June 1.

At the last meeting of the club it was decided that the supper which had been planned for April should be postponed until the annual meeting in June. Several candidates for office are already in the field, and the election promises to be unusually interesting. W. S. Mell, who carried off the prize for having the most attractive float in the lantern parade recently held by the club, has received his prize, a handsome loving cup donated by President Otto Kolb.

GOODYEARS IN HOUSTON.

MOTORCYCLISTS of Houston, Tex., recently gathered in front of the Houston headquarters of the Goodyear Tire & Rubber Co., while a photographer worked his camera. The result is the accompanying picture. Lon Rounsaville, the Goodyear manager in Houston, is an enthusiastic motorcyclist and he reports that a large number of the boys are following his example and using Goodyear tires. He also states that the eight motorcycle policemen of the city use Goodyears.

L. J. MUELLER, Indian agent in Cleveland, has just received his fourth carload of machines.

THE GOODYEAR TIRE & RUBBER CO.
CITY GARAGE
RENT CARS

A Line-Up of Houston (Tex.) Riders in Front of Goodyear Branch.

ROAD BOOMERS MEET

Representatives From Twelve Iowa Counties Pledge Money for Maintaining River-to-River Road.

DES MOINES, IOWA.—The River-to-River Road Association met April 15 at Grinnell, and a permanent organization was formed. E. H. Spaulding, of Grinnell, was elected president; O. H. Carpenter, of Iowa City, vice-president; Bert N. Mills, of Des Moines, secretary, and Ed. Delahoyd, of Exira, treasurer. Joe L. Long, of Des Moines,; O. H. Carpenter, of Iowa City, and C. M. Beem, of Marengo, were appointed on a committee to draft a constitution and by-laws.

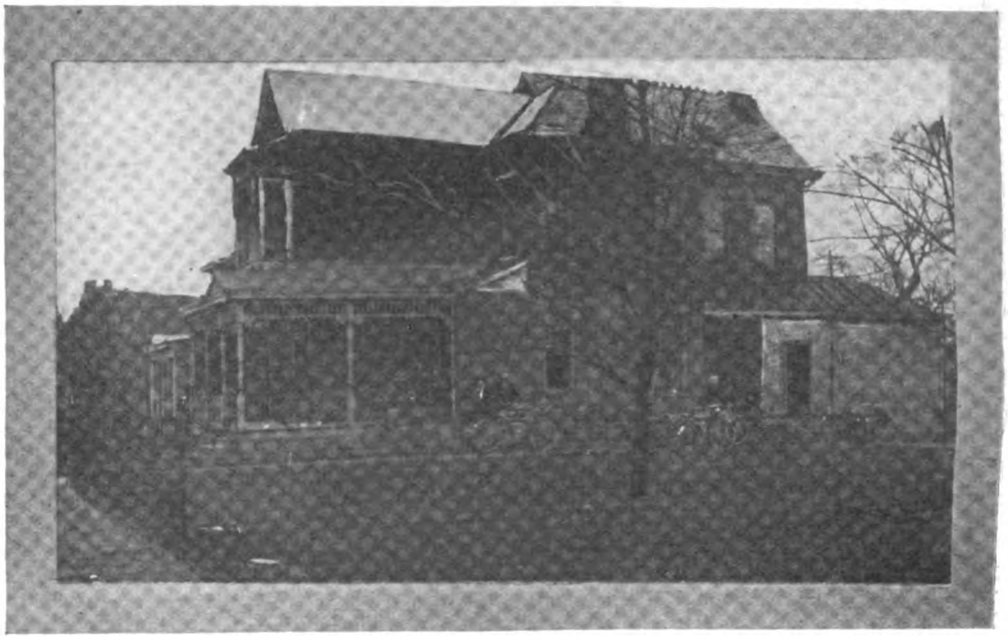
The object of the meeting was the forming of an organization for maintaining the road and keeping it in repair. Twelve counties through which the road passes each pledged $100 for its maintenance. This money is to be used on the work this year.

A splendid banquet was served at which E. B. Brandt, president of the Grinnell Commercial Club, was toastmaster. Mayor J. H. Patton delivered the address of welcome. John A. Foster, of Guthrie Center, responded on behalf of the guests. Joe Long, of Des Moines, editor of *The Road Maker,* and E. E. Johnson, of Iowa City, gave interesting talks. Lafayette Young, Jr., of the Des Moines *Capital,* told the men to look upon the River-to-River road and all other good roads as investments and not as improvements.

Governor B. F. Carroll, of Iowa, gave the final speech of the evening. He stated that the "River-to-River" road has received more favorable comment over the United States than anything else Iowa has accomplished in the three years that the road has been in existence.

MOTORCYCLISTS ASSISTED.

IN connection with the Saengerfest recently arranged by the Germania Club, of Jacksonville, Fla., for the entertainment of visiting Germans of the South Atlantic League of German Societies a monster street parade was conducted, including 200 automobiles which were divided into squads and marshalled by riders of the Jacksonville Motorcycle Club. The motorcyclists accompanied the four-wheelers throughout the entire line of march and were congratulated upon the manner in which they handled their machines. Owing to their systematic efforts there was no traffic confusion and the big pageant passed off without a single unpleasant feature.



Spacious Home of the Columbus Motorcycle Club.

AIMING AT 200 MARK.

AT a recent meeting of the Cleveland M. C. fifteen new applications for membership and the same number for F. A. M. applications were received. This was in connection with the campaign for new members recently put into effect with the view of increasing the total membership to 200 before June 1.

PORTER HILL EVENTS.

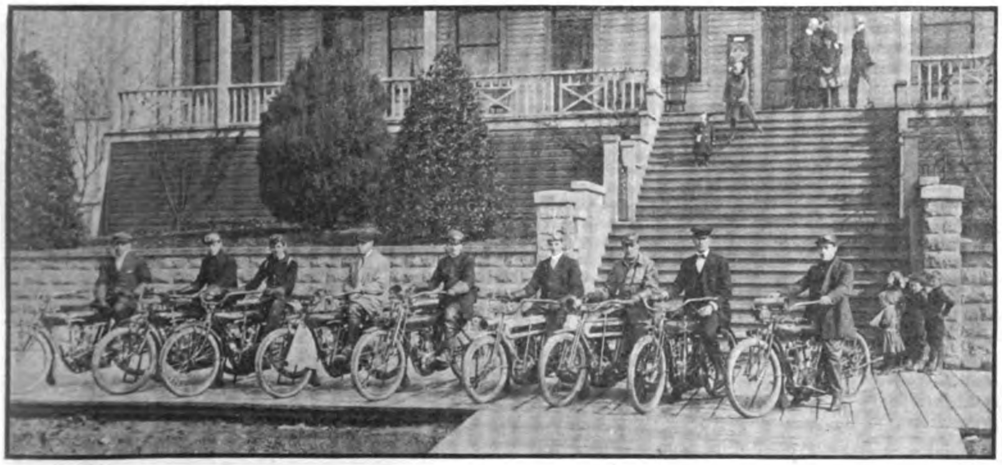
A HILL-CLIMB scheduled for May 30 by the Cleveland M. C., with electrical timing apparatus, is creating enthusiasm among local riders. Porter Hill will be the scene of the climb.

PASSES FOR CLUB RIDERS.

THE management of Luna Park has arranged with the Cleveland M. C. for furnishing passes to the club members for the new motordrome. These will be given only to members who have paid six months' dues in advance.

ANDRESS SUCCEEDS SHERIDAN.

O. ANDRESS was elected to fill vacancy left by the resignation of P. H. Sheridan as publicity man for the local newspapers for the Cleveland M. C. at a recent meeting.



Vancouver Riders in Front of Hotel at Capilano Canyon.

LUNA PARK ACCOMMODATIONS.

A CLUBHOUSE and room for garaging of machines will be installed by the management of Luna Park for the accommodation of riders who wish to visit the motordrome. Checking and a watchman over the machines will insure the riders against theft or tinkering with machines. The Newburgh Athletic Club will also be open to the local motorcyclists who visit the park.

FOR "RUSH" NEWS.

THE Cleveland *Press* will install five motorcycles in the reporters' department to cover rush news, fires, accidents, etc. This newspaper is the second one in Cleveland to thus adopt the motorcycle.

C. M. C. TO HAVE PIN.

THE Cleveland M. C. is considering adopting a pin emblem of the club. Suggestions and samples will be exhibited by various dealers at an early meeting.

TORONTO CLUB INCORPORATES.

THE Toronto Motorcycle Club has become a regularly organized company with charter under the incorporation laws of the Province of Ontario. The club is now legally authorized to carry on a business of motorcycle racing and entertainment and to build and maintain board tracks, a club house, etc. The affairs of the club were placed in the hands of a board of five provisional directors who, in turn, elected the officers of the club to a similar capacity in the company. The name of the club has also been registered. According to the charter, the only restrictions placed on the club are the prohibition of the sale of spirituous liquors on the club premises and gambling.

GUARDING MANHATTAN BRIDGE.

NEW YORK riders, jot this down in your notebooks: Two motorcycle policemen have been stationed on the Manhattan bridge, one at each end, to discourage speeding, and an arrest will follow every infraction of the traffic regulations.

A MONTANA ENTHUSIAST.

NOTWITHSTANDING the mountains and unusual climatic conditions in Montana the motorcycle is crowding the horse hard in that State. Eli Winesburg, "the cowboy agent," who represents the Harley-Davidson Motor Company in Park City, Mont., gets more fun out of his belt twin than out of any horse he has ever owned. During the past winter he rode his machine in preference to a horse, wearing on his motorcycle everything, except his spurs, that he found useful in cow-punching. Visitors in Park City from the effete East gazed with wonder upon Eli and his costume, but that didn't bother Eli.

HARLEY-DAVIDSON

TANK RIDING IN SAVANNAH.

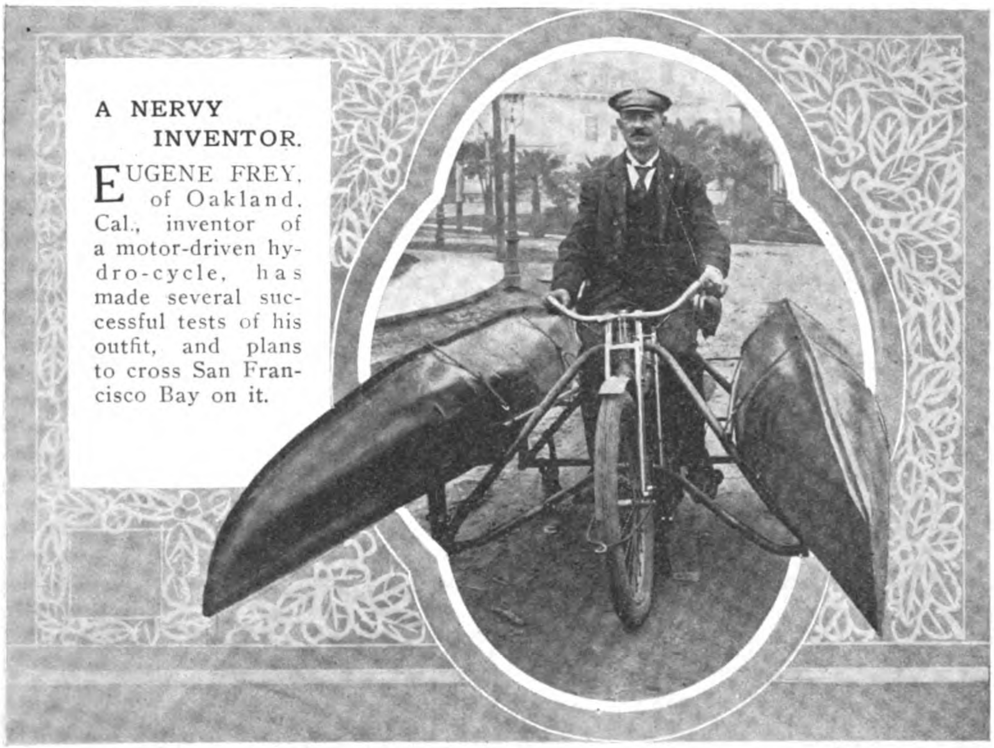
H. JURAM, of Savannah, Ga., an employee of the Central Georgia Railroad, is one of the most enthusiastic motorcyclists of his city, and Mrs. Juram, who appears on the tank in the accompanying photograph, is an equally consistent devotee of the single-tracker. No ban has been placed upon tank-riding in Savannah as yet, and Mr. and Mrs. Juram make regular trips without using a tandem attachment.

MOORHOUSE CLIPS RECORDS.

A. J. MOORHOUSE, riding an Indian twin, went after records on the Brooklands track in England on April 18 and succeeded in crimping several of the best British marks. He rode 150 miles in two hours, 1[illegible] minutes and 18 seconds; 200 miles in three hours, one minute and 54 seconds, and 250 miles in three hours, 55 minutes and 30 seconds. On the hour basis Moorhouse reeled off his mileage as follows: Two hours—150 miles, 1,020 yards; three hours—197 miles, 1,271 yards; four hours—250 miles, 1,045 yards; five hours—277 miles, 950 yards. The performance of Moorhouse was one of the most remarkable seen on English soil in a long time.

SOUTH SCRANTON RACES.

THE South Scranton (Pa.) M. C. is arranging to hold races in conjunction with the Scranton Automobile Club this summer.



A NERVY INVENTOR.

EUGENE FREY, of Oakland, Cal., inventor of a motor-driven hydro-cycle, has made several successful tests of his outfit, and plans to cross San Francisco Bay on it.

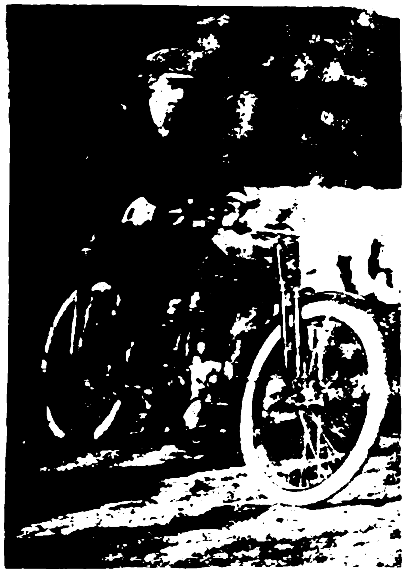
TWO POPE RIDERS.

THE accompanying photographs show riders who are making the most of their Pope machines at widely separated points. Alan H. Sawyer, of Millers Falls, Mass., appearing in picture No. 1, used his motorcycle almost daily throughout the past winter and climbed all the hills in his vicinity without using ropes or chains on his rear wheel. Picture No. 2 shows Fred Barnard, of Los Angeles, Cal., who uses a double saddle-bag carrier in transporting packages. It will be noted that the boxes in the rear bag are piled higher than the rider's head.

A MOTORCYCLE club of twenty-five members has been formed in Green Bay, Wis. Wisconsin, by the way, is showing big results in the formation of clubs in practically every town worthy of the designation.

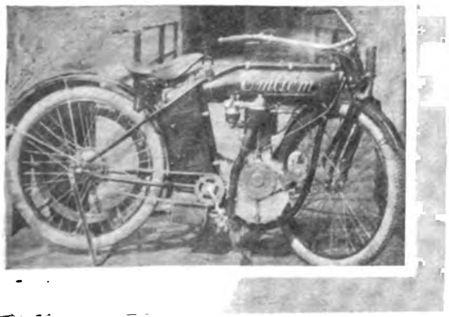
SPAROUGH CLAIMS A RECORD.

S. J. SPAROUGH, of Chicago, has written an interesting letter to the Harley-Davidson Motor Company, in which he states that he is in possession of a 1903 Harley which has run 83,000 miles, and which is still in daily use. He is of the opinion that his machine is one of the first Harley-Davidsons manufactured. Sparough bought the machine in 1907, after it had covered 51,000 miles, according to the records of its former owners, and he has since ridden it 32,000 miles. The mount is fitted with a 3¼ h. motor, and the owner states that it still carries the original main bearings.



INTERESTING PHOTOS.

IN the upper photograph appears Rudolph Karl, demonstrator for S. A. Flamm, Emblem agent in Philadelphia, Pa. The lower picture shows an Emblem machine with which Mr. Flamm struck a big touring car recently.



ABANDONS AEROPLANE.

GEORGE R. LYNCH, formerly an aviator, has dropped flying to ride the two-wheeler. He says he likes spinning down the thoroughfares better than he did making spiral glides and dips in mid-air.

ANTIGO IS AWAKE.

ANTIGO, Wis., is to have its first motorcycle policeman soon, according to recent action of the City Council.

Removing a "Snag" from a Road Near Savannah.

STATEMENT BY REFEREE.

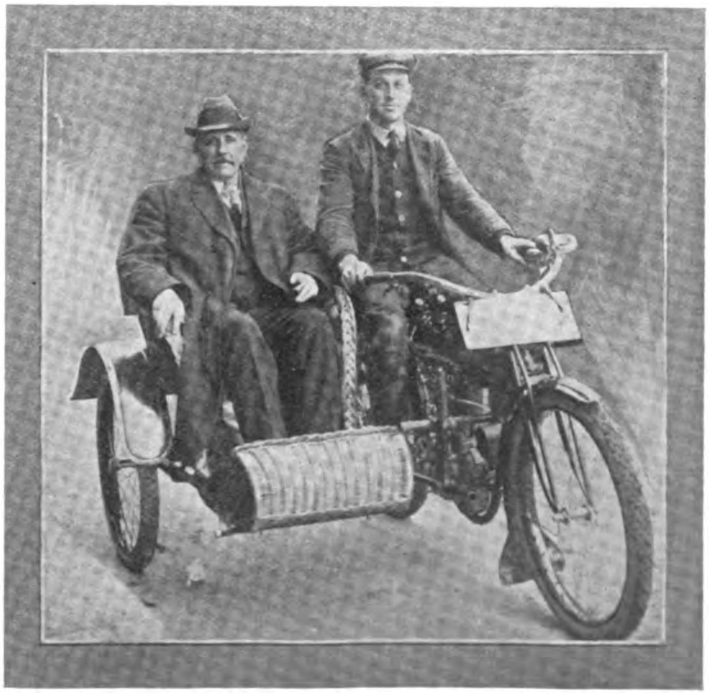
SIX pages of an explanatory letter from Referee Charles Fuller Gates, of Los Angeles, anent the racing squabble which recently marked the close of the motordrome in that city, simmer down to the statements that most accounts of the trouble have been unwarrantably colored, and that the racers still in Los Angeles are on most amicable terms with the referee. The F. A. M. representative maintains that the only serious disagreements involving the motordrome had their birth in trade circles, and that they were not precipitated by his methods of disciplining the riders.

WANT AIR FEATURE.

FRESNO, Cal., motorcyclists who are planning a tournament have invited Aviator Hamilton to fly from a neighboring city and alight on the track in front of the grand stand before the races.

NEVER GRUMBLES.

UNUSUALLY consistent service has been obtained from the outfit appearing in the accompanying photograph which shows a 4 h. chain-drive, Merkel machine hooked up with a Majestic side-car. Plenty of power is obtained to negotiate poor roads and ordinary hills, and the 4 h. motor never grumbles over its load, according to K. B. Young, who appears on the machine. Mr. Young has charge of the bicycle department of W. S. Aaron, in Altoona, Pa. W. K. Aurant, eastern representative of the Miami company, occupies the side-car.



QUICK WORK BY PULS.

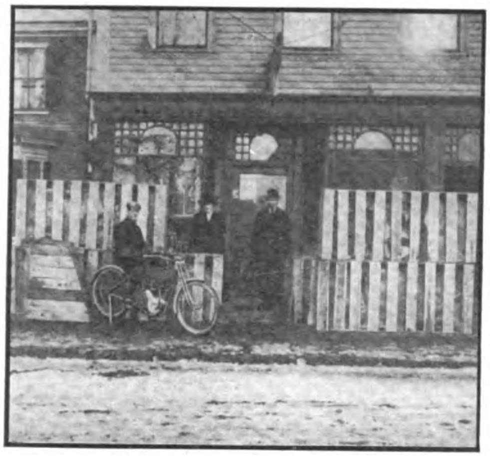
WHEN 9-year-old Raymond Craig, of Milwaukee, Wis., was run down by a truck recently while playing near his home, George Puls, of the Harley-Davidson staff, carried the lad to a hospital on his motorcycle and probably saved his life. Doctors agreed that the boy could not have survived but for the prompt attention which was made possible by the motorcycle.

A CLEVELAND BOOSTER.

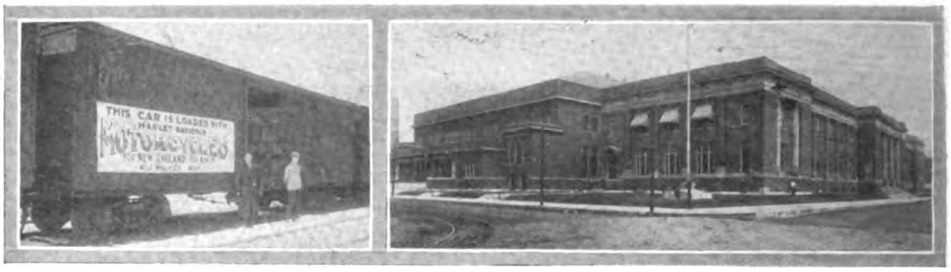
H. R. NOYES, of Buffalo, N. Y., recently made a visit to the Binghamton, N. Y., Motorcycle Club, urging its members to support Cleveland, Ohio, for the F. A. M. meet.

LARRY HAS NEW MOUNT.

BRIDGEPORT, Conn., residents are congratulating the local police department. It has given "Larry" Lacy, a popular policeman, a new motorcycle.



W. J. Walker's Store in Danvers.



HOW THE RUSH WAS MET

Big Municipal Building Held Reserve Supply of Harley-Davidson Machines Pending Opening of Season.

FINDING it out of the question to store its accumulated stock of 1912 machines in its own buildings, pending the opening of the present selling season, the Harley-Davidson Motor Company hired the Auditorium in Milwaukee, a $500,000 structure owned by the city, and filled it with the new model Harleys. When orders began to pour in and the daily output of the big factory could not meet the demands for immediate shipments the stock of machines in the Auditorium was drawn upon, and as a result Harley-Davidson purchasers were given prompt attention. The company succeeded in storing 346 machines in the municipal building before the orders piled up so that further accumulation of stock was impossible.

The Auditorium is an absolutely fireproof structure, and this point weighed most heavily with the Harley-Davidson company in its selection of the building as a storing chamber. The idea of having a structure of this character hired by a motorcycle company was distinctly new for Milwaukee, perhaps for the country, and the Harley-Davidson folks have been congratulated upon their foresight and business sagacity.

One of the recent shipments from the Harley-Davidson factory embraced seventy machines—a full carload—consigned to W. J. Walker, the Harley agent in Danvers, Mass. A shipment of this size marks an epoch in the development of the motorcycle field in New England, for the carload referred to is the first to arrive in that district from the West.

Following a trip through New England some time ago by Sales Manager Walter Davidson, the company made preparations to give this territory more thorough consideration than it has received in the past, and the wisdom of this move is already manifest in unprecedented activity by the firm's agents.

The National Capitol M. C., of Washington, D. C., will hold a race meet on May 30.

TELLING THE BOWDEN STORY.

BOWDEN wire systems for motorcycle service are well illustrated and described in a comprehensive catalog which is now being distributed to manufacturers and dealers by Bowden Wire, Limited, 37-41 Pratt street, Camden Town, London, Eng. Practical instructions are given for operating as well as fitting the Bowden products, for which the J. S. Bretz Company, 250 West Fifty-fourth street, New York, is American representative, and the book is one which should prove of permanent value. The Bowden mechanism is shown with all kinds of control levers for the power two-wheeler, including those designed for single, double and triple action, and providing for a corresponding number of cables. The latter is one of the most compact devices possible for the transmission of power to three points from a single base.

In addition there are shown brake, clutch and valve-lifting levers of various types, foot levers, band-brake fitments for side-car service, carbureter adjusting attachments, which do not necessitate alterations in the mixing instrument, magneto controls, Bowden twist grips, air inlet attachments and the Bowden two-speed gear actuated by lever and Bowden wire from the handlebar, or by a foot device.

Other sections in the catalog are devoted to Bowden fittings for automobiles and motorboats.

BRYANT ON STANDARD STAFF.

R. S. BRYANT, formerly connected with the Bryant Rim Company, of Columbus, Ohio, has been appointed consulting engineer for the Standard Welding Company, of Cleveland. Mr. Bryant's long experience in the designing and manufacture of automobile rims has fitted him admirably to assist in carrying out the Standard company's policy of making constant improvements in its product, and he is looked upon as a valuable addition to the staff.

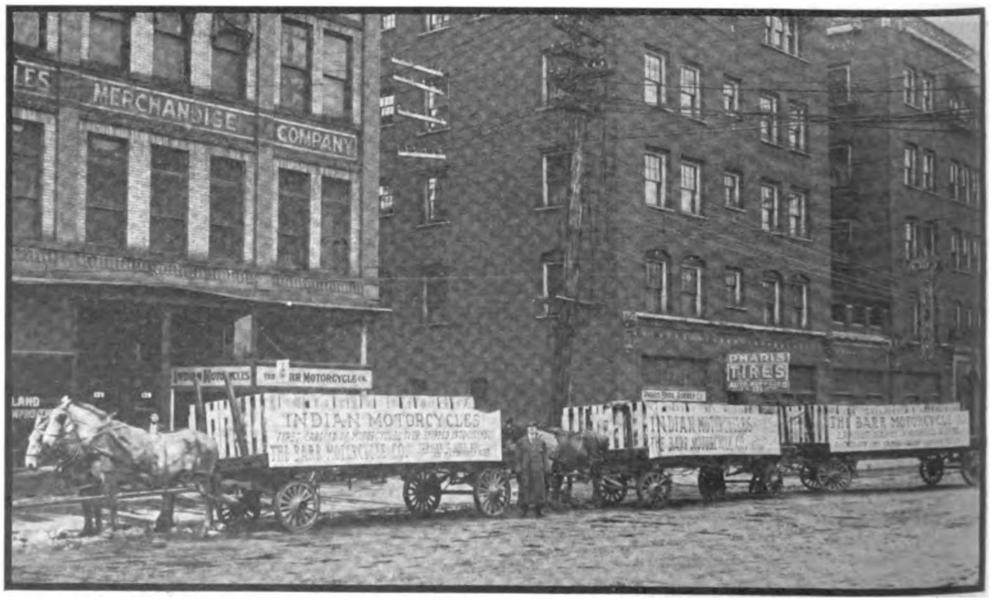
NEW R.-S. CATALOG.

DESIGNED to preach the motorcycle gospel on a broad scale as well as to point out the particular advantages of the R.-S. product, the new catalog being distributed by the Reading Standard Company, of Reading, Pa., is a booklet calculated to create a favorable impression wherever it is seen. Its opening pages are given up to an exposition of the pleasures derived from the single-tracker and to a series of rapid-fire arguments against the present-day tendency to overlook the inducements held out by the open country.

One of the features of the catalog is a large folding chart which brings out every salient point in the make-up of the R.-S., and permits of a grasp of the machine's construction which should go far toward bringing a prospective buyer into the ranks. One of the illustrations shows a machine with the company's new "Sylvan Green" finish, a color which has come into immediate popularity. The catalog will be mailed promptly on application.

"PONCHO" FOR MOTORCYCLISTS.

ONE of the features in an attractive line of raincoats carried by the Climatic Raincoat Co., of 102-04 Fifth avenue, New York City, is the Poncho, an "all-proof" garment which admirably meets the requirements of the motorcyclist. The Poncho is made to slip over the head and is buttoned in front at the neck. It is guaranteed to be waterproof and greaseproof and may be cleaned with benzine and ironed like any other garment.



Second Carload of 1912 Indians for the Barr Motorcycle Company, of Columbus. The Third Is to Be Delivered This Month.

HIGH WINDS AT DENVER

Storm Damaged Big Bowl But No Change In Race Schedule Was Necessary—Armstrong a Winner.

DENVER, COL.—High winds carried away the roof of the grandstand at the Tuileries Motordrome on April 13, and the gale was of such strength that it lifted stretches of the track from the stone foundations at times. As the track settled again it developed several "bumps" which necessitated repairs.

There was a creditable attendance at the meet held on April 11, when races were run off with the following results:

First heat for Class B riders at 3 miles—Schwartz, Indian, first; King, Indian, second; time, 2:19.

Two-mile race for amateurs on singles—Hurlbut, Indian, first; Shepherd, Merkel, second; time, 2:36.

Second heat for Class B at 3 miles—Patterson, Merkel, first; Cox, Merkel, second; time, 2:31.

Five-mile exhibition—Boyd, Indian; time, 4:30.

Final for Class B, 5 miles—Schwartz, Indian, first; King, Indian, second; Cox, Merkel, third; time, 3:50 2-5.

Five-mile open, professionals, 61 cu. ins. class—Armstrong, Excelsior, first; Schwartz, Indian, second; King, Indian, third; time, 3:50 1-5.

TO VISIT NEW YORK.

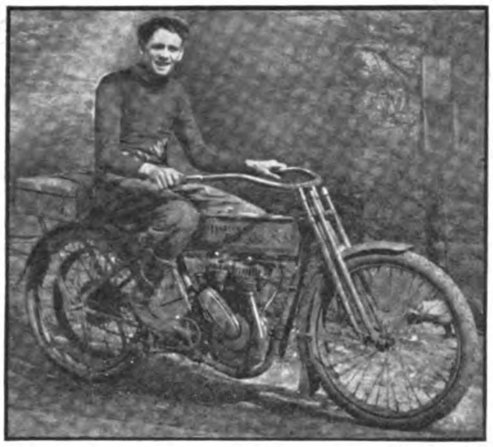
A COMPARATIVELY large number of Toronto tourists are contemplating a trip to New York City as a part of their season's program. Several parties are being made up, one of which will start in August and the larger one in September. This jaunt is beginning to be a popular one with the Canadians, on account of the splendid condition of the roads in New York State. Charlie Neilson, who mounts an Indian charger, is considering a fourth trip to the metropolis, while a number of English riders are also planning to cover the route. When this bunch of Triumph and Rudge-Whitworth machines ride into town, the New York enthusiasts will surely have something to talk about. M. F. Amoss, who intends to accompany the September party, will pilot a Rudge and side-car, but the remainder of the party will ride "solo."

SOLVED THE PROBLEM.

C. E. LONG, a motorcyclist of Philadelphia, Pa., has designed a special side-car chassis for his machine which permits of his invalid wife accompanying him on short trips. Until the motorcycle attachment was devised recently Mrs. Long had not made a trip out of doors since 1905, when she was injured. It goes without saying that she is now enthusiastic over the adaptability of the "little brother to the automobile."

TIRE MAN BUYS MOUNT.

T. C. JONES, of Louisville, Ky., traveling agent for the Goodyear Tire and Rubber Company in western Kentucky and southern Indiana, recently purchased a 7 h. chain-driven Merkel on which he intends to cover his territory in the future. By using a motorcycle instead of the trains, Mr. Jones figures that he can make better time and reach more towns with less difficulty.



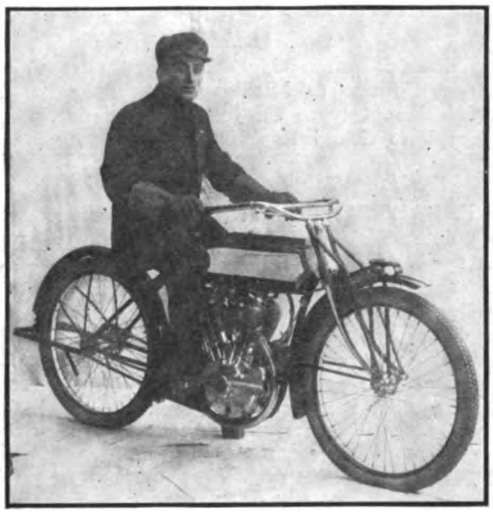
ALVEY ANDERSON, who is now covering Alabama, getting road map data for the Scarborough Company, of Indianapolis.

NEW POLICE MACHINES.

THE police of Dayton, Ohio, are using motorcycles to good advantage in running down criminals. For the emergency calls that flood a busy police station no means of getting quickly to a spot is as advantageous as the motorcycle, they say. It is always ready, has the speed and also the power to reach a spot without causing undue excitement or scaring away the quarry. Two new Merkels have been purchased by the department to augment the present lot of machines. They are on exhibition in the motorcycle show and are attracting unusual attention because of the fact that they are to be ridden by minions of the law.

PROMISING NEW MACHINE.

FOR some time past Joe DeSalvo, well known in racing circles, has been making exhaustive road tests of one of the new machines produced by the Excelsior Cycle Co., of Chicago, and his reports entirely satisfy the builders. The accompanying photograph shows DeSalvo on one of the new mounts which is fitted with a 9 h. Spacke motor. He has covered more than 1,000 miles on this machine without experiencing road trouble. DeSalvo has made arrangements to try out several of the Spacke motors on the Indianapolis Speedway at an early date with a view to determining just how far they can push old Father Time when given a chance. As yet the Excelsior folks have not decided upon a name for their new mount.



MEMORIAL DAY PROGRAM

Seven Classy Events Will Make Up Elmira Card for Which Attractive Prizes Are to be Offered.

SEVEN events will make up the program for the Memorial Day race meet to be given by the Elmira (N. Y.) Motorcycle Club, and there is promise of high-class racing for the fans. The card will open with a novice event; three miles for singles, and the other races have been arranged as follows: Open 10-mile race; five-mile event for private owners, 10-mile open race, five-mile open, 10 miles for private owners and an hour race, open.

The race committee has decided to purchase two side-cars, suitable for attaching to any standard machine. One of these attachments will go to the rider scoring the greatest number of points in the meet, and the other will be awarded to the member of the local club who succeeds in disposing of the greatest number of tickets for the affair. Prizes aggregating more than $450 will be given to winners, and these inducements have interested some of the best known speedsters in the East. Riders in Buffalo, Cortland, Ithaca, Rochester and Williamsport have been invited to participate.

At a recent meeting of the club LeRoy Morris was elected captain, to succeed Waldo Allen, who has taken a position with the Pierce Cycle Company at Buffalo.

TEN CARLOADS OF INDIANS.

TEN carloads of 1912 Indians have so far been received by the Pacific coast branch of the Hendee Manufacturing Company, in San Francisco, and in addition about a carload of machines in single shipments have been received. The branch has so far sold more than 700 Indians and 600 have been delivered. It is stated that if the Hendee company had been able to meet all the demands from its coast branch nearly 900 machines would already have been delivered.

BIRMINGHAM MEET.

AT a race meet held in Birmingham, Ala., on April 19, Leslie Watson won the five-mile event for private owners in 5:55. He mounted an Indian. Joyce, also piloting an Indian, captured the five-mile open race in 4:30, with Mitchell second, the latter riding a Flying Merkel. Joyce also led the field home in the ten-mile open race, with Mitchell again in second place.

PLANNING PARADES.

MUSKEGON, Mich., has some aggressive riders who are making plans to get every motorcyclist in the city to join the club. Arrangements are also being made for parades of motorcyclists through the main streets of the city to advertise the club.

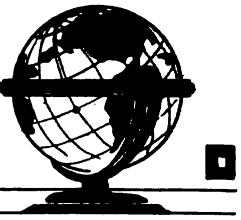
BARRETT AS REFEREE.

F. MADISON BARRETT has been appointed official F. A. M. referee for the Augusta (Ga.) Motorcycle Club's race meet on the Georgia-Carolina Fair Grounds, Memorial Day.

BUSINESS AND PLEASURE.

MORE than 150 new motorcycles have been sold in Racine, Wis., during the last two months, and it is stated that at least 50 of the machines will serve as both business and pleasure vehicles.

Touring



NIAGARA FALLS TO 'FRISCO.

J. W. SOUTHWICK.—From Niagara Falls go to Buffalo, then to Erie (Pa.) via Athol Springs, Evans, Silver Creek, Fredonia, Westfield, Northeast, and Wesleyville. From Erie go to Cleveland (O.) via Girard, Conneaut, Ashtabula, Painesville and Mentor. Go next to Toledo via Elyria, Florence, Norwalk, Bellevue, Clyde, Fremont, Woodville and Stony Ridge. From Toledo go to South Bend (Ind.) via Caraghar, Swanton, Delta, Wauseon, Archbold, Bryan, Butler, Kendallville, Ligonier, Goshen, Osceola and Mishawaka.

From South Bend go next to Chicago via New Carlisle, Rolling Prairie, Michigan City, Chesterton, Hobart, Highland, Hammond and South Chicago. From Chicago go next to Davenport (Iowa) via Geneva, De Kalb, Rochelle, Dixon, Sterling, Galt, Lydon, Erie, Hillsdale, East Moline and Moline. From Davenport go next to Des Moines and Omaha, for which route see the answer to Clifford T. Reeser in April 4 issue, page 41. From Omaha follow Reeser's route to La Junta (Colo.).

At this point you have a choice of routes to San Francisco. You can follow the route through New Mexico, Arizona and California, reaching San Francisco via Los Angeles, etc. This is the route in the answer to Reeser above mentioned. The other route is via Denver, Cheyenne (Wyo.), Rawlins, Granger, Ogden (Utah), Montello (Nev.), Ely, Carson City, Stockton (Cal.) and San Francisco. For maps, etc., write the American Automobile Association, 437 Fifth avenue, New York, N. Y. A Pennsylvania license will be good in Indiana, Illinois, Iowa, Kansas, Michigan, Minnesota, Nebraska, Missouri, Wisconsin and Utah. Local ordinances in Arizona, California, Colorado, Ohio, New Mexico, Ohio (some cities, etc.; rest non-residents exempt). No laws in Nevada concerning motorcycles. By all means fit the tail light you suggest. See the 1912 MOTORCYCLE MANUAL.

UNADILLA (N. Y.) TO SUPERIOR (WIS.).

O. H. CROOKER.—From Unadilla go to Bainbridge, Afton, Ninevah, Harpersville, Belden, Sanataria Springs and Binghamton. From Binghamton go next to Endicott and Appalachin then through Owego, Smithboro, Waverly, Lowman and Wellsburg to Elmira. From Elmira, go on successively through Corning, Painted Post, Addison, Cameron, Canisteo, Hornell, Almond, Alfred Station, Andover, Wellsville, Bolivar, Olean Salamanca, Red House, and Randolph, to Jamestown. From the latter place go on through Greenhurst, Bemus Point, Dewittville, Point Chautauqua, Hartfield, Mayville, Westfield, Northeast (Pa.), and into Erie. From Erie go to Chicago via Cleveland, Toledo and South Bend (Ind.), for directions for which see answer to John Werner (February 22 issue), second paragraph, page 43. From Chicago, go to Garfield Park, Oak Park, Addison, Ontarioville, Elgin, Marengo, Garden Prairie, Belvidere, Cherry Valley, Rockford, Roscoe, Beloit, Janesville, Evansville, Oregon and Madison (Wis.). From Madison, go next to Sauk City, Prairie du Sac, Baraboo, Abbmans, Reedsburg, Lavalle, Wonewoc, Elroy, Kendalls, Ontario, Cashton, Portland, St. Joseph, La Crosse, Onalaska, Holman, Galesville, Frenchville, Ettrick, Whitehall, Brackett and Eau Claire. From Eau Claire go next to Menominee, then to Knapp, Wilson, Baldwin, Hammond, Hudson, Akeland, and St. Paul.

From St. Paul go to White Bear, then to Hugo, Forest Lake, Chisago City, Lindstrom, Sunrise, Harris, Rush City, Rock Creek, Hinckley, Sandstone, Rutledge, Willow River, Sturgeon Lake, Moose Lake, Barnum, Mahtowa, Carleton and Duluth. Cross over to Superior from Duluth.

CHICAGO TO GRAND RAPIDS.

CHICAGO SUBSCRIBER.—Go from Chicago to South Chicago, then to Hammond, Hobart, McCool, Chesterton, Otis Station, Michigan City, Rolling Prairie, Buchanan, St. Joseph, Benton Harbor, Watervliet, to South Haven. From South Haven go next to Saugatuck, then to Holland, Zeeland, Vreeland, Jenison and Grand Rapids. Road conditions: Chicago to Michigan City, gravel and stone roads in good condition; Michigan City to St. Joseph, good in general but some sand stretches reported near Buchanan; St. Joseph to Grand Rapids, fair to poor roads along the lake, but rain St. Joseph to Holland helps improve these poor stretches. Holland to Grand Rapids, good natural roads. Distances: Chicago to Michigan City, 69.3 miles; Michigan City to Buchanan, 43 miles; Buchanan to St. Joseph, 21.8 miles; St. Joseph to Holland, 64.3 miles; Holland to Grand Rapids, 30.8 miles. Total distance, 229.2 miles. Make it three days; first day, Chicago to Michigan City; second day, Michigan City to St. Joseph; third day, St. Joseph to Grand Rapids.

ROUTE TO COLUMBUS.

C. E. PARKER.—The F. A. M. convention date will be announced later; it will be about the 15th of July, 1912. The route mentioned follows the old National Turnpike to Wheeling, W. Va., thence to Zanesville through many toll-gates. From Zanesville Columbus is reached through Reynoldsville 128 miles out from Wheeling. A hilly route throughout, but the roads from Wheeling on are good.

EASTERN PARKWAY TO MERRICK ROAD.

R. H. BUNNEY.—We have no record of any other company than the one mentioned in your letter. The route from Eastern Parkway and Bedford avenue, Brooklyn, to the Merrick Road is as follows: Eastern Parkway out to Bushwick avenue, then along Bushwick by Evergreen cemetery to junction with Highland boulevard. Along the boulevard to Ridge Reservoir, turning off and entering on Jamaica avenue to Shaw Parkway. Turn left on this parkway and continue to junction with Forest Park Turnpike on which run to Hoffman boulevard. At intersection turn right on Hoffman boulevard and continue on to Hillside avenue (Jamaica). Continue on Hillside avenue to Merrick Road.

PORT DEPOSIT TO NASHVILLE.

N. S. McEWEN.—Go down the Susquehanna shore to Perryville, cross to Havre de Grace and continue on through Bel Air and Towson to Baltimore. Go next to Washington via Relay, Laurel and Blagdensburg. From Washington go to Richmond via Alexandria, Fairfax, Centerville, Manassas, Calverton, Remington, Culpeper, Locustdale Orange, Gordonsville, Trevillians, Louisa, Cuckoo, Goodall and Solomons. From Richmond go to Henderson (N. C.), via Manchester, Petersburg, Loco, Jarratt, Emporia, Roanoke Rapids (N. C.), Kings Crossroads, Littleton, Vaughan, Macon and Warrenton. From Henderson go next to Durham via Oxford, Stem, Knapp of Reeds and Bridgetown. From Durham go next to Chapel Hill, Saxapahaw, Graham, Burlington, Gibsonville, Whitsett Crossroads and Greensboro. Greensboro to Charlotte is the next leg of the trip; the route is Jamestown, High Point, Lexington, Spencer, Salisbury, China Grove, Landis, Kanapolis, Concord, Newell and Charlotte. From Charlotte go to Greenville (S. C.) via Sloane's Ferry, Belmont, McAdenville, Lowell, Gastonia, Bessemer City, Grover, Blacksburg (S. C.), Gaffney, Converse, Spartansburg, Duncan and Greer.

From Greenville go next to Atlanta via Oak Grove, Piedmont, Anderson, Fair Play, Lavonia, Bowersville, Canon, Royston, Franklin Springs, Pocataligo, Commerce, Jefferson, Winder, Lawrenceville, Snellville, Stone Mountain, Clarkson, Decatur and Atlanta. Go next to Chattanooga (Tenn.), via Marietta, Kenesaw, Cartersville, Rome, Summerville, Lafayette. From Chattanooga go to Nashville through Rankins Ferry, Jasper, Fackler, Scottsboro, Larksville, Woodville, Gurley, Huntsville, Fayetteville, Shelbyville, Murfreesboro, and finally Nashville. Roads, fair to good for the most part; doubtful on last legs of trip.

"MAC" IS POPULAR.

PRESIDENT R. S. McCONNELL, of the Cleveland (Ohio) M. C., is one of the most active and popular motorcyclists in his district and an official who never tires of boosting. "Mac," as he is known to his friends, is an energetic worker in the interest of the F. A. M., and the Cleveland riders are advancing him for appointment to the office of referee for northern Ohio. McConnell has signified his willingness to accept the position.

AN ordinance recently passed by the City Council in Cleveland, Ohio, prohibits tank and handlebar riding on motorcycles.

RACING MACHINES DUE.

NEW racing machines to be used on the Luna Park Motordrome in Cleveland, Ohio, are due to arrive at the track in a few days, and as soon as possible the riders will be given try-outs. Those who make the best showings will be assigned to the mounts, and it is understood that competition in connection with the trials will be keen. It is announced that an emergency hospital, with two trained nurses in attendance, will be maintained throughout the season at the new motordrome. Every precaution is being taken to guard against accidents, but should any occur the management will be prepared to give prompt attention.

TO ECLIPSE USERS.

WE desire to warn our customers against the use of glycerine, clutch dressing or any so-called "dope" or preparation on our various types of clutches. All that is needed is light oil on the discs and heavy grease on the bearings. The Eclipse clutch being composed entirely of steel plates, is made to slip as much as the rider desires, and because of ample powered springs needs no special compounds for the purpose of securing efficiency of driving.

The Eclipse Machine Co.

LUNA PARK CLUBHOUSE.

A NEW clubhouse, for the use of Cleveland motorcyclists and visiting riders, is being built at Luna Park in connection with the board saucer. The motordrome management is doing everything possible to provide suitable accommodations for the riders and the clubhouse will be carefully fitted throughout.

DURING March, 1912, British motors used 7,352,246 gallons of imported gasoline. Most of it came from this country, and the majority of the remainder from Russia. Figures as to how much was consumed by motorcyclists are unfortunately not obtainable.

ROUTE IS MAPPED FOR 500-MILE RUN

Three-Day Endurance Grind of the Los Angeles Club Will Carry Contestants Over Rough and Sandy Mountain Roads

LOS ANGELES, CAL.—The committee in charge of the seventh annual endurance run of the Los Angeles M. C., made up of Messrs. Holland, Martin and Buford, returned a few days ago from a pathfinding trip over the course to be followed by the endurance riders. They were on the road nearly a week making careful observations and noting every feature which might prove of value to the contestants. The projected route is from Los Angeles to Bakersfield, to San Luis Obispo, to Santa Barbara and return to Los Angeles, and the total distance is 529 miles. About 400 miles of the route is over rough and sandy mountain roads, and the pathfinders do not hesitate to state that the riders who finish with clean scores will have earned their medals. The run is to be a three-day affair, and is scheduled for May 30, 31, and June 1.

The run will be open to all F. A. M. riders, regardless of club affiliations. Every contestant finishing with a perfect score will receive a gold medal; a rider finishing with 500 points to his credit will be awarded a silver medal, and the 250-point men will be given bronze medals. The entrance fee is $10. Among well-known coaster riders who have already entered and who are expected to be well to the fore are J. H. Shafer, Irwin Knappe, James J. Leonett, Arthur Judd, Fred Everett and Lincoln Holland. Immediately after the close of the run a banquet will be served at the clubhouse of the Los Angeles M. C., to which all the contestants and their friends will be invited.

LUBY'S PLEASANT TRIP.

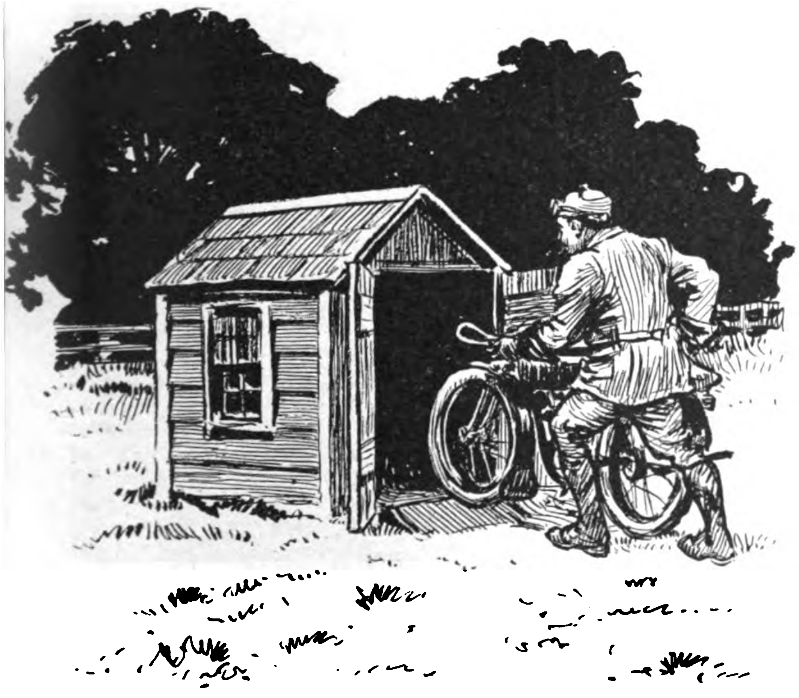
HAVING just completed a 7,000-mile trip on his Harley-Davidson motorcycle, George Luby, of 3336 Eliot street, Denver, declares that he enjoyed this trip better than any other outing he ever had and recommends a cross country motorcycle trip to anyone who is tired of other outdoor sports. As the trip was mostly for pleasure, Mr. Luby took plenty of time to see the country. He left Denver on July 15, and reached Boston a month later, covering on an average two hundred miles a day, with nine or ten hours' riding.

After a tour of the New England States, Mr. Luby returned to Chicago, but was compelled to take a Southern route home on account of the heavy rains, and he headed for Baton Rouge, where he remained until March 15, when he started his homeward journey. In making this trip Mr. Luby visited eighteen States, and the whole trip was made without an accident and with an expense account that averaged $1.25 a day.

PLAN GREAT TRIP.

FEW riders in the country have shown the enthusiasm of three Detroit, Mich., motorcyclists and their wives who are planning a transcontinental journey to last until 1914. The riders will start on the trip in June and their first objective points will be San Francisco and other Pacific Coast cities. Those who will form the party are Mr. and Mrs. Albert Wellman, Mr. and Mrs. Reuban Winslow and Mr. and Mrs. John Schnall.

JACKSONVILLE (Fla.) riders are planning for holding the Jacksonville-St. Augustine races, which they hope to pull off in a week or so. Considerable rivalry exists among the riders of various makes over the winning of this contest.



I.—"Nothing like having one's own little garage. So handy, no expense, etc."

II.—"This is a snap; a cosy little home and a gas wagon in the bargain."

Manufacturers

MORE ROOM FOR THORS.

So rapidly have orders piled up of late at the plant of the Aurora Automatic Machinery Company, particularly for the new twins and 5 h. machines, that the company's big staff is working on a special schedule. Still it has been found impossible to meet all the demands made upon the factory within the the last sixty days. From now on, however, there will be little or no delay in quantity shipments, as the company's excellent factory organization has allowed it to put on the extra speed required to catch up with developments. A new building is now in course of erection which will give an additional floor space of 18,750 square feet. It will be devoted exclusively to the manufacture of Thor motorcycles. Throughout the departments of the present plant no expense is being spared to facilitate the production of machines so that shipments to dealers need not be unreasonably delayed, and the Thor builders report that the general outlook for new business as well as the handling of present orders could hardly be improved upon.

THE BELT-DRIVEN EAGLE.

Although correctly described in our issue of April 18, an error was made in labeling an illustration of the new twin Eagle, with 9 h. Spacke motor. This model is belt, not chain driven, being fitted with a Spartan V belt, 1½ inches in width. Among the features other than those mentioned in our April 18 issue are its automatic spring stand, tire equipment of 28 x 2½ and 28 x 2¾ inches on the front and rear wheels respectively, a direct muffler cut-out, wheelbase of 58½ inches, and a handsome finish of gray enamel, with black stripes and panels. The new model is listed at $275.

MEETING RUSH ORDERS.

Finding it impossible to meet all the demands made upon its factory, the Carbo-Light Company, of Anderson, Ind., manufacturers of Carbo-Light tanks, has just closed a contract with the Shenango Manufacturing Co., of Pittsburgh, Pa., for 60,000 finished Carbo-Light tanks. The Carbo-Light officials were prepared to make an extensive addition to their plant recently but it was decided that this could not be completed in time to tide the company over the present rush of orders and as a result the big order was placed with the Shenango company which is well fitted to deliver the tanks without delay.

TO MAKE TIRES.

E. T. Rugg & Co., manufacturers, of Newark, O., have organized a new corporation for the purpose of manufacturing motorcycle and automobile tires. The concern will be known as the Newark Auto Tire Company, and E. T. Rugg will be the president. The concern will open a plant in Newark.

ON THE GOODYEAR STAFF.

The following salesmen were appointed recently by the Goodyear Tire and Rubber Company, of Akron, O.: George Bullock and W. E. Parsons, at the San Francisco branch; G. R. Kreps, motor-truck tire salesman in Philadelphia; M. J. Dobler, city salesman in New York City; Woodson Reese, to cover northern Missouri, out of the Kansas City branch; H. B. Annable, at the Spokane branch, and H. C. Falkell, at the Cincinnati branch. G. G. Woodward, formerly motor truck tire salesman at New Orleans, now holds the same position at Memphis, Tenn.

The following additions were made to the staff during March: F. B. Sullivan and Myron T. Sparks, motor-truck tire salesmen, Boston, Mass.; Frank R. Isaac, motor-truck tire salesman, Philadelphia, Pa.; E. C. Heid, Baltimore; Robert E. Campbell, St. Louis; E. F. Crawley, Jacksonville; J. B. Linerd, city salesman, New York. V. D. Lersch, formerly at Cleveland, is now a salesman at Buffalo. J. H. Whetstone has been transferred from Buffalo to the Detroit branch, and Glen Schrader, formerly of Indianapolis, is now at the Dayton branch. J. J. Kendall is now at the Charlotte branch, and H. Q. Tennant, formerly special sundries salesman at Atlanta, has been made inspector in the company's adjusting department. W. E. Dermody is city salesman at New Orleans, and G. T. Hancock has been appointed local branch manager of the recently opened Newark branch in New Jersey. C. E. DeVore and Carl Davidson are missionary salesmen at Cleveland, and W. M. Boggs has been appointed city salesman at Philadelphia. P. G. Smith, formerly assistant to C. W. Martin, Jr., at Atlanta, Ga., has been transferred to the Akron office to assist Mr. Martin in his new duties as manager of the motor-truck tire department.

JOINS PIERCE SALES STAFF.

W. B. Allen, widely known as a motorcyclist throughout New York State, has just identified himself with the Pierce Cycle Company, of Buffalo, as a salesman. He will cover New York State and New England, and will use a Pierce single on his travels. Mr. Allen has established a reputation as an endurance rider, and was formerly captain of the Elmira M. C.

NEW ADVERTISING IDEA.

F. W. Buchanan, of 229 Bedford street, Johnstown, Pa., agent for the Flying Merkel machines in Cambria and Sumerset counties, has adopted a novel method of calling attention to his store and the Merkel products. This enterprising dealer has made arrangements with a local photographer whereby the holder of one of Buchanan's business cards is enabled to have his photograph taken free of charge. The system is proving entirely successful as an advertising experiment.

NEW ENGLAND DISTRIBUTOR.

Announcement is made that Stanley T. Kellogg, of Bridgeport, Conn. one of the best known and most popular workers for the development of the motorcycle field in the Eastern States, will hereafter be New England distributor for Minneapolis machines, produced by the Minneapolis Motorcycle Company. There is already a steadily growing demand for the Minneapolis products in this territory, and that it will be rapidly developed with Kellogg on the firing line goes without saying.

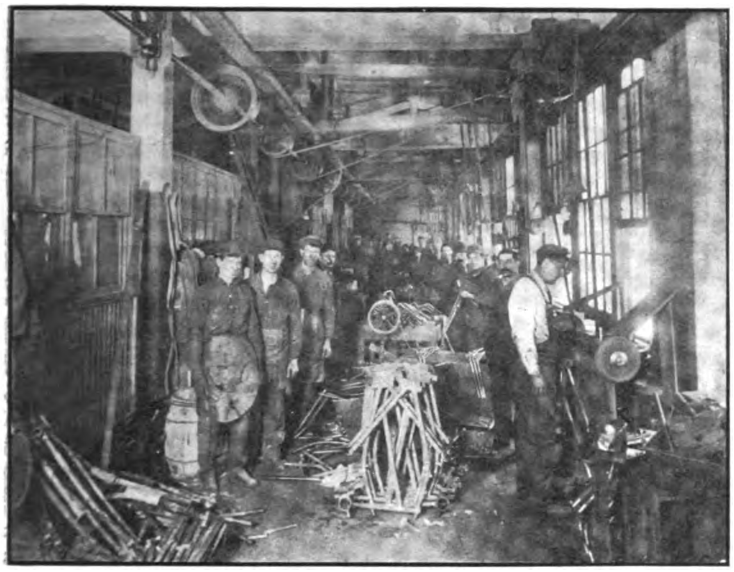
The Minneapolis company is finding a remarkable demand for its fore-car delivery van, with two speeds, and orders for the new 9 h. twin, recently placed on the market, are running far beyond expectations. Despite the heavy pressure to which the factory has been subjected of late, immediate shipments are being made of all models, including the van and big twin types.

Jack Prince is said to have a "friend" in Ray Peck, a San Bernardino rider, who will soon come East to try his skill on the Chicago track.

PROMOTING MERKEL SALES.

Frank Libbey Valiant, Now Advertising Manager of the Miami Cycle & Mfg. Company.

MAKING GOOD HEADWAY ON EXCELSIORS NOW



Buffing and Polishing Room.

Nickel Plating and Brazing Department.

SALES MANAGER KIRK, of the Excelsior Motor, Manufacturing & Supply Co., reports that his company is finding the demand for its machines 200 per cent. greater than ever before, despite the fact that it has been hampered so far with its shipments. Between seven and eight hundred machines have been delivered, but Mr. Kirk admits that this output is but a drop in the bucket, as it has not furnished demonstrating machines to more than one-third of the Excelsior agents. The Excelsior factory has been turning out machines at the rate of thirty a day for some time past and it is expected that an output of 75 machines daily will be possible in a week or two. The new company has added considerably to the Excelsior plant, having installed a complete enamel and nickel-plating department, as well as a buffing room.

"We are now in better condition to handle our trade than ever before," says Sales Manage Kirk. "Much of the delay in making our shipments has been occasioned by the slowness of manufacturers in forwarding accessories, but this difficulty has now been overcome. We have nearly 800 men at work in our factory and with the new departments in full swing we are making excellent headway."

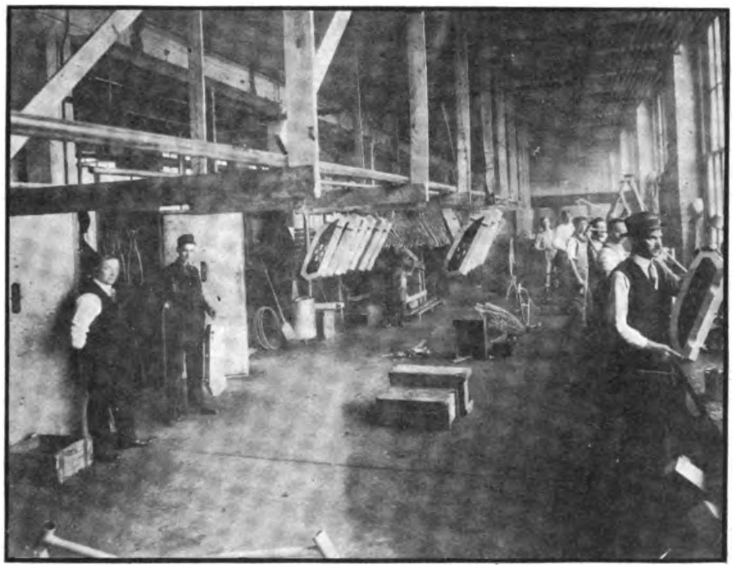
Referring to the trend of the demand for 1912 machines Mr. Kirk stated that his company is selling four twins to every single.

CHANGE MEETING DATES.

THE Atchison (Kan.) Motorcycle Club announces that hereafter its meetings will be held on the first and third Tuesdays of each month, instead of on Thursdays, as in the past.

CLIMBED STIFF GRADE.

C. R. SHORT, on a Reading-Standard, negotiated Topango Canyon grade, near Los Angeles, on April 20. He forded eight streams to get there and made the 840-foot rise without stopping.



Newly-Installed Enamelling Department.

MINNEAPOLIS DISTRIBUTORS.

MILLER BROTHERS' Auto and Supply House, 1315-17 14th street, N. W., Washington, D. C., is now represented by a branch establishment in New York avenue, one of the finest exclusive motorcycle stores in the capital city. The Miller firm is distributing Minneapolis machines for the District of Columbia, Virginia, Maryland and a southeastern tier of cities in West Virginia. An unusual demand is being felt for the Minneapolis delivery van model, and the company has one man who devotes all his time to the handling of sales in this department. Another salesman is traveling throughout the district taking care of a large country trade.

NEW FIRM INCORPORATES.

THE State Auto Sales Co., of Cleveland, O., has been incorporated with a capital stock of $10,000 to deal in motorcycles and supplies, in addition to motor cars. The incorporators are Mark B. Mead, George F. Hammond, N. G. Fligle, B. S. Benjamin and R. M. Dorrance.

NEW SALES POLICY.

IT is announced that arrangements which have existed between the Billings & Spencer Company, of Hartford, Conn., and the Claire L. Barnes Company, of Chicago, Ill., have been discontinued by mutual consent. In the future the Billings & Spencer Company will market its products of forgings and tools direct, which will greatly facilitate their dealings with the trade.

During the past two years the Billings & Spencer Company has more than doubled its manufacturing capacity, and the new plant at Dividend, Conn., which is devoted exclusively to the manufacturing of heavy forgings, is now in full operation. As a result, the company is now in a position to give unusually prompt attention to deliveries. Lively business is reported.

AN ACCESSORY CATALOG.

VALUABLE suggestions for the fitting and use of accessories and special attachments are to found in a neat little booklet just published for free distribution by the Harley-Davidson Motor Company, of Milwaukee. It will be sent upon request. The adoption of the motorcycle for many commercial purposes has created special needs for accessories. As far as possible these needs are being met by the manufacturers of accessories, and the Harley-Davidson company has brought together the various fittings that have been found meritorious and described them all under one cover. The booklet is well illustrated.

SCHICKEL IN EVANSVILLE.

LOUIS SCHOENE, 1023 Main street, Evansville, Ind., has taken the agency for the Schickel motorcycle, and is attracting no end of attention with his demonstrator.

OMAHA and Council Bluffs motorcyclists and bicyclists are laying plans for a speedway to Lake Manawa from the latter city.

Exterior and Interior Views of New Temporary Tinning Department of the Harley-Davidson Motor Company.

IN order to accommodate $40,000 worth of new machinery and to permit of numerous changes calculated to facilitate the production of its machines, the Harley-Davidson Motor Company has moved its entire tinning department to a site some distance from the plant, and the work of getting the new department into operation is being prosecuted with typical Harley-Davidson celerity.

GRADE PERCENTAGE.

EDITOR MOTORCYCLE ILLUSTRATED: I wish to draw attention to a mistake made in the number of March 7, page 40, where reference is made to "the steep banking of the track, 50 degrees, which would figure out over 100 per cent. as a grade," etc. To be precise, an incline of 50 degrees figures out as a grade of 76.6 per cent. Example: A roadway rises 75 feet in a distance of 700 feet, what is the grade percentage? Here is the answer: $\frac{75 \times 100}{700} = 10.7$ per cent. of grade.

A READER.

W. B. Allen, New Pierce Salesman.

CARR SEEKS A PARTNER.

HOMER S. CARR, of Wilmington, Del., plans to make a Western trip by motorcycle, starting about May 15, and is desirous of hearing from another rider who contemplates such a tour at that time. Communications may be addressed to him at 509 New Castle avenue, Wilmington.

HARLEY IN ALBANY.

THE Albany Motorcycle Company, H. L. Bagg and Ira Malcolm proprietors, has taken the agency for Harley-Davidson machines in Albany, N. Y., where the firm conducts an up-to-date motorcycle establishment at Robin and Sherman streets.

THE Minneapolis *Journal* has purchased another Minneapolis motorcycle to be used in the news despatching department.

NEW VALVE SYSTEM

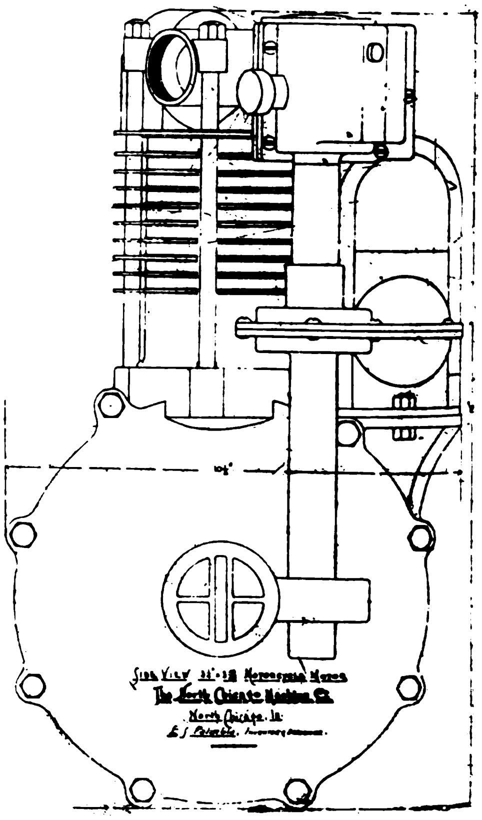
Phantom Motor Shows Novel Features Calculated to Give Increased Horsepower and Silence.

THROUGH improvements in design of the Phantom motor, manufactured by the North Chicago Machine Company, of North Chicago, Ill., it is claimed that an approximate increase of 20 per cent. in horsepower is obtained, and this, combined with the unusually quiet operation of the engine, is rapidly winning a place for it in the esteem of gas engine users. The new valve arrangement shown in the Phantom motor is a combination of poppet valve and sleeve valve. This principle is not an untried mechanical feature, but has been used with success in large stationary gas engines for years. The Phantom improvement, for which the company has patents pending, consists in operating these valves by cranks instead of cams, a method which is more positive for high speed work. The sleeve valve which performs the functions of closing the exhaust and opening the intake passage is never subjected to the high pressure and temperature of the compression and explosion of the gases. The one poppet valve closes both the exhaust and intake passages, so there are no moving valves under pressure as is the case with sleeve or piston valve motors.

With all high-speed air-cooled motors difficulty is experienced in keeping the exhaust valve cool. The high temperature causes preignition, and necessitates a lower compression with resultant loss of power. By the Phantom valve arrangement, the incoming cool gases fully envelop the one poppet valve, thus equalizing the high temperature caused by the outgoing exhaust gases and at the same time keep the valve from pitting and becoming leaky. The opening and closing of the poppet valve by a crank is so uniform and smooth a motion that there is little or no pounding on the valve seat. This eliminates the noise and also prevents leaky valves.

The vertical shaft at the side of motor which operates the valve mechanism is connected to the crankshaft by a 2 to 1 spiral gear and a 1 to 1 set of spiral gears drive the magneto from the same shaft. This shaft and gear runs in oil, so it is absolutely noiseless. This method places the magneto in perfect alignment with the motor which insures positive ignition. The crankcase has ball bearings and the connecting rods have roller bearings. The piston has three rings. All parts are interchangeable. Every moving part is enclosed in an oil tight compartment and running in oil, thus guaranteeing long life to the motor. The magneto is placed back of the cylinder. The Bosch magneto will be used unless otherwise ordered.

The oiling is by a circulating system. The oil is carried to the valve mechanism box at the top of vertical shaft, the valve mechanism running in oil. The oil follows the inclosed vertical shaft down to the spiral gears of the magneto and crankshaft, oiling them. Then it runs into the ball-bearings in the crankcase and the roller bearings of the connecting rod, after which it drops to bottom of the crankcase. From here it is forced again up to the valve mechanism box to repeat the downward circulation.



LOS ANGELES RIDERS VIEWED AT CLOSE RANGE

Observant Visitor Finds Them Keen Sportsmen, Quick to Extend the Hand of Fellowship and Loaded to Capacity with the Joy of Living—An Afternoon of Record-Crimping at the Playa del Rey Saucer.

BY L. J. BERGER

LOS ANGELES, CAL., April 20.—Things look so different when you examine them at close range. Yesterday I climbed onto the tandem seat of a 6 Merkel twin, behind Charles Fuller Gates, the F. A. M. referee, and was whisked about 17 miles to the motordrome at Playa del Rey, which is next door, so to speak, to Venice, the Coney Island of this section. I saw Graves, Balke and Don Johns break a bunch of world's records on Excelsiors, crouched fearsomely with some others out of range of the aforesaid referee while some engines were being measured, listened to some of Paul Derkum's railroad stories and generally had such a fine time that I felt it would be unjust to these good fellows out here not to write a few words about them.

I did hear one young racing man, who was "born with a brick in his hand," and who will do things later if he can control himself, swear under his breath against Gates because Gates would not let him and the others get in the way while the engines were being measured; but the fact is, Gates handled that record-breaking stunt yesterday as well as I could expect any man to handle it. Gates came here about 16 years ago to die. He has gained two inches in height, weighs something less than a ton, thinks and talks under high compression, and expects to have more or less trouble with other people as long as he lives. Yet he has no enduring vindictiveness, as is proven by the excellent brand of friendship he has shown for the man in the hospital—De Rosier; and his predecessor here as referee said yesterday that Gates is undoubtedly the best man in this section to manage a race meet. The job requires some of the qualities of a policeman, and Gates has these.

The reason the one-mile record did not go yesterday was because a semi-gale of wind blew in from the sea, only a couple of miles away. To the east, beyond a range of mountains, lies the Mojave desert. Except for the mountain range there is a valley or draught-flue from the sea to the desert. The hot air, rising from the alkali barrens, creates a semi-vacuum, into which the air from the sea blows almost constantly and everything in its way, including Playa del Rey motordrome and the city of Los Angeles beyond, comes in for a more or less vigorous blowing up when the wind is really active. That was the case yesterday. Faces were burned and cut by the wind and sand. But the fish dinner at Venice tasted good, and the chance to get acquainted with what may be called the real westernism of these Los Angeles motorcyclists was more than a compensation for minor weather discomforts.

Side by side they sat at the track, full of joke and ginger when not busy with the stop-watches. Cal Blaylock, the stockily built president of the L. A. M. C., sat alongside President Younger of the rival club—a tall Kentucky mountaineer, who wears a black slouch hat and makes you think of Abraham Lincoln. Derkum, a keen, grinny, humorous chap who once crawled out of a locomotive cab to avoid being killed and explained to the superintendent afterward that he did it so as to get a better view of the wreck, and A. H. McCulloh, formerly referee, a Canadian who went through the Boer war and has medals to prove it, also were there.

Los Angeles motorcycledom is not made up of "native sons." They come from all parts of the world; but the bright, clear air and the general natural conditions make them all one in certain characteristics, and one cannot help liking them and feeling that it is too bad that the outside world has the impression that ill nature and squabbling prevail in this beautiful place, from which one may look at any time to magnificent hills and feel that whatever happens life is worth living.

After the record work we called on Jake De Rosier at the hospital. His bed is elevated at the foot and a weight totaling 26 pounds, made up of those iron pieces that are used to help in raising and lowering windows, hung from the foot, being attached to the broken leg to keep it from becoming too short. Mrs. Jack Prince and Mrs. De Rosier—the latter a girl of 17, the former the very capable helpmeet of the world's greatest track builder—came in during the call. De Rosier says this is the hardest hospital experience he has ever had. It is the tenth time he has had bones broken, and he has suffered like a martyr. Why he continues to race is one of the mysteries.

They have all qualities of roads here, as elsewhere; but the general riding conditions are much easier than the average, and whether the surface be gravel, natural clay, oiled or asphalted, it is generally dry and therefore rideable; and the legal speed limit throughout the State is 20 m. p. h. Add to that the usual percentage which is tacked on everywhere and you may reckon that riders here are in the habit of "traveling some." President Younger of the new club remarked casually yesterday that in 23 months he has ridden something more than 30,000 miles.

Motorcycles are not as plentiful on the streets as one would expect, in view of the figures and the big sales, but they are here just the same. So are bicycles, in large numbers. On the bicycles the handlebars, shaped like the horns of a Texas steer, are the most noticeable feature. Commercial riders use all sorts of carrying devices, some sticking their heads between heavy packs of newspapers or other freight, hung on their chests and backs. In most cases the riders own the machines and are newspaper distributors, etc., on their own account. One little merchant of this kind could not have been more than 12 years old. He was perambulating proudly on a new Harley-Davidson single.

A general tip: Don't come to California unless you are sure of a job or a living; but whether you come provided with this assurance or not, the climate of this section, at least, makes the blues almost impossible. The air is brilliant. The faces show the uplift of superior climatic conditions. You can find dust and wind and sharpness here, but after all's said the State is royal and is well named "California."

On the day following the Playa del Rey trials came one of those delightfully sudden changes in the weather to which this wonderful country seems subject. Yesterday a sharp wind blew stiffly up the flat valley from the sea; today (Sunday) balmy breezes are being wafted in and hundreds of tandemites are motorcycling over the level roads to Venice, where thousands of good-natured folk in bathing suits are basking on the sunlit sand. With such coquettishness does the southern California climate woo the motorcyclist.

Charlie Balke has started for the Excelsior factory in Chicago, and does not expect to return to Los Angeles until late in the year. By the way, some of the "Fearless" one's friends believe his recent sensational work has got on his nerves a bit. They have found no hint of yellow in him, even under the most trying circumstances, but it cannot be denied that he shows signs of wear. A rest should help him. As for Graves—folks out here say he has no nerves. Few riders are so lucky.

Going out to Venice I noticed a motorcycle shop near the suburbs that should be photographed and exploited for the benefit of some Eastern dealers who need to learn the sales value of an attractive storefront. The establishment is that of the California Motorcycle Company, with the M. M. and two-cycle Schickel in its big show windows. The architecture of the front, the color scheme and the window display make an artistic ensemble calculated to impress any prospective buyer.

Speaking of Gates again—and most folks in racing circles are these days—let it be known that Charles Fuller was a pioneer worker in the interests of motoring here. He put San Diego, 130 miles to the south, on the automobile map, and his road signs designed to give warning of the bad curves, hills, etc., are still in use. He also produced most of the earlier maps of southern California and some other sections of the State, which has a coast line 700 miles long, as far as from New York City to Savannah, Ga.

If workers in Los Angeles who own motorcycles desired to make the most of a really big recreation opportunity hundreds of them would rent the little furnished beach "apartments" which are beginning to appear in clusters of seven at Santa Monica, near Venice, and ride the seventeen miles to the city every day for business. These dwellings, habitable the year round, are within 100 feet of a dip in the briny, and are fitted with "disappearing" beds, linen and table ware. Electric light and running water, for cooking and shower bath, are included in the present rental of $10.50 per month. Gas for cooking comes extra. All provisions are brought to the door. Not the least important feature of such an arrangement would be the ride to the city, up the flowered valley with hills to the south and majestic mountains to the north and east.

Having rhapsodized sufficiently, now let us have a word of business. Right here in Los Angeles where even the little newsboy-merchant understands the economy and business-building value of the motorcycle, there are still chances to multiply the sales of machines several times. Advertising will do it.

SOLUTION OF THE SKIDDING PROBLEM

Massachusetts Rider Avoids Falls by Fitting Anti-Slip Tire on Front Wheel and Allowing Rear Wheel to Take Care of Itself—His Interesting Theory.

ONE of the most interesting points that has been raised in many a day in connection with the ever-vital tire problem is taken up by C. A. Shaw, a motorcyclist of Groton, Mass., who advances the rather startling theory that studded and other forms of non-skid treads are much more necessary on the front tire than on the rear. He claims to have eliminated falls from skidding almost entirely by working on this principle, and his arguments, while upsetting most of the accepted tire ideas, at least have the weight of his personal experience behind them. Mr. Shaw treats the question as follows:

When I read Volney Davis' account of his cross-country ride nothing struck me more forcibly than the nonchalant way in which he mentioned his falls—all save the one which left him unconscious for two hours. Then, too, I frequently read in the columns of the trade papers of club runs and find it casually mentioned that "Rider So-and-So" took several spills. One gets the impression from these stories that the rider, realizing the treachery of a deep rut or a big stone, stepped lightly from his machine for a moment and then with a hop-skip-and-a-jump landed back in the saddle and proceeded joyously on his way. How far will this idea "hold water?" Not far.

What It Means to Fall.

Now, the fact of the matter, as every experienced rider knows very well, is that a spill from a motorcycle is likely to prove mighty uncomfortable for both rider and machine. In the last three years I have taken five spills. One which occurred in soft mud did no damage, and another seriously crimped my personal pride, because it took place in full sight of two parties of grinning automobilists. The three other spills were more dangerous. In one of them I damaged my carbureter, broke a pedal and ruined a pair of gloves, and in each of the others I broke a pedal and lost sections of my hide.

"Shucks!" you say, "what's he cussing about?" Well, say what you will those falls were not pleasant, and the possibility of repeating them helped to mar later trips for me. Also they were very ignominious, and they tended to lower the motorcycle in the estimation of otherwise sympathetic bystanders. They set me to figuring.

Working Out a Theory.

Last fall I did a good deal of thinking on the subject of avoiding spills and recalled all the details attending the falls I have referred to. It struck me that each one was due, not to the rear wheel skidding, but to the fact that the front wheel had not properly held the road. Then I reverted to my experience as a bicycle rider. When a bicyclist strikes a slippery car track, for instance, he is safe if his front wheel passes over safely. The rear wheel takes care of itself in nine cases out of ten. Have you even seen two boys on bicycles, one chasing the other? The pursuer catches up and perhaps allows his front wheel barely to touch the rear tire of the machine in front. Like a flash he goes down, while the front machine has not even felt the contact.

Pondering on these conditions convinced me that the solution of the anti-skid problem lay in keeping the front wheel in its proper position on the road. Finally I proved this to my satisfaction on a muddy day last fall, when I started out with a smooth, well-worn front tire. At every puddle I could feel the machine skid and it was necessary to jockey along very carefully. Then I stopped and fitted to my front tire a set of steel-studded anti-skid bands which I had originally intended for service on the rear tire. The difference in riding was simply amazing. The tendency to slip and skid was gone and I could sit back and enjoy the outing.

Further Experiments.

This set me on the right track and early this spring I bought a casing with the most prominent anti-skid projections I could find and placed it on the forward wheel. The rear wheel carried a tire with corrugated tread which, however, was well worn. I know this was a rather startling act of heresy, for we have all been brought up to believe that as the wear is heavier on the rear tire it should have the better tire. Well, that article of faith no longer has a place in my creed.

With the tires described I started out over muddy country roads and found that the front tire held to the road like a leech. The rear wheel occasionally had a few fancy steps all to itself, but it has since been quite unable to shake the equilibrium of the outfit and always comes into line with its better-behaved brother. The plain facts in a matter of this kind are satisfying enough, but it is also pleasant to sit down and consider the reasons on which one's faith is founded. There are two prime points that require consideration on a motorcycle in connection with skidding: The distribution of weight and the action of the spring fork.

Influence of the Fork.

Fully two-thirds of the weight of the machine and rider rests on the rear wheel, as we all know, and this again brings up the question of holding the front wheel to its position. This wheel has but little weight to carry and consequently it is likely to bob about and be thrown from its course by comparatively slight obstacles. Weight would push it through the soft mud or sand and allow it to take a grip on the road, and lack of this weight gives it a tendency to "float." As soon as there is a deviation from a straight course the front wheel, having nothing to "bite," begins to cause trouble.

The action of the front fork aggravates this. An obstruction which causes the wheel to rise compresses the springs, but this compression must be released immediately and the springs push the front wheel down against the road. As a result the pressure is constantly varying, and there is a sort of bobbing effect. If the front wheel is turned even slightly in mud at a time when the pressure against the road is at its minimum a fall is imminent. And these falls due to front wheel skidding are mighty sudden things. The rider doesn't have time for any C. Q. D. or S. O. S. distress signals. There is simply a jerk and the next instant he is groveling in the mud and trying to stop the racing engine.

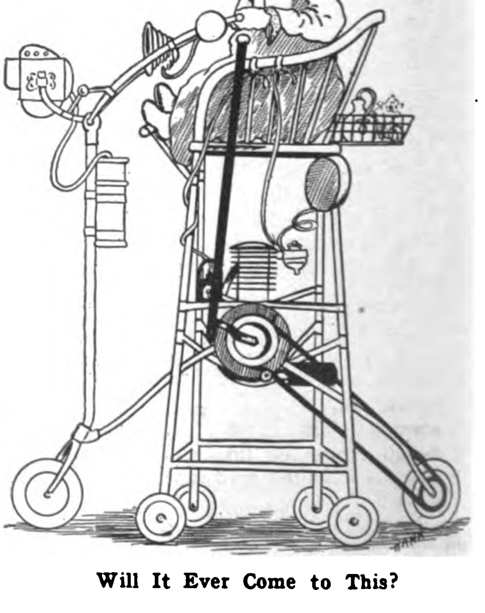
Tests Tell the Story.

After all, there is nothing like a practical test to convince a rider that he has been working on false premises. Just let him give more attention to his front tire and allow the rear tire to take care of itself, to a great extent at least, and he will find it easy to avoid many of the spills to which he is now subjected. I know for I have been through the mill. In my opinion, it is all-important to have studs or projections on the front tire which are long enough to grip the roadbed, even though the weight upon it may be comparatively light.

For the coming summer I am going to try a front tire with steel studs, and I expect to find this an arrangement par excellence. It will not be the best possible equipment for riding over car tracks and in paved city streets, but in the open country I believe it will work wonders. And it is in the country that ninety-nine per cent. of our brothers of the single-tracker do their riding.

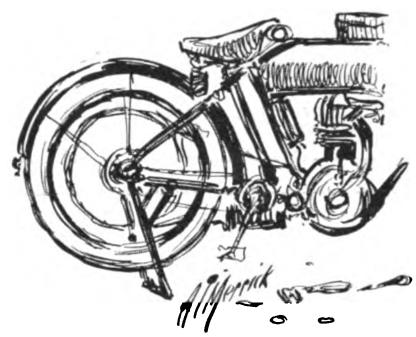
IN POLITICS AT LAST.

CANDIDATES for county offices in Milwaukee, Wis., expect to use the two-wheeler to cover the county and visit the farmers before election day.



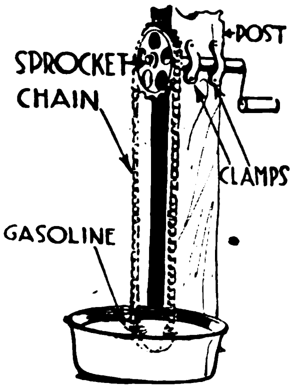
Will It Ever Come to This?

Going to "Start Something."



SCIENTIFIC CHAIN CLEANING.

REALIZING that many riders of chain-driven motorcycles dread the ordeal of giving their transmission agent a thorough cleaning, P. H. Brehmer, of Zanesville, Ohio, has submitted a description of a simple mechanical device by which a chain may be cleaned thoroughly and with minimum difficulty. He argues that the natural method to be followed in removing foreign matter from a chain should involve action of all the parts so that dust and grit may be worked out, and to this end he turns the chain over a sprocket or similar bearing in such a way that its lower loop dips into a pan of gasoline. Practically the same result might be obtained by passing the chain through the hands, with the lower loop submerged in gasoline, but at the cost of much time and unpleasant labor. The device suggested by Brehmer will entail little or no outlay and it may be used indefinitely.



He suggests that the rider obtain a small sprocket—preferably of the 10-tooth size—and mount it on the end of an axle. For the latter a short piece of broom handle will serve. On the opposite end of the axle is to be fitted a crank so that the sprocket may be turned handily. The axle is then strapped loosely to any upright surface which will permit of the crank being turned. Brehmer has fastened his chain-cleaner to the leg of a work-bench and finds that it works well in that position. The device must be mounted far enough from the floor so that when a chain in placed on the sprocket its lower loop, as referred to above, will just dip into the pan of gasoline placed beneath it. Then turn the crank and the cleaning process is under way.

As the chain passes over the sprocket the action of the gasoline-covered rollers will work the dust and grit out, and the sharp turn at the bottom loop will effectually clean the rivets and joints. As the chain works up over the sprocket the gasoline will run down carrying with it the foreign matter. This washing operation is carried still further as the chain passes through the basin of gasoline. Brehmer argues that this system is far superior to brushing a chain, as the brush does not reach all the wearing surfaces and tends to force the dirt between the parts instead of bringing it out. If a regulation sprocket is not easily obtainable a satisfactory substitute may be fashioned. Good results will be obtained through merely using the axle referred to—minus the sprocket—and working the chain over it and through the gasoline basin while a small brush is held against the chain on the "up" side to give the rollers the turning motion they would naturally receive from a sprocket.

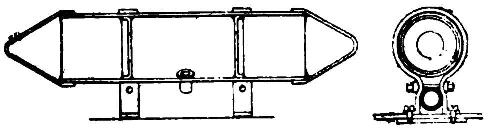
When the chain is entirely clean, usually after about five minutes of the gasoline process, it should be hung up to dry. It should next be placed in a pan and covered with a good medium cylinder oil which must be heated until it is lukewarm. This thoroughly lubricates all the parts and the chain is then ready to be wiped dry and placed back on the machine. Brehmer states that he has ridden chain-driven machines for the last four years and that he gets 3,500 to 6,000 miles of service from a short chain by cleaning it in the manner described after 500 to 800 miles of travel. He reports that he has never been troubled with a broken chain.

SHORE SPEEDERS, BEWARE!

STEPS have been taken by the Board of Freeholders of Middletown Township, N. J., to appoint a motorcycle policeman, whose duty it will be to patrol the county roads and keep an eye on automobilists who speed to the shore resorts.

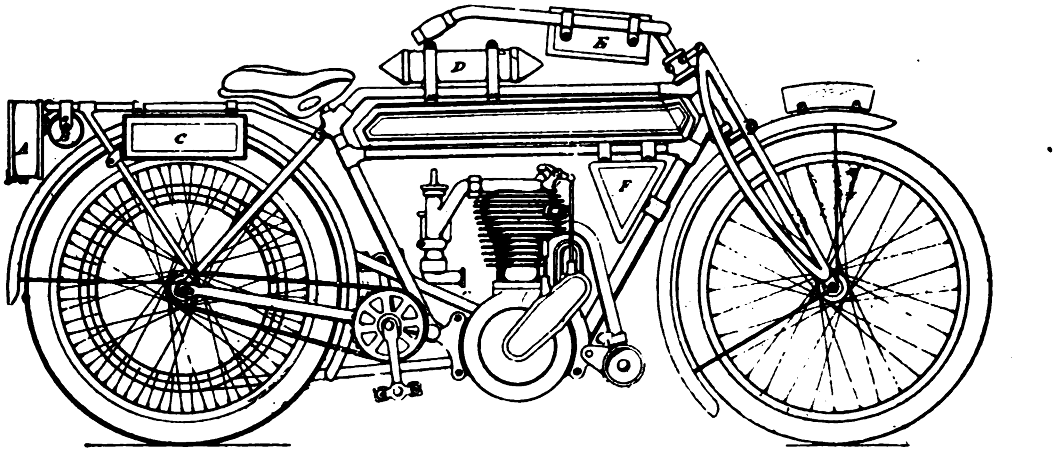
FROM ENGLAND.

CARRYING tools, spare parts, carbide and other necessaries for touring has generally resulted in rather inconveniently concentrating the various "extras" in one or two portions of the machine. If these are fitted in bags or a box on the luggage carrier, mounting and dismounting are interfered with. F. Hall Bramley in the *Cycle and Motor Trader,* of London, suggests a most convenient method of carrying these extras, with excellent utilization of space. In the illustration herewith, the rear box A is cylindrical, and is divided by a small hollow internal cylinder, and resembles a large collar box. The lid is at the rear. Belts are carried inside the internal cylinder and tubes outside, within the outer box. B is a metal box for carrying a spare can of carbide; it has a spring in the cover to prevent the can from rattling. C is a pannier bag fitted with drawers for tools, spare spark plugs, etc. There is one on each side of the luggage carrier. D is a cone-ended metal tank for extra gasoline, and there is a connection for a length of gasoline tubing at the bottom to lead it to the main tank. This can be used for oil, if desired. E is a carrier box fastened inside the angle between the handlebars, for carrying tools, etc., most likely to be wanted. F is a metal case held between the brace tube and front down tube, and may be used for carrying the oil can, kerosene can, etc. No doubt certain articles of clothing could be carried in the handle-bar box E.



APPOINTING SUB-AGENTS.

KUMLER BROS., Flanders and Reading-Standard agents in Cleveland, Ohio, have placed a sub-agency with the Woodland Avenue Cycle Co., Woodland avenue and East 27th street.



QUESTIONS & ANSWERS

MUFFLER CAPACITY.

C. S. LUTZ.—A muffler should have a capacity of from three to ten times the volume of the cylinder for a single cylinder, and 50 per cent. more for a twin, that is, for a 2 31/32 by 3¼ inch single cylinder motor, the volume of the muffler should be from 42 to 140 cubic inches capacity, and for a twin 63 to 200 cubic inches capacity. Make the muffler, 3 inches diameter by 6¾ inches length, with two partitions equidistantly within. These partitions, to be made of steel plate, about 16 gauge, drilled as follows: First plate, 16 to 20 holes about ⅜ inches diameter; second plate same number of holes of ¼ or 5/16 inches diameter. Place plates in position so that holes on first plate are opposite spaces between holes on second plate. Rear plate, 1¼ inch outlet fitted with short pipe or hollow lug, whose rear end is flattened to hasten the exit of the gases. This may seem a large muffler for your motor, but it will undoubtedly have a minimum of back pressure and noise. Slight modifications of the number of holes may be necessary; these you will have to determine for yourself should occasion arise.

CHANGED CAM PROFILE.

FRANK JOHNSEN.—By changing the shape of the exhaust cam, you affected the speed of the motor so that it will not take more than half-open throttle without choking. The change from the mechanical to the automatic inlet valve might also have an effect on the speed, depending on the strength of the valve-spring. It is very rarely that the make of motor you mention works as poorly as you state. The normal speed of the motor in question is well up to 2,100 r. p. m., with considerable range above that speed, by acceleration. Did you try other settings of the valves and examine the gearing for wear before re-shaping the cam? We do not think you can get much more out of the motor than you have, since its re-construction. It is generally advisable to leave the profile, etc., of a motor's cams alone, and endeavor to remedy faults by re-setting, as the motor has been passed by the factory's testers, and they would condemn any motor that failed to attain a given power and speed. This is particularly the case with the makers of your machine, as they are extremely exacting as to the performance of their product. Of course, if the motor had been refitted by other than the firm's representatives before you got it, the trouble was not due to design or construction originally.

NEW YORK RIDERS IN JERSEY.

DUDLEY M. GALLUP.—The question has not yet been decided as to whether it will be necessary for a New York rider to have a New Jersey license when riding in that State. An editorial on this subject will be found on page 33 of this issue.

ONLY ONE USED.

B. P. FIELDS.—The carbureter mentioned is the only one that has been used in racing, touring, etc., on the make of motorcycle mentioned.

A WORTHY SUGGESTION.

EDITOR MOTORCYCLE ILLUSTRATED:

In the latest issue of your publication I note that plans have been laid to bring the southeastern tour to the 1812 convention city along the old National Pike south of Pittsburgh, but not to Pittsburgh. I would suggest that you use your influence to have this plan changed so as to include us in the line of travel. It seems hardly fair to pass so close to a district having about two million people who are just beginning to take an interest in the motorcycle, and not bring the boys through so that we may see them. This year, for the first time, we have succeeded in waking up a portion of the population to the advantages of the motorcycle, and we have a fairly large number of riders in Pittsburgh who are F. A. M. members.

The change I suggest would be to have them leave the National Pike at Uniontown and proceed to Connellsville, Mount Pleasant, Greensburg and Pittsburgh. Another route would be to leave the pike at Brownsville and then follow the Monongahela river to Pittsburgh. Either of these routes would take the riders through densely populated country which is much in need of motorcycle advertising. The route from Pittsburgh would be to Washington, where the pike would be struck again. Most of these roads are of macadam or brick, while the National Pike between Uniontown and Washington is none too good.

RALPH K. MERRILL.

Pittsburgh, Pa.

ROBERTS TO SELL PARTS.

H. T. ROBERTS, for some time past identified with the sales organization of the Troxel Mfg. Co., of Elyria, Ohio, and one of the best-known workers in the motorcycle field, has severed his connections with the Troxel company to enter upon a business of his own. He has made arrangements to handle the products of a number of well-known manufacturers of motorcycle parts and will be their exclusive agent in dealing with the makers of motorcycles. He will handle motorcycle parts only.

That Roberts is well fitted to occupy this important position in the trade goes without saying. His sales experience has been varied and thorough, and his ability to make friends—and hold them—will not be his least important asset in his new field. Roberts was formerly identified with the Yale, Harley-Davidson, Excelsior and Thor machines.

NEW JERSEY LICENSES.

L. KUDRLE.—Under the present condition of affairs we should advise your getting a New Jersey license, either temporary or yearly. You have no proof that you are eligible as a non-resident rider except your personal identification, which would not be considered by the authorities of other States. Therefore, it is better to get a license from another State (New Jersey in this case). The Bureau of Tours, Automobile Club of America, West 54th street, New York City, will furnish them on short notice. The cost for the 10-day (temporary) license is $1. For the yearly license the cost is $2.

MUSSELMAN PATENTS.

FOLLOWING is a description in brief of the fourth of the patents controlled by A. J. Musselmann, and which was carried over from the article appearing in last issue.

The fourth patent involved, Number 895,576, was issued to Archibald J. McCollum, of Chicago, August 11, 1908, and assigned to the Armac Motor Company. It relates to the construction of an automatic inlet valve and dome designed to economize overhead space and adaptable to motors having the carbureter secured to the dome directly. The carbureter connection is by means of an elbow projecting upwards from the dome proper and tapped so that the connection will be horizontal. The dome is made with a well in the top, and in the center of the well is an upwardly projecting hollow wall which forms the guide for the valve stem. The end of the stem is reduced in diameter at its upper part, and over this reduced section is fitted a C-shaped washer which takes the place of the ordinary spring cotter. The lower part of the dome is threaded to screw into the motor, and a lock-nut is fitted thereon to adjust the valve construction to the carbureter as regards position and height from the top of the motor. The washer is formed to fit the upper part of the stem so that it is readily removable by compressing the valve spring and slipping to one side.

COMPETITION RULES.

CHAIRMAN THORNLEY, of the F. A. M. Competition Committee, announces that copies of the new racing rules have just been received at his office and that the booklets will be mailed promptly on application.

COMPLETE BELT SCHEDULE.

THE Graton & Knight Mfg. Co., of Worcester, Mass., has prepared a complete schedule of motorcycle belt dimensions covering all standard machines for the years 1909, 1910, 1911 and 1912. In each case both flat and V belts are provided for, the length and width being given in a table which permits of easy reference.

CANADIAN RIDERS LAUNCH NATIONAL BODY

Toronto, Hamilton and London Clubs Bring 350 Members Into New Association and General Officers Are Chosen at Convention—Plan Reciprocal Pact With F. A. M.

THE Canadian Motorcyclists' Association sprang into existence at a well-attended convention of club delegates, held at Hamilton, Ont., on Thursday, April 18, when comprehensive plans were entered upon to establish the organization in all parts of the Dominion. At this inaugural session a very fair nucleus of a membership was obtained by the entry of three of the strongest clubs in the country, namely, Toronto, Hamilton and London, thus furnishing a list of 350 members to start with. A communication was also received from Winnipeg, enclosing fees for ten members, and promising further support as soon as a local tangle is cleared up.

Immediately upon the creation of the Association, the assembled delegates began to do big things. The first national championships were awarded to the Hamilton M. C., which has an excellent one-mile speedway at its disposal, the event to take place on Dominion Day, July 1. It was also decided to hold an annual national endurance run, the first trip to be held in the thickly-populated western portion of the Province of Ontario. This tour, for which an appropriate shield has already been promised by a prominent Canadian manufacturer, will be a 300-mile affair, circuitous in route and open to all members. It will be arranged so that contestants may join "the procession" at any point along the line of march and as the route will be a complete circle, every competitor will be able to ride the full distance. Path-finders will start from every large city along the route. The event will probably be held in August.

Although the Toronto club was the originator of the idea to form a Canadian association, and is, by far the strongest organization in the whole Dominion, that body insisted upon equal representation at the inaugural convention, although it was agreed at the gathering to establish a sliding scale for representation at all general meetings of the association, according to affiliated memberships. Clubs of from 10 to 25 members will be allowed one delegate; from 25 to 100, two delegates and for each 100 members, one delegate. A number of minor projects were launched and on many occasions the experience of the Federation of American Motorcyclists was investigated before a final decision was reached. A departure from F. A. M. ruling, however, was the establishment of only two classes of riders, trade riders and amateurs. Real professionalism will not be encouraged, but it is the intention to draw a sharp line between the two divisions created.

The whole country was divided into four districts as follows: (1) British Columbia; (2) Alberta, Saskatchewan and Manitoba; (3) Ontario and (4) Quebec and the Maritime Provinces. As yet only the general officers have been selected, but it will not be long before a comprehensive system of government to assume direct control of each individual district, will be attempted. For the present the following will direct the affairs of the association: President, K. R. Spencer, Hamilton; vice-president, J. W. Cunningham, London; secretary-treasurer, T. I. Anderson; directors, Nelson Chambers, Hamilton; W. G. Tite, London; J. Scott and F. A. O. Johnston, Toronto. Publicity Commissioners, F. Benson, London; J. Nash, Hamilton and W. M. Gladish, Toronto.

The officers decided to make overtures at once to the Federation of American Motorcyclists for a working arrangement whereby reciprocal relations will be established. It is not considered that this matter will provide many difficulties as leading officials of the American body have already intimated that they will do all they possibly can to establish friendly relations and finally arrive at a working agreement of international character. This will undoubtedly sanction the interchange of riders.

The motorcycle sport is gaining ground in the Dominion with lightning rapidity, although it is conceded that the game is only in its infancy as yet. It is hoped that the Canadian Motorcyclists' Association will grow up, with the pastime, to be one of the leading motorwheel institutions of the world. The association has got away to a fine start and, apparently, the policy of the organization is in the hands of an able set of officers, so that success seems assured.

WHITE HOPE IN THE SADDLE

Above is shown the Pueblo fireman upon whom the sports of the country are pinning their faith to wrest the pugilistic championship from Jack Johnson. He's not yet a motorcycle enthusiast, but they say he's bound to be one.

A BROOKS ENTHUSIAST.

MESSRS. J. B. BROOKS, of Birmingham, England, take justifiable pride in the following letter, recently received from a rider in Groton, Mass.:

"Dear Sirs:—In 1910 I bought a 5 h. Indian, equipped with one of your B104 saddles. In 10,000 miles' riding there has been not a break and the saddle is better than ever. Such a fine record has made me wonder whether English motorcycles are made with same care and superior material as your saddles are, and I am considering the practicability of buying an English machine."

"This is a clear indication of the beneficial influence of quality," say the well-known saddle-makers, "and knowing as we do the excellence of the Brooks productions we are not surprised that here as in every other country in the world, excellence is keenly and enthusiastically appreciated."

ZILBERMAN IS BUSY.

M. ZILBERMAN, located at 924 Canal street, is agent in New Orleans, La., for Indian, Flying Merkel and Henderson motorcycles. He reports having sold forty-seven machines in 90 days, and states that the boom is just getting under way. He is supplying the New Orleans police department with machines. Indian riders of the city will soon organize a club and take steps to affiliate with the F. A. M.

AFTER YOUTHFUL SPEEDERS.

OMAHA, NEB., is waging a campaign against juvenile riders of motorcycles who borrow machines and take long chances in piloting them through the city streets.

TEXAN IN NEW QUARTERS.

AUSTIN W. BURGES, a dealer of Houston, Texas, recently completed the removal of his motorcycle business from 801 Fannin street to a new building at 1103 Capitol avenue.

PRACTICAL CHRISTIANITY.

MEMBERS of the Bethany Presbyterian Church, in Trenton, N. J., recently held an entertainment to raise funds for the purchase of a motorcycle to be presented to the Rev. Wilmer Lahmann, a missionary in Africa, who is supported by the church.

CEDAR RAPIDS MEET.

ARRANGEMENTS have been completed by the Cedar Rapids (Iowa) M. C. for a high-class racing program to be given on Memorial Day, and entry blanks may be obtained by addressing Secretary F. H. Smetana.

THE Terre Haute (Ind.) M. C. is planning its first 1912 race meet for May 30.

MOTORCYCLE AS FIRST AID TO THE ANGLER

Tedious Scouting Trips for Finny Denizens of Lake and Stream Become Pleasure Jaunts When Power Two-Wheeler is Called Into Action—An Alluring Tale of A Pickerel Catch.

BY THE OLD SCOUT

WHEN these first warm and balmy days of early spring appear, giving us a delightful foretaste of the coming summer, my mind promptly turns to two things—motorcycling and fishing. Before I became acquainted with the motorcycle, I thought only of fishing; now I combine the two. It is when a person is able to enjoy two such fascinating sports at the same time that life really seems worth living after all.

If I were to describe all the occasions on which my faithful two-wheeler has carried me off into the wilds after various kinds of fish, I should be compelled to waste much good ink and paper. So I don't attempt to describe them; merely let them linger in my memory, each a record of the best kind of a good time —and then I thank heaven for the motorcycle. By it the transportation problem has been satisfactorily solved. It costs something to be the owner of a motorcycle, of course—did you ever know anything worth while that came absolutely free?—but it is worth more than it costs. In striking a balance I don't merely figure in the railroad fares and the time it has saved me—no small amount, by the way—since that would not be giving the little single-tracker a square deal. But I count in the pleasure and satisfaction it has given me; the opportunity to get off into nature's out-of-doors, and breathe air untainted by city smells or factory smoke. And I know whereof I speak when I firmly declare that the motorcycle is worth all that it can possibly cost—and a lot more.

Locating the Fish.

Coming now to the all-important question of angling, let me say that the motorcycle adds fully 100 per cent. to the pleasure of such a trip. In the first place, it provides a quick, cheap, and easy method of getting on the ground. When an angler makes his mind up to take a chance at the finny denizens of river or lake, he is not anxious to spend the best part of the day in getting there. Car fare means money, to say nothing of the nuisance of being pinned down and hampered by the arbitrary time-table. And then, of course, there never is a train going your way just when you want it. Driving out with a plug and wagon "can be did," but it is so deadly slow. Going by automobile is fine—when you have an auto. Walking is—well, call it impossible. But the little power-driven two-wheeler bangs the spike on the top-knot. If you own a motorcycle, and like to fish, you have probably hit upon the joys of the combination. If you like to fish, and are so unfortunate as not to own a motorcycle, the sooner you get in line, the better for you.

With a motorcycle you are absolutely independent. If so desired, you can put on a tandem attachment and take a friend with you, at a fraction of the cost of other means of conveyance; or even strap a good thick pillow on your luggage carrier, and let him straddle that. Then tie the rods across your handlebars or the tank, and be off. You can go where and when you please; stay as long as you wish to; and need not bother your mind about the necessity of making connections with some jerk-water accommodation train that was never known to accommodate anyone. On trouting excursions I have even ridden my machine down into the woods, and left it leaning against a convenient tree beside the brook until I had fished as much of that stream as I cared to. And when I was through fishing there was no tiresome walk; the motorcycle was on the job, ready to take me out.

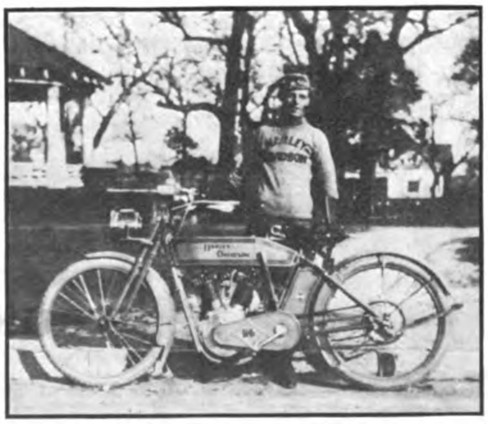
No Roads Are Too Rough.

If you try it you will find that your motorcycle will take you practically anywhere, no matter into how rough a country your angling enthusiasm carries you. I have ridden my chugger over roads—they were not roads at all, but that is the only word I can think of to describe them—where the bottom of the crankcase bumped and knocked against projecting snags and stones. I should not recommend such riding, of course, but merely mention it in passing to show to what extent the machine can make good as a first aid to the angler. It is not necessary to pick out bad roads when you go fishing via motorcycle, and when your route takes you over a fine stretch of macadam that is so much the better.

About thirty minutes, or one hour, or two hours, distant from my humble dwelling, depending upon whether a motorcycle, a trolley car, or shank's mare, provides the transportation, is a small pond. It nestles at the base of a steep and precipitous cliff, and is quite pleasant to look upon, but is chiefly important from my point of view because of the pickerel to be caught there. Its possibilities along this line, I believe, are not known to so very many anglers, and your obedient servant has taken no pains to spread broadcast the information. He's not exactly piggish, he hopes, but nevertheless he knows a good thing when he sees it. In my State the pickerel are protected by law in the early spring, as they are supposed to be spawning at that time. On May 1, however, one can legally go pickerel fishing, and that day is quite apt to see me chugging out to the aforementioned pond to try my luck for an hour or two.

An Ideal Outing.

Last spring I hooked and landed a three-pound pickerel in "my pond," and you should have seen how he fought! I had a fine catch that day, and planned to drape the fish over the motorcycle, jacked up on her stand beside the pond, and take a snap of her, since a kodak had recently come into my possession. She indeed made a fine picture, with the gently rippling surface of the pond behind her, and the steep, rocky cliff across the stretch of water as a background for the whole. But if you have ever tried to take pictures, you probably know how it usually is the first time. That was the way with me. In my experience I either set the shutter so that it admitted too much light, or not enough; I gave it too short a time, or not enough; and I undoubtedly joggled the camera when I squeezed the bulb. The picture? It might have been a herd of cows grazing in a meadow; it might have been a merry picnic party on a mountain side; in fact, it might have been most anything, but it was most certainly *not* a lusty four horse single ornamented with a glistening catch of pickerel.



George Huter, President of the Lone Star M. C. of Dallas, Texas.

For a Night Trip.

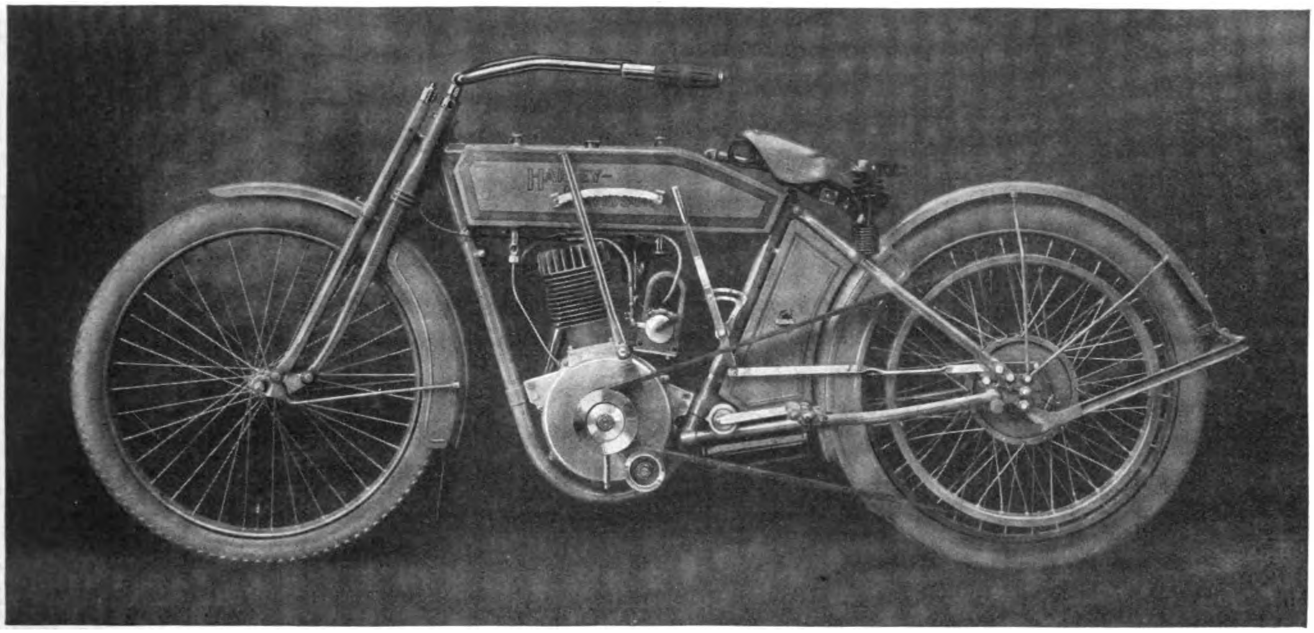
I have even used my motorcycle for going fishing at night. You know that some fish prefer to dine when no one can see them. Bullheads are a notable example. Often on summer evenings in early summer I have gone chugging off to some pond bullhead fishing. It is good fun, all the more so if you can induce a fellow motorcyclist to go with you. You can sit at your ease, puffing away on your pipe—any other form of a smoke is out of place on a fishing excursion—and listen to the many night sounds that some to your ears. The whip-poor-will never sounds so beautiful as when his plaintive call is heard under such circumstances, and from across the pond some old bruiser of a bullfrog will join in with his deep bass voice to make a duet of it. And, best of all, you know that when ready to return home, you won't have to walk. You have not discovered half the pleasures that the motorcycle brings until you have taken some fishing trips with it off into the wilds.

CARRYING ON GOOD WORK.

THE Minneapolis motorcycle club has placed a ban on the open muffler and is out after all violators of the rule, whether club members or not. This is due to the fact that professors at the University of Minnesota have complained to the police that motorcyclists are speeding up and down the avenues near the university with their mufflers open and making so much noise that classes in recitation at the university can hardly be heard. Three or four arrests have been made in the last two weeks and as a result those riders who have been injuring the motorcycling sport have quit the nuisance.

CALIFORNIA COMMISSIONERS.

R. Y. LESLIE, of Pasadena, F. A. M. commissioner for California, announces that he has appointed the following local commissioners: E. A. Holdridge, Modesto; C. E. Raunds, Oxnard; T. T. House, Napa; Charles R. Fox, Lemoore; D. F. Clark, Stanford University; W. L. Raines, Red Bluff; H. C. Pieper, Petaluma, and W. P. Westfall, Vallejo.



WE defy anyone to find a Harley-Davidson owner who is not more than satisfied with the Ful-Floteing Seat.

The Ful-Floteing Seat cannot develop side-play, vertical chatter, or lost motion of any kind whatsoever, and we have yet to hear of the first broken spring, although 4700 1912 Harley-Davidsons are now on the road.

Practically no strain is put on the plunger or sleeves so these parts cannot cause trouble.

In fact, NO PART of the Ful-Floteing Seat offers any room for improvement.

Every part of the Harley-Davidson is built as good as the Ful-Floteing Seat.

Harley-Davidson Motor Company

208 C Street Milwaukee, Wisconsin

TOURISTS TRIUMPH OVER IOWA GUMBO

Spills Feature Last Leg of Journey by Cedar Rapids Motorcyclists Between Marshaltown and Their Home City After a Storm, but Gumbo Roads Fail to Upset Their Riding Schedule.

BY M. F. HUNTER

"SAY, Opie, let's take a trip Sunday."

"All right, Hunter, how about a run to Marshaltown and return?"

That's the way plans for our outing were launched, and they were perfected with equal celerity. At 4.30 Sunday morning we were tuning up our Flying Merkels and before 5 o'clock we were spinning over the roads. An hour later we had breakfast in Belle Plaine and a run was then made over good roads to Tama, where we were greeted by a number of old friends. From our home city, Cedar Rapids, to this point we had made excellent time and we settled down with satisfaction for our jaunt over Iowa roads to Marshaltown.

Passing through the Indian Reservation we found nine miles of fine going, the highway being kept in condition by the Indians themselves, and soon after 9 a. m. we pulled into Marshaltown. Our machines had given us no trouble. On returning to our mounts after having dinner we discovered that some kind townsman had taken Opie's pump, but we regarded this as a mere incident and refused to allow it to dampen our spirits. While we were enjoying an after-dinner smoke we noticed a chap making a careful examination of our machines and learned that he did not hold the motorcycle in high esteem. Finally he asked whether our machines could climb a hill near his place, and we assured him they could if the grade did not too closely approach the perpendicular.

The hill was in a pasture back of his barn, but we were determined to make good our boast and we climbed it to his satisfaction. After lounging a while we pulled out of Marshaltown at 1.15 p. m. and were only two miles on the road when rain fell. We sought shelter in a nearby barn and were delayed two hours before we could resume our journey. Then we found the Iowa gumbo in poor condition for motorcycling. However, we stuck to the road as best we could, determined to reach Cedar Rapids. Opie spilled and bent one of his pedal cranks, but we straightened it and went on. Soon afterward I sprawled in the road, but my machine was not damaged and we lost no time on repairs. It was getting dark when we arrived in Tama and we decided to remain there for the night. We were caked with mud and our machines were in the same condition, but they still chugged as merrily as ever.

M. F. Hunter and "Opie". Timms.

At 8 o'clock the following morning we were on our way again still ploughing through bad roads. It had rained again during the night and several spills marked our progress to Cedar Rapids. Still we were in anything but a gloomy mood when we finished the trip. It had not been a boulevard outing, by any means, but we had enjoyed it and if the necessity had arisen we would unhesitatingly have started over the route again, despite the gumbo roads. My companion was F. H. Timm, known to his friends as "Opie."

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ROSS ARTHUR heads the Streator (Ill.) M. C. as president, and his associates are as follows: Cliff Tyler, vice-president; Art Van Loon, secretary-treasurer; Fred Plock, captain; L. Bennalack, first lieutenant; W. Maher, second lieutenant.

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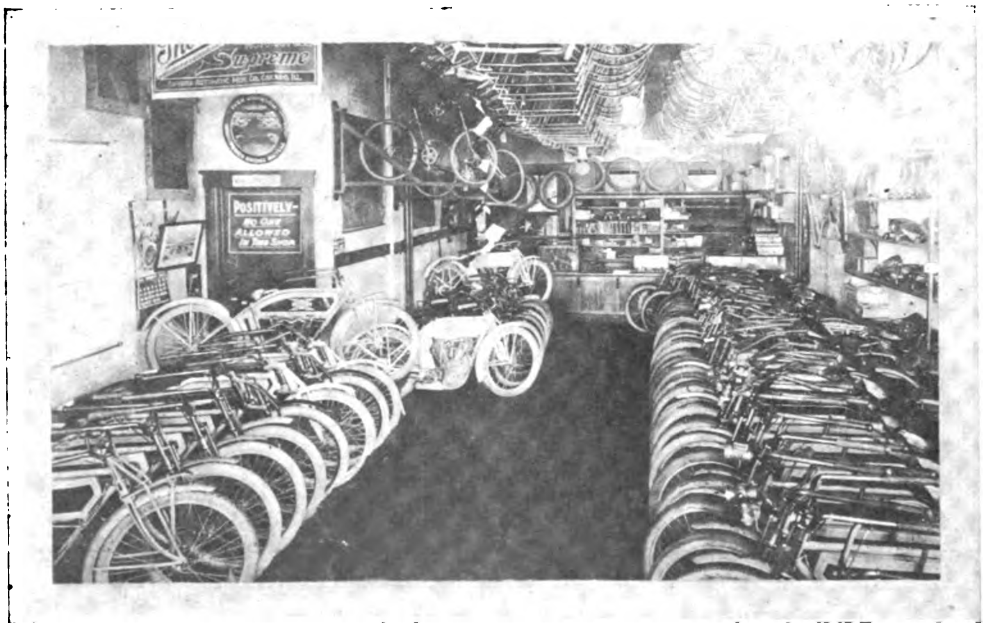
E. Walter Litzko, of New York, His Harley-Davidson Twin and His Pipe, Which He Declares Is a Great Combination.



Show Room of the Casino Cycle and Supply Co., of Cleveland.

HOW ABOUT THIS RULING?

Minneapolis Riders Are Fighting Regulation Calling for Two Headlights on Their Motorcycles.

MINNEAPOLIS, MINN. — Motorcyclists of the Twin Cities have been aroused by the recent decision handed down by Judge W. L. Kelly, of St. Paul, requiring all motorcycles in the State of Minnesota to carry two lights in front and one in the rear, the same as automobiles. The dealers are especially stirred up over the matter and are raising funds among the local riders to fight the matter in the courts if necessary.

Edward A. Thiem, of the Thiem-Joerns Company, of St. Paul, manufacturers of the Thiem motorcycle, says that practically every motorcyclist in St. Paul and Minneapolis carries a strong light in front and a small red tail light, and that the two are enough to answer every purpose. Mr. Thiem claims there is no reason for a second front light and no place to put it.

A. G. Albrecht, president of the St. Paul Motorcycle Club, called a meeting of all motorcycle dealers and riders in St. Paul on Saturday, April 27, to consider plans for raising funds to take an appeal to the State Supreme Court.

The decision of Judge Kelly was given recently in a damage suit growing out of a collision in which the plaintiff held that the defendant did not have the required number of lights. Since the mass meeting the motorcycle clubs have been pushing the matter vigorously and unless they fail to obtain a reversal of the decision they will ask the next legislature to amend the law.

No one lubricating oil is best for all Motorcycles. This is absolute.

YOU may not care for speed. But, to safeguard your machine, you do want its greatest horse-power efficiency.

Wasted horse-power results from restrained action—either from friction or some other injurious deterrent.

As oil saves power, it follows that one oil saves more power than another.

No one would think of using the same lubricant for a sewing machine and a battleship.

The needs of two motorcycles often differ quite as widely.

In planning for a complete range of motorcycle lubricants, we first analyzed the construction of every American motorcycle.

We found that they required several grades of lubricating oil. We then produced the oils.

So far as it was practicable, we filtered out the free carbon.

All the oils were put through practical demonstrations on their respective motorcycles.

Our ultimate findings are shown in the list on this page. You will see scheduled there the correct oil for your machine.

Some motorcycles change type from season to season. The list gives the oil required for each season's type.

In quality, the oils establish a world standard. The grade indicated for each make and each season was arrived at, not by guess, but by careful study. It was later verified by thorough demonstrations.

GARGOYLE

Mobiloil

A Grade for Each Type of Motor

The quality of Gargoyle Mobiloil necessitates a price that is somewhat higher than that of the usual motorcycle lubricating oils.

However, their use should result in an actual saving. Properly used, they will go farther than less correct oils.

Gargoyle Mobiloils are supplied to owners through garages, auto-supply stores and others who handle lubricants.

If the retailer who generally supplies you carries no stock at present, you should have no difficulty in securing through him the grade of Gargoyle Mobiloil you require.

The various grades go by the following names:

Gargoyle Mobiloil "A" Gargoyle Mobiloil "B"
Gargoyle Mobiloil "D" Gargoyle Mobiloil "E"
Gargoyle Mobiloil "Arctic"

They are put up in barrels, half barrels, in 5 and 1 gallon cans. All are branded with the Gargoyle, our mark of manufacture.

The list below shows the right oil for your Motorcycle.

Explanation: In this schedule the letter opposite the name of motorcycle indicates the grade of Gargoyle Mobiloil that should be used. For example, "A" means "Gargoyle Mobiloil A." "Arc." means "Gargoyle Mobiloil Arctic." Recommendations cover all types of the same make unless otherwise stated.

MODEL OF	1908		1909		1910		1911		1912	
MOTORCYCLE	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
American					B	A	B	A	B	A
Apache	B	B	B	B						
Armac	B	A	B	A					B	A
Arrow									B	A
Augstin-Koch									B	A
Aurora									B	A
Auto-Bi	B	A	B	A						
Black Hawk									B	A
Bradley									B	A
Breed									B	A
Crouch	B	B	B	B						
Curtiss	B	A	B	A	B	A	B	A	B	A
C. V. S.					B	B	B	B	B	B
De Luxe (1 cyl)							B	A	B	A
De Luxe (2 cyl)							A	Arc.	A	Arc.
Detroit							B	A	B	A
Detroit Bi-Car									B	A
Eagle					B	B	B	B	B	B
Electra									B	A
Emblem (1 cyl)			B	B	B	B	B	B	B	B
Emblem (2 cyl)					B	A	B	A	B	A
Erie	B	B	B	B						
Excelsior (1 cyl)	B	A	B	A	B	A	B	A	B	A
Flanders									B	A
F. N.	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Geer	B	A	B	A	B	A	B	A	B	A
Gerhart									B	A
Greyhound					B	A	B	A	B	A
Harley-Davidson	B	A	B	A	B	A	B	A	B	A
Haverford							B	B	B	B
Hilaman	B	A	B	A						
Henderson									A	Arc.
Indian (1 cyl)	B	B	B	B	B	B	B	B	B	B
Indian (2 cyl)	B	A	B	A	B	A	B	A	B	A
Iver Johnson									B	A
Kokomo									B	A
Majestic									B	A
Manson	B	B								
Marvel					B	B	B	B	B	B
Mayo (1 cyl)	B	B								
Mayo (2 cyl)	B	A								
Merkel	B	A	B	A	B	A	B	A	B	A
Minerva	B	A	B	A						
Minneapolis			B	A	B	A	B	A	B	A
M. M.	B	A	B	A	B	A	B	A	B	A
Monarch									B	A
Motorette									B	A
New Era			B	A	B	A	B	A	B	A
N. S. U. (1 cyl)	B	B	B	B	B	B	B	B	B	B
N. S. U. (2 cyl)			A	Arc.	A	Arc.	A	Arc.	A	Arc.
Peerless							B	A	B	A
P. E. M.									B	A
Peugeot	B	A	B	A	B	A	B	A	B	A
Pierce (1 cyl)			B	A	B	A	B	A	B	A
Pierce (4 cyl)			A	Arc.	A	Arc.	A	Arc.	A	Arc.
Pope							B	B	B	A
Racycle							B	A	B	A
Reading Standard	B	A	B	A	B	A	B	A	B	A
Reliance	B	B	B	A	B	A	B	A	B	A
Royal	B	B	B	A	B	A				
Schickel							B	A	B	A
Scott									B	A
Theim	B	A	B	A	B	A	B	A	B	A
Thor (1 cyl)	B	B	B	B	B	B	B	B	B	B
Thor (2 cyl)	B	A	B	A	B	A	B	A	B	A
Torpedo	B	B	B	B	B	B				
Triumph	B	A								
Wagner	B	B	B	B	B	B	B	B	B	A
Yale (1 cyl)	B	B	B	B	B	B	B	B	B	B
Yale (2 cyl)					B	A	B	B	B	A

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Motorcycle Mart

One time, three cents a word; twice, two cents a word each insertion. Agents' cards, five cents per word; two or more times, three cents per word each insertion. No advertisement for less than fifty cents.

FOR SALE.—Four-cylinder, two-speed Pierce; entire machine in first class order; tires nearly new; photo. Owner has chronic appendicitis, $225. Dr. W. A. Atkins, Rogersville, Mo.

FOR SALE—Marathon—1911 model; 6 h. p., twin, two speed, sliding gear, shaft drive, free engine, $200. Run less than 100 miles. Want to buy auto. P. H. Chase, 393 Halsey street, Newark, N. J.

FOR SALE—One 1910 Curtiss motorcycle, good as new, $80. One new side-car attachment $30. H. Kaskel, Spencerville, Ohio.

FOR SALE—1911 Indian De Luxe, 7 h. p., two-speed, clutch foot controller; starts on stand; 1911 carbureter, $200. Jack Horner, Plainfield, N. J.

FOR SALE.—Greyhound 4½ h.; equipped with Keller & Risque two-speed gear. Nobby tread tires, in good condition. $100 cash. Must be sold at once. R. E. Rodgers, 409 Chess street, Monongahela, Pa.

FOR SALE.—40 motorcycle engines, $15 and up. E. Phelps, 40 Bennett street, Bridgeport, Conn.

ABSOLUTELY NEW 1912 7 h. Indian, Tourist Trophy Model with two-speed gear. Equipped with 29 x 2¾ tires, Prest-o-light tank, head light, Jones Speedometer, two tool bags, extra tools and spare parts. Bought April 21; cost $369.50. Price, with full equipment, $345 cash. Demonstration by appointment. L. F., 318 West 88th street, New York City.

FOR SALE.—1912 4 h. magneto, free-wheel, Harley-Davidson motorcycle. Run less than 25 miles. $200 cash. J. A. Richard, Louisville, Ala.

FOR SALE.—New Pierce 1912 5 h. magneto single. Never from crate. $189. Zwierod, care of MOTORCYCLE ILLUSTRATED. 51 Chambers street, New York.

M. M. 1911 magneto twin. Practically new. $150. "M," 323 Washington avenue, Brooklyn.

FOR SALE.—Several new twins, standard make. $175. Motor, care of MOTORCYCLE ILLUSTRATED, 51 Chambers street, New York.

FOR SALE.—Four-cylinder, two-speed Pierce; entire machine in perfect condition; looks like and runs better than new. Owner buying auto. $250. Address B, 1127 South 18th street, New Castle, Ind.

WILL TRADE Fox typewriter, value $100; Edison phonograph and 25 records, value $35; brand new Elgin engine, value $25—total, $160—for a 1910 or 1911 motorcycle; must be in good order. L. M. Gaylord, Kidder, S. D.

WANTED to exchange Model N four-cylinder Ford runabout, full equipment, top and windshield, tires new this spring, recently overhauled, in good shape, for good twin cylinder motorcycle; also for sale one N. S. U. two-speed and free-engine clutch, fits V-belt machines, $18. Dufford & Waldron Motor Company, New Castle, Pa.

BEST OFFER over $100. Yale 4, 1911 magneto, 20th Century lamp, luggage carrier, speedometer, exhaust whistle. Robert Brown, Box 262 Greenville, Pa.

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FOR SALE.—One $12 motorcycle Cyclephone horn, only $5. Trial if wanted. Wm. Lauterbach, Mendota, Ill.

FOR SALE.—1912 American 7 h.; new. $225. Speed, 60 miles. Getting a special machine. Nathaniel Ney, 4 Smith street, White Plains, N. Y.

FOR SALE.—4½ h. V-belt Reliance motorcycle. Used 5 months; looks like new. $95, with equipment. Overhauled this winter. L. S. Gardner, R. D. 7, Cortland, N. Y.

FOR EXCHANGE.—Small steam engine and boiler for 4-cycle engine or motorcycle. A. Warfel, Cadiz, Ohio.

FOR SALE.—Curtiss 7 h. twin motorcycle, 1910 model; fine condition; first $125 takes it. S. E. Messer, Painted Post, N. Y.

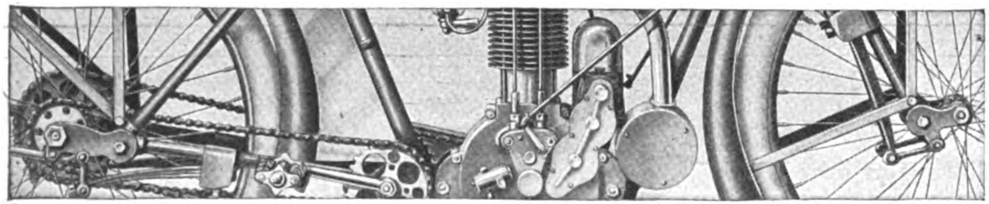
THREE h. p. Peugeot motorcycle motor for sale; mechanical valves, carbureter, muffler and belt, $27. "K," care of MOTORCYCLE ILLUSTRATED, 51 Chambers street, New York City.

FOR SALE.—A Minneapolis 1911 model N, big 5, two speeds; good as new; tires good for season; factory overhaul this year; improvement on bill, $50. Reason for selling, going into the auto business. Price, $225. L. G. Barnes, Liverpool, N. Y.

TRAVELING SALESMEN WANTED in New York, Pennsylvania, South Atlantic and Gulf States east of Texas, Ohio, Indiana, Kansas, Missouri, Colorado, Montana, Oregon, Canada and other good territory to place local agencies for M-M motorcycles and a new machine we are just launching on the market. Liberal commission on initial and subsequent sales, making large income possible. Can be handled alone or in conjunction with other lines. We wish to negotiate only with men of experience, good address and personal appearance. Address American Motor Company, 716 Center street, Brockton, Mass.

GOING TO SWEDEN—Would like to introduce a good and cheap motorcycle. Well acquainted in sporting stores. Address C. P., c/o MOTORCYCLE ILLUSTRATED.

EXPERIENCED MOTORCYCLE and supply salesman going to California would like a line of specialties and good medium-priced machine to represent there. References. Address "Specialty," MOTORCYCLE ILLUSTRATED.



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FOR SALE.—1909 Erie attachment, new Meco coil carbureter; complete, $15. C. W. Ballah, Bayard, Iowa.

FOR SALE.—Reading Standard motorcycle, 4 h. p., 1909 model, good hill climber, in fine condition, $95. Edw. W. Powell, 85 Beach street, Wilkesbarre, Pa.

1910 M. M. twin, 7 h.; excellent condition; Bosch magneto; Schebler carbureter, just overhauled, new bearings, valves and tubes. Price $135. H. S. Little, Newburyport, Mass.

FOR SALE.—Brand new 1912 Minneapolis two-speed, model N. spring frame motorcycle and extras. Ridden but TEN MILES. $200. For further particulars write "Hig," MOTORCYCLE ILLUSTRATED, New York, N. Y.

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FULL LINE of N. S. U. and Flanders "4" motorcycles; N. S. U. repairs and parts, two-speeds, motorcycle accessories. The Sun Motor & Supply Co., 206 West 76th street, New York.

YOUR BROKEN MOTORCYCLE CYLINDERS and crankcases made good as new by autogenous welding at an average charge of about one-quarter cost of new parts. No charge made unless weld is satisfactory. References cheerfully given. Waterbury Welding Company, Waterbury, Conn.

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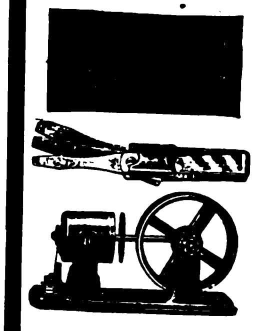

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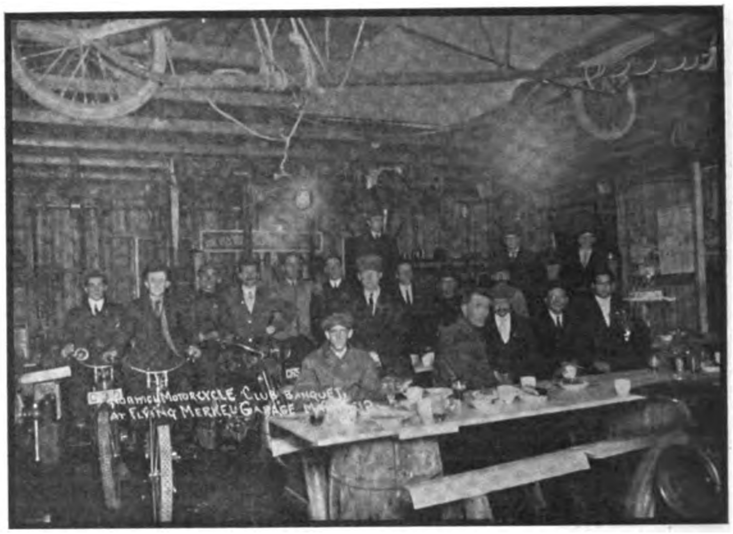
215 PRESTON BROS. INC. 213

Window Display of Merkels in Preston Brothers' Store in Norwich, Conn. Stebbins and Gujnet, agents.



"Shop Luncheon" Given by Merkel Agents, Stebbins and Gujnet, to Members of the Norwich Club.

EXPECT 1,000 RIDERS.

PLANS are gradually being completed for the big meeting of the Federated Motorcycle clubs of the San Joaquin Valley in California, June 1-2. One thousand riders are expected to attend.

LONG TOWING TRIP.

GORDON TOWNSEND, a bicyclist of Atchison, Kan., recently was towed over 100 miles on his machine by Harry Fishwick, an Atchison motorcyclist, whose mount stood up nobly under the unusual strain.

NEW CLUB IN BLOOMINGTON.

MOTORCYCLE activities in Bloomington, Ind., were increased recently when a new club was organized to succeed the McLean County Club. The new club adopted a resolution asking the city council to place a ban on the use of the open muffler.

MORE than half the motorcyclists in Akron, Ohio, lined up in a twenty-mile parade recently. The city has 450 riders.

THE Holland (Mich.) Motorcycle Club recently made its first run of the season to Grand Rapids.

HOW IT IS DONE IN JERSEY

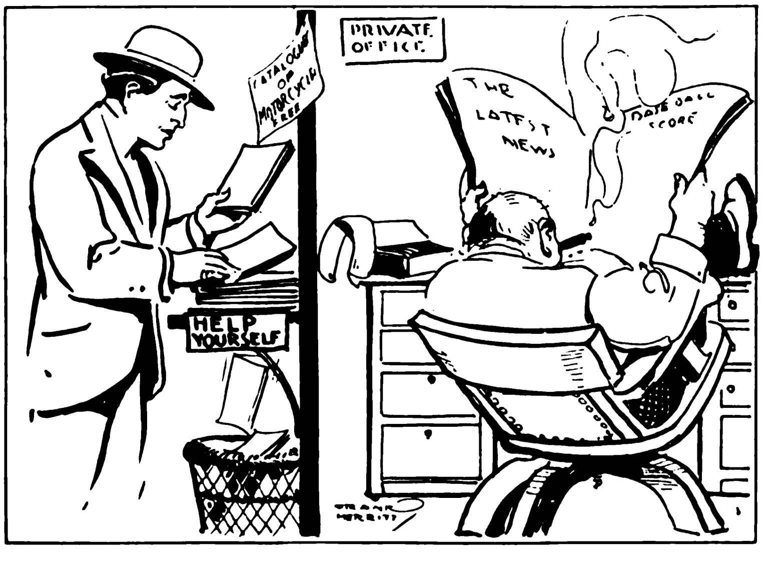
Camden Motorcop Chased High-Speed Automobile Thirty Miles and Finally Captured the Offenders.

MOTORCYCLE POLICEMAN KAY, of Camden, N. J., recently chased a speeding automobile thirty miles on his machine and finally arrested the offenders. The chase started in Camden and ended in Hammonton. Kay placed the speeders under arrest in Camden and started to pilot them to police headquarters, but on reaching a side road the high-speed car swung off and headed out of the city at a breakneck pace. This aroused Kay's dander and he settled down to the chase, determined to land his men if he had to trail them all over the State.

After the more populous suburbs of Camden had been passed the driver of the automobile threw caution to the wind and whirled across country in a manner that brought peaceful homesteaders gasping to their front gates. Not far behind was Kay, doubled over his handlebars and burning the road very much after the manner of a streak of chain lightning that has had its feelings hurt. Kay's only fear was that his gasoline would run out, but it didn't. Finally Hammonton came into view and the automobile was still leading by less than one hundred yards. Kay was on the verge of exhaustion, but he flashed through the town without diminishing speed. As the automobile was passing out of Hammonton a farmer's wagon blocked the road ahead, and the car was forced to slow up for a few seconds. That was all Kay needed, however, and he leaped onto the footboard of the big machine, allowing his motorcycle to roll to the side of the road.

When his breath returned the Camden officer placed his hand on the butt of something that bulged his hip pocket and remarked that the party was under arrest. And he wasn't in a mood to argue the matter. Folks down Camden way now look upon Officer Kay and his single-tracker with pardonable pride, and automobilists of the vicinity are running their cars at such low speed that they are in danger of being run down by milk wagons and perambulators.

THE Evansville (Ind.) Motorcycle Club is considering plans for a long-distance run to Indianapolis and return by two of its members. The distance is 408 miles.



A GOOD CATALOG

is in its way an excellent thing. Properly compiled, handsomely printed and intelligently illustrated, it serves a very worthy purpose in promoting sales.

But the most expensive catalog is quite incapable of talking.

That's the dealer's cue.

Very few, if any, prospects expect to get all they want to know out of a catalog. They like to "talk it over," and have their questions answered by the agents for the machines they contemplate purchasing.

The dealer who places 75% dependence upon catalogs doesn't buy machines in carloads.

Every Rider Wants Low Position

SUPERIOR

PERSONS CHAMPION MOTOR SEAT
PATENTED

Model-R-Champion
Size, 13" x 12¼"

QUALITY

This saddle gives you the lowest possible position with good wide seating surface.

The Only Saddle

With genuine compound springs that absorb all the shocks

The Persons Mfg. Co.
Worcester, Mass.

The Federation of American Motorcyclists

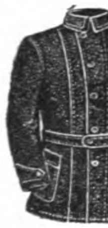
Governs and administers the sport of Motorcycle racing and other competitions in which motorcycles engage; it defends and protects the rights of motorcyclists and facilitates touring; it encourages the use of motorcycles and promotes the general interests of motorcycling.

For F. A. M. Booklet and all information write

E. M. ESTABROOK
Chairman Membership Committee F. A. M.
Bangor, Maine

CLOTHING and LEGGINS

WE NOW MANUFACTURE LEGGINS AND CLOTHING AT PRICES TO FIT EVERY PURSE

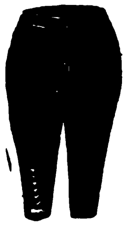


Nathan's Motorcycle Suits

Our experts have used the same care in designing these suits as they have with all our product. The style, the perfect fit, the wearing qualities, the comfort found in these suits will agreeably surprise you.

Quality.	Style.	Retail Price.
Neverleak	Norfolk coat	$6.00
"	Riding breeches	5.50
Khaki	Norfolk coat	4.50
"	Riding breeches	4.00
Covert Cloth	Norfolk coat	3.75
" "	Riding breeches	3.25
Light Weight Khaki	Norfolk coat	3.00
" " "	Riding breeches	2.50

In ordering give waist, chest and inside leg measurements.

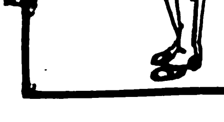


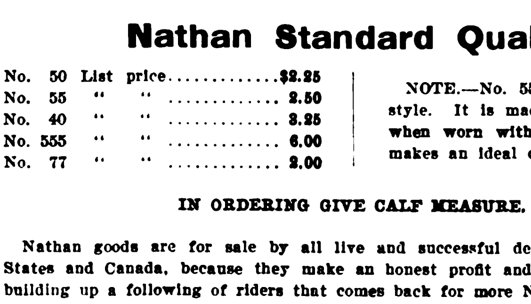
THE FAMOUS KOVERAUL NATHAN GARMENT
Patent Pending

IS A BIG SUCCESS BECAUSE it is the only garment permitting the motorcyclist to make a trip over muddy or dirty roads without soiling his clothing. At a hotel, restaurant or home he may remove his **KOVERAUL** in a moment and his clothing will be neat and clean as when he started.

Quality.	Style.	Retail Price.
Neverleak	Coat	$6.50
"	Trousers	5.50
Mackintosh	Coat	8.00
"	Trousers	7.00
Khaki	Coat	4.50
"	Trousers	4.50
Covert Cloth	Coat	3.75
" "	Trousers	3.75

In ordering give chest, waist and inside leg measurements.





Not only is the leather used in our leggins better than the best of other makes, but the workmanship is also the best. Convince yourself by comparing Nathan leggins with others. Place them side by side. You need not be an expert to see that Nathan leggins are the best and you will know why we are proud of our product.

Nathan Standard Quality

No. 50	List price	$2.25
No. 55	" "	2.50
No. 40	" "	3.25
No. 555	" "	6.00
No. 77	" "	2.00

NOTE.—No. 555 is our High Hip style. It is made in one piece and when worn with our Koveraul coat makes an ideal combination.

IN ORDERING GIVE CALF MEASURE.

Nathan goods are for sale by all live and successful dealers in the United States and Canada, because they make an honest profit and above all they are building up a following of riders that comes back for more Nathan goods.

SEND FOR COMPLETE CATALOGUE AND PRICES.

NATHAN NOVELTY MFG. CO., 84 A Reade Street, New York City, N. Y.

Cut Out "That Lonesome Feeling"

THE fellow with a Majestic Side-Car has first pick of the girls in his town. That's something. He can attach the car in a couple of minutes for an evening's ride. That's about one-tenth the time it would take **her** to change to a tandem suit. She's always ready. They're **all** always ready. You are under no special obligation to **anyone**!! In using a Majestic car there is a sense of companionship found in no other sport on earth.

Investigate it. Take a ride in one yourself. It's the only thing that beats motorcycling alone. Talk it over with your agent. Then write to us.

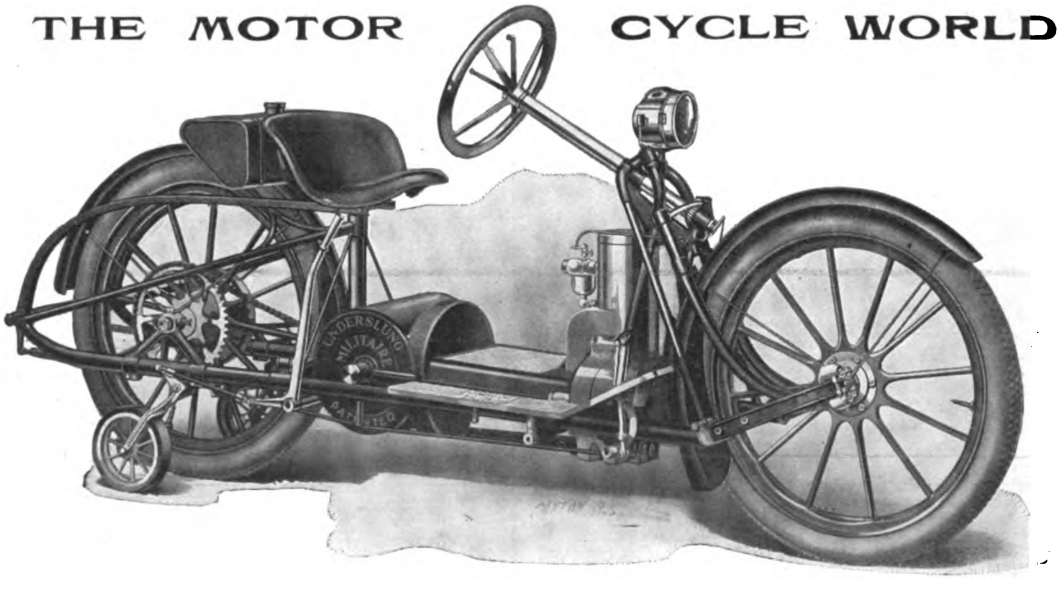
Price $60.00

MAJESTIC MANUFACTURING CO., WORCESTER, MASS.

(DON'T BE LONESOME; REMEMBER THE GIRL)

FIVE YEARS AHEAD

OF THE MOTOR CYCLE WORLD



THE UNDERSLUNG MILITAIRE

The Machine They're All Talking About **1912** **THE MILITAIRE AUTO CO., Inc.**

CATALOGUE SENT ON REQUEST

302-304 Columbia Bldg., Cleveland, Ohio, U. S. A.

THE BARCO MOTORCYCLE CHIMES

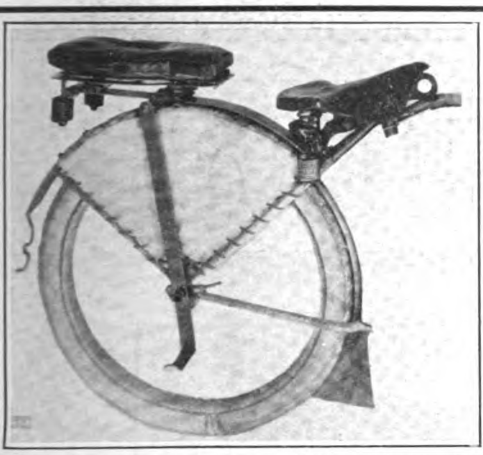
A NEW EXHAUST CHIME for motorcycles modeled after the Barco Automobile Chime. The horn has three tones which carry a long distance.

Operating device works from cross-bar between seat post and handlebar post.

The only high-grade device made for motorcycles.

BARCO BRASS & JOINT CO.

230 N. JEFFERSON STREET CHICAGO



Our 1912

Fox Seat

(Pat'd & Pats. Pending)

AN INCOMPARABLE TANDEM SEAT, LUGGAGE CARRIER, BACK REST AND INNER TUBE RECEPTACLE.

It will fit your Motorcycle.

Built by

FOX MFG. CO.

SEATTLE, WASH.

Write for Prices

BOSCH
BOSCH

BOSCH

OVER A MILLION Bosch users know magnetos to be the most efficient and reliable of ignition systems. Why chance others?

If it's good for a million it's good for you

BOSCH MAGNETO COMPANY

223-225 West 46th Street NEW YORK

ABESTO-PULL-E-TAPE

The only article on the market which will do away with belt trouble

HARLEY DAVIDSON

ABESTO PULL-E-TAPE

gives wonderful results when wrapped two or three times around pulley.

Prevents Belt from burning, hardening and becoming glossy.

NO SCREWS TO CUT THE BELT

Made in All Standard Widths **Price, 50 Cents a Roll**

Send for it now and have it when you need it

DEALERS*—*Write at once for discount—our proposition is a live one.

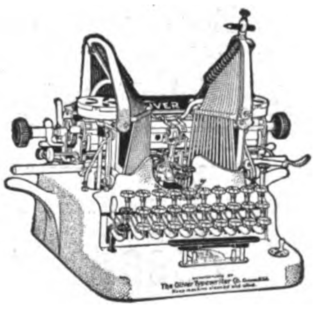
KRAFT KNITTING CO.

150 E. Exchange St. AKRON, OHIO

You Can Pay 17 Cents a Day

The largest typewriter concern in the world offers you the best typewriter in existence for 17 cents a day.

This certainly places a premium on pennies! It recognizes honesty as a commercial asset.



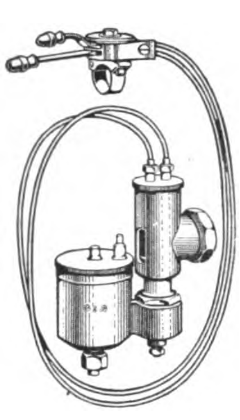
The Oliver Typewriter

The Standard Visible Writer

Its Record Has Never Been Equalled **Catalogue Free**

THE OLIVER TYPEWRITER CO.

310 BROADWAY NEW YORK, N. Y.



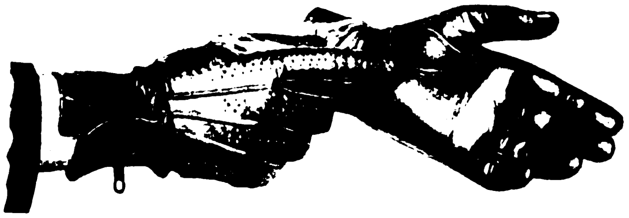
Imported Single-Jet B & B Motorcycle Carbureter

Fits Any Machine—Entirely Controlled from Handle-Bar

The B & B carbureter affords simplicity, efficiency and ease of control at all times. With a B & B you needn't bend down and take your hands from the bars in order to adjust your mixture. Instead, adjustment of the flow of gas and air to fit changing speeds is possible without the rider changing his upright position. Price is low, and material and workmanship the finest.

Write for catalog, price and agency terms

A. J. MUSSELMAN, IMPORTER, 1305 Wells Street, CHICAGO



Cool Hands In Warmest Weather

Grinnell Gloves are Ventilated by tiny holes across backs and fingers

Motorcycle in complete comfort this summer, in gloves that admit the cooling breezes. Grinnell Gloves are in every way built to fit the needs of the Motorcyclist. They're made of real velvet coltskin, that is soft as kid, but tough as rawhide. When soiled and greasy you can wash them out in soap and water or gasoline. They dry out soft as new.

Grinnell Gloves for Motorcycling

are guaranteed never to peel, crack, harden or shrink from service. They wear like iron. They have our new reinforced "grip-tite" palm, which doubles the wear and the comfort.

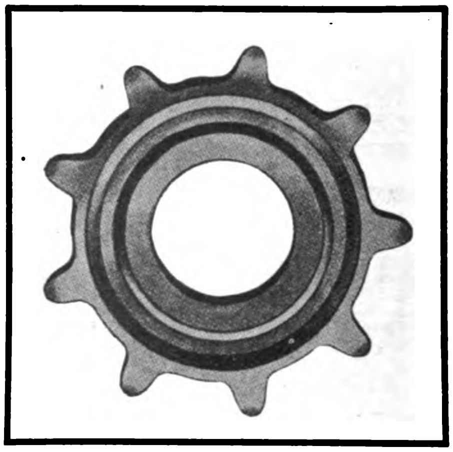
Get a pair on approval

See Grinnell Gloves at your dealers. If he hasn't them, write us his name—tell us the size, style glove you wish and color—gray, black or tan. We'll send a pair on approval, prepaid.

Write for samples of leather and catalog showing our up-to-date styles

Morrison-Ricker Mfg. Company 27 Broad Street Grinnell, Iowa

SPROCKETS

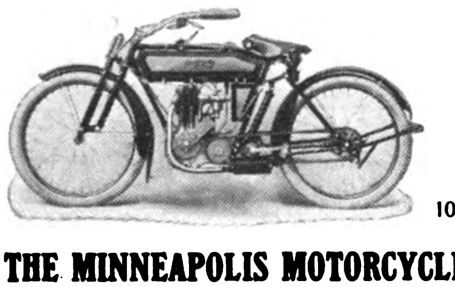


Hydraulic Pressed Steel Co.

Cleveland, Ohio

Consider Two Points of the

2-Speed Minneapolis Big 5



Absolute Dependability

and

11½ h.p. when needed

Postal brings description of this and also 10 H. P. TWIN MODEL

THE MINNEAPOLIS MOTORCYCLE CO. MINNEAPOLIS MINN.

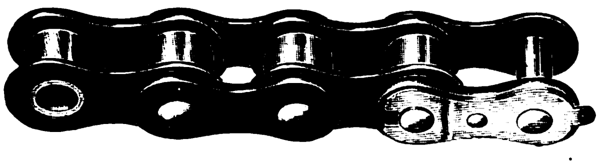
WetprufeBelt The Stretchless Motorcycle Belt

Is the Ideal Motorcycle Belt

Made from the choicest portions of selected hides. Absolutely waterproof and stretchless. Tensile strength, 6,000 lbs. to the square inch. After an 800 mile test run, through bad roads, dust, mud, sand, gravel, from Indianapolis to Chicago, Milwaukee, St. Joe, Sandusky, and back to Indianapolis, the "wet prufe" belt came back in perfect condition, had not stretched a particle in spite of drivers' instructions to ruin it if possible. It will end your belt troubles.

HIDE, LEATHER AND BELTING CO.
227 South Meridian St., Indianapolis, Ind.

WHITNEY



High-Grade Motorcycle Chains

ARE accurate, strong, durable and dependable, because they are made from material selected for quality regardless of cost, and are made by specialists in a factory especially equipped for the making. When making replacements, try a "Whitney" and get acquainted with its merits.

"WHITNEY" CHAINS

Are Built for Strains

THE WHITNEY MFG. CO.

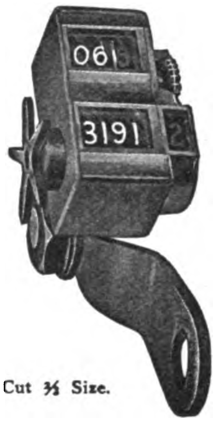
HARTFORD, CONN.

MOTORCYCLE TRIP CYCLOMETER

Veeder

Specially constructed to withstand hard motorcycle usage

It adds more pleasure to the sport. Registers accurately both total and trip mileage; miles in white, tenths of miles in red.



Cut ½ Size.

Easily adjusted to any motorcycle. Made for 24, 26, 28 and 30-in. wheels.

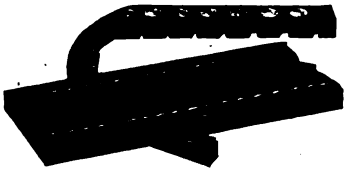
Sold everywhere—or write us
Price complete with bracket and striker **$3.00**

Also makers of Odometers, Tachodometers, Counters and Fine Castings

THE VEEDER MFG. CO.

42 Sargeant St. **Hartford, Conn., U. S. A.**

Save $3



on your next belt. Buy from the maker.

Every Oak Tanned or Buckskin Flat or V Belt guaranteed. It will only cost you one cent to get our prices. Write today.

Wayne Belting Co.

DEPT. M **DETROIT, MICH.**

Economy Is The Keystone Of Success

If you want to make the first long step toward true economy in the purchase of guaranteed motorcycle supplies and accessories, send for our large illustrated catalog. It will save YOU Money.

OBERWEGNER MOTOR CO.

Toledo, O.

IN A CLASS BY ITSELF

This perfectly constructed, neatly designed, nickel plated "Searchlight and Generator Combined", occupying a space 5 inches square and weighing but 24 ounces, stands far above the ordinary heavy cumbersome type where these essential features are lacking and will outlast in efficiency and durability lamps of poorer quality but higher cost.

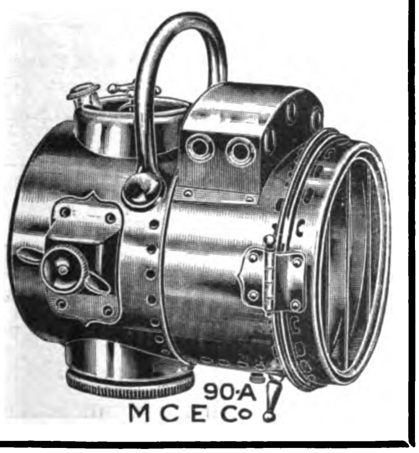
Price Each, $6.00

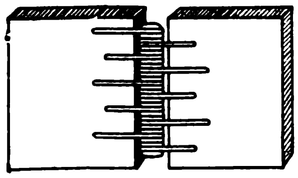
All live dealers have them

No. 90-A with Side Brackets
No. 90 " Rear Bracket

The Motor Car Equipment Co.

Manufacturers, Importers, Wholesalers
55 Warren Street Dept. B NEW YORK





Meco Belt Shackle

This patented article has saved hundreds of flat belt users a weary walk. It has saved them many dollars by being able to shorten, repair, take out a burnt section or mend a torn belt. It enables you to get 500 more miles out of a worn belt and will outlast the belt. It is impossible to repair a broken flat belt on the road, so be wise and carry a set of these little quick repair, break-down savers. State width of belt.

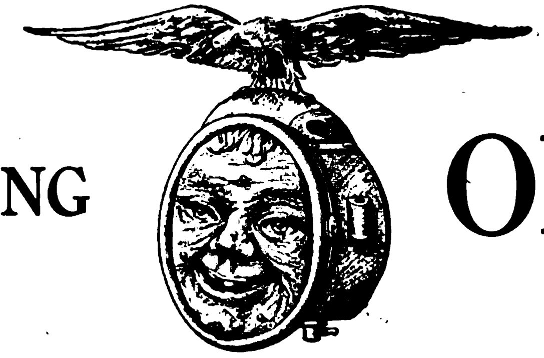
Price—3 for 25c. prepaid. Order today of your dealer or direct from us. Discount to the trade.

Motorcycle Equipment Co. **HAMMONDSPORT N. Y.**

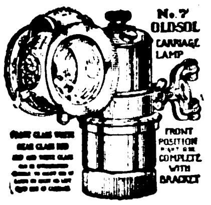
Kindly always mention the paper when writing to advertisers.

I AM

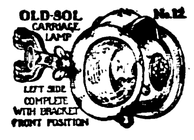
HAPPY, SMILING



OLD SOL



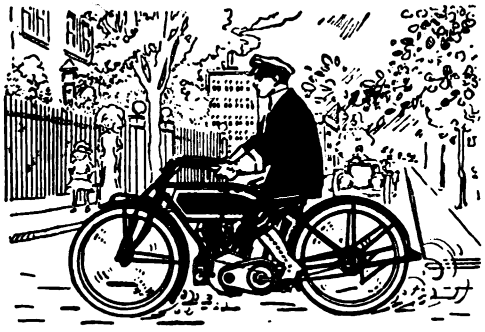
"Old Sol" Lamps are not only for Bicycles and Motorcycles but for Carriages as well, and here we show two models.



Send for the new 1912 Catalog giving all models

MANUFACTURED BY

HAWTHORNE MFG. CO., Inc., Bridgeport, Conn., U. S. A.
and by **POLLOCK MFG. CO., Ltd., Berlin, Ontario, Canada**



$20.00 WORTH FOR $15.00

SAVE MONEY ON

Motorcycle Supplies

UNTIL JUNE 1st

For $15.00 we will ship you the following assortment—every item new standard goods:

1 28 x 2½ single or double clinch Casing (United States, Goodyear, Diamond or Empire makes).
1 28 x 2½ Inner Tube (above makes).
1 Detroit Luggage Carrier (regular price, $3.50).
1 pair Standard Motorcycle Pedals.
2 Mica Spark Plugs, any size.

You can find out from any dealer what you would have to pay for these things at retail.

All kinds of Motorcycle supplies at corresponding savings.

Motorcycle Co-Operative Supply Co.
654 Woodward Ave. - - Detroit, Mich.

FREE

A trial copy of the spring edition of the one dollar magazine

The Motorcyclist

will be sent to any motorcycle dealer or rider—FREE.
Keller's 25c. Booklet — construction, management and care of motorcycles, for a short time, 15c. postpaid.

MOTORCYCLE EQUIPMENT CO., Hammondsport, N. Y.

CYLINDERS

Are our Specialty
(From Customers' Patterns Only)

Also Pattern Work

WRITE FOR PRICES

RACINE FOUNDRY CO. Racine, WIS.

CASH

for your motorcycle. Nothing too old, nothing too new for us to buy. We will buy one or a hundred.

Box 13, Station G.
New York City

HEITGER MOTORCYCLE CARBURETERS

Made especially for motorcycles in a factory devoted to this product alone, with capacity of 1,000 per week

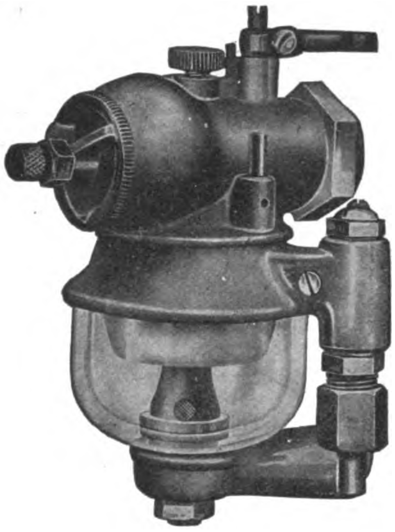
Read what this rider says about the HEITGER, this is an unsolicited testimonial, we have hundreds of such.

New York, February 20, 1912.
Heitger Carbureter Co.,
Indianapolis, Ind.

Gentlemen: I notice in the February 8 issue Motorcycle Illustrated, in your advertisement, that I had traveled 2,200 miles on my sturdy Emblem, in all kinds of weather, etc., from 4 below to 102 above without the slightest trouble.

I may now add an epilogue to that, I have covered more than 12,000 miles to date without the slightest trouble and without renewing a single part. I would rather pay more for a HEITGER and feel assured of never having trouble than experiment with others.

"F. L. Valiant."



Model H—¾", Net $9.50.
Model G-D, Net $10.00.
Either Glass or Metal Bowl.

There are over 25,000 of them in use, in all parts of the country, on all makes of machines. They will give the minimum and maximum speeds your machine is capable of, as slow as five miles and up to the limit; never fail to INCREASE the speed of ANY machine. With motor in good condition we guarantee 75 miles per gallon, road riding. Thousands of riders are getting up to 100 miles per gallon; have economy records up to 200 miles per gallon. The glass bowl enables one to eliminate doubt as to gasoline level, dirt, etc.

HEITGER CARBURETER CO. **1129 Bleecker St. Indianapolis, Ind.**

Insist On Standard Pedals

Our products for the Cycle Trade include:

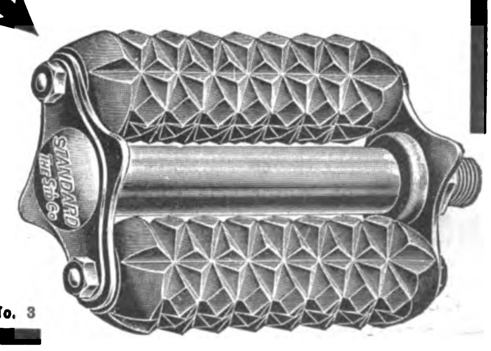
Emergency Axles, Sager Motorcycle Toe Clips, Diamond E Spokes, Bridgeport and Standard Pedals, Sager and Standard Toe Clips.

No other pedals give that "turkish carpet" feeling to the feet. The deep rubber corrugations in the big cushions keep the feet where they are put—they eliminate jars, bumps and other disagreeable features when negotiating rough roads.

With one eye to *durability* and the other to *comfort* we have succeeded in producing the ideal motorcycle pedal.

Write for our catalog. Standard quality plus Standard output mean big business for you, Mr. Dealer.

THE STANDARD COMPANY
Torrington, Conn.



No. 3

THE INFALLIBLE LINE

Price Complete, $3.00.

INFALLIBLE EXHAUST WHISTLE

This signal is the simplest and most perfectly designed whistle on the market. Very easy to attach. Held securely by two bolts. Absolutely free from clogging by carbon. Gives an intense piercing sound. Made of brass, highly nickled.

INFALLIBLE HEAD LIGHT

Throws a long and powerful light ahead and at the sides. It is specially adapted for motorcycle use. Very strongly and handsomely made. Has perfect projecting 5-in. mirror and 6-in. flare front. Furnished in fine nickel or highly polished brass. Price, in Brass, $4.00; Nickel, $5.00. Brackets, per pair, 10c.

INFALLIBLE SPEEDOMETER

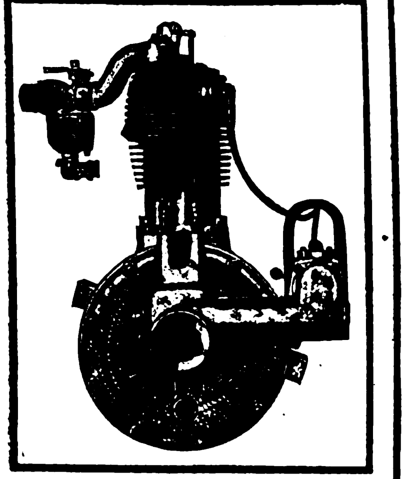
A perfectly adjusted and constructed instrument tested for accuracy. Guaranteed for satisfactory service. Steady registering hand. Made in three models: No. 1, registering speed only, price $7.50; No. 2, measuring season's mileage and speed, $10.00; No. 3, season and trip mileage and speed, $12.50. Mention make of motorcycle when ordering. Rear attachments furnished unless otherwise specified.

INFALLIBLE
F. A. BAKER & CO. NEW YORK

MODEL No. 2. Price, $10.00

F. A. BAKER & CO. 10½ Warren St., New York, N. Y. (Send for Catalogue)

A REVOLUTION IN MOTORCYCLE MOTOR DESIGN

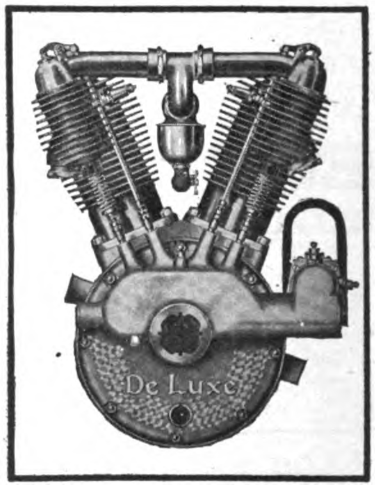


In bringing out our DE LUXE line of motorcycle motors, we have introduced a large number of improvements, and offer these motors as the most advanced now before the trade.

NOTEWORTHY IMPROVEMENTS.

One-piece crank shaft.
One-part crank case with cover.
Improved cam and magneto drive.
Oil tight motor.
Large Valves.
Simplified design throughout.
Reduced number of parts.
Silent Motor.
Large ball bearings mounted in steel lined pockets.
Equipped with Bosch Magneto.

These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.



FOUR SIZES

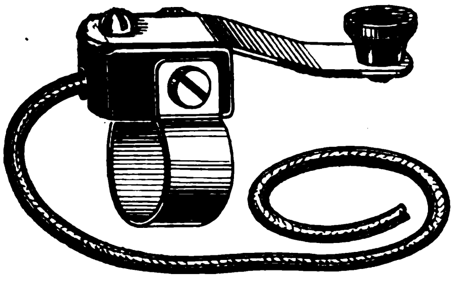
Four H.P. Single Cylinder. Five H.P. Single Cylinder.
Seven H.P. Twin Cylinder. Nine H. P. Twin Special.

PLAIN OR TWO-SPEED MODELS.

IMMEDIATE DELIVERY. CONTRACTS SOLICITED.

THE F. W. SPACKE MACHINE CO.
INDIANAPOLIS, IND., U. S. A.

Patents Pending.



SIMPLEX Magneto Cut-out

Perfect control of ignition without strain or wear on other parts. SIMPLE, NEAT and EASILY ATTACHED. Price **50c.**, or with cable **75c.**, mail prepaid.

See description of our new side-car on page 29 of this issue

SIMPLEX MACHINE WORKS
45th St. and Sixth Ave. - - Brooklyn, N. Y.

Complete Line Motorcycle Accessories

QUALITY, THE BEST — PRICES, THE LOWEST

Write for Catalog

W. D. ANDREWS 632-634 Main Street
BUFFALO, N. Y.

All Sizes and Styles $1

Red Head
SPARK PLUG

Emil Grossman Co., Mfrs.
254 W. 54th St.
NEY YORK
FACTORY AND BRANCH
844 Woodward Av.
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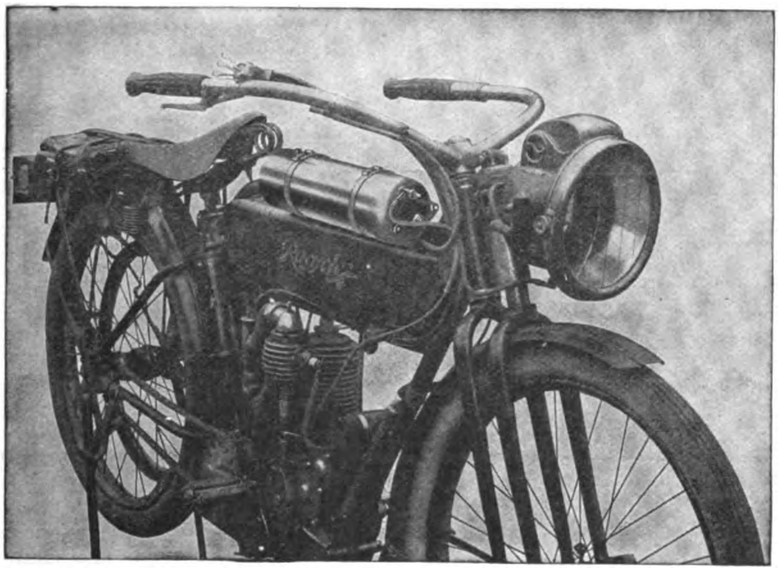
Kindly always mention the paper when writing to advertisers

JUNIOR CARBO-LIGHT TANKS

**FITTED ON
ANY
MOTORCYCLE
ANY
POSITION**

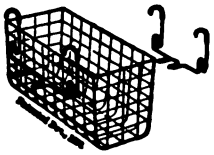


**THOUSANDS
IN USE
UNIVERSAL
SATISFACTION**

Beautifully nickeled tank, 4 x 12 inches. User recharges it himself at cost of ten cents for 25 hours of White clear flame. Write for booklet and find out what users say about the CARBO-LIGHTS. Dealers' offer.

CARBO-LIGHT CO. - - ANDERSON, IND.

Dowe's Bicycle Luggage Carriers



Best Thing for the purpose ever put on the market. In use all over the United States. ¶ Can put on or detach instantly with adjustable hook. ¶ Good sellers because the riders all want them and the price is popular. Write for Prices.

DOWE WIRE & IRON WORKS
Louisville - - - Kentucky

Everything You Need
The LIVE STORE
OF NEW ENGLAND
Large and Complete Stock of
BICYCLE AND MOTORCYCLE SUPPLIES
Reasonable Prices Prompt Shipments Catalogue Free
The Hub Cycle Co., Portland St., Boston, Mass.

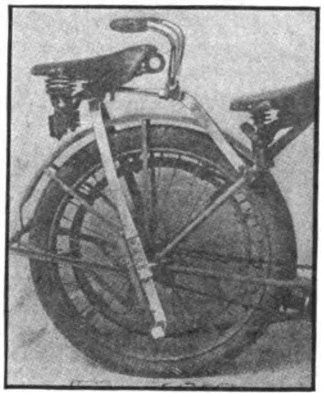
NSU

COMPLETE STOCK OF PARTS FOR ALL
N S U
MOTORCYCLES and TWOSPEEDS
WRITE FOR PARTS LIST
THE SUN MOTOR & SUPPLY CO.
307 AMSTERDAM AVE. NEW YORK CITY

OUR 1912 CATALOG IS READY

WRITE FOR IT

THE SIDNEY B. ROBY CO.
ROCHESTER, N. Y.
Bicycle and Motorcycle Sundries Garage Supplies



1912 DUCK 1912

TANDEM ATTACHMENT
Smoothes the Way
THE ASSURANCE OF LUXURY

by the addition of this tandem attachment has been unquestionably demonstrated. Always perfectly adjusted as to leverage, whether saddle be moved forward or backward. Permits of low riding position.

Particularly safe on account of extra handle bars.

Complete with Saddle and Handle Bars	$16.50
Without Saddle and Handle Bars	$11.50

FREED MFG. CO.
1438-40 Market St., San Francisco, Calif.
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INVADER OIL for MOTORCYCLES

A lubricant tested for this special use and found to be A1. Tell us your particular make of motorcycle and we will advise which is the most suitable grade.

CHAS. F. KELLOM & CO.
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GET WHIPPLE'S NEW "DATED" SECOND HAND LIST

Prices have "TUMBLED"—Are you "HIP" to "WHIP"? He's handing them out fast. Ask for DATED LIST. If you delay you lose, if decisive you win. Now's the time to buy a good, used machine (and buy it right). We ship to all points. We are RESPONSIBLE; if you don't know "Whip" ask any real motorcycle man or any large dealer.

WHIPPLE THE MOTORCYCLE MAN
WHIPPLE MOTORCYCLE BUILDING
1227 West Jackson Boulevard CHICAGO (West of Centre Avenue)

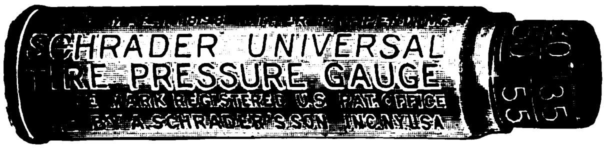
Have You Had Trouble With Your Tires?

A very large percentage of all punctures and blow-outs occur from improper tire inflation.

WOULD YOU PAY $1.00 TO OVERCOME

delays, difficulties and expense resulting from these misfortunes?

Schrader Universal Tire Pressure Gauge


CHRADER UNIVERSAL
RE PRESSURE GAUGE
TRADE MARK REGISTERED U.S. PAT. OFFICE
A. SCHRADER'S SON INC. N.Y. U.S.A.
35
55

(Made under patent dated March 1, 1898.)

Accurately registers at all times the exact air pressure in tires.

Simply hold gauge to tire valve for a second and recording sleeve will indicate air pressure and remain fixed until pushed back into place by the finger.

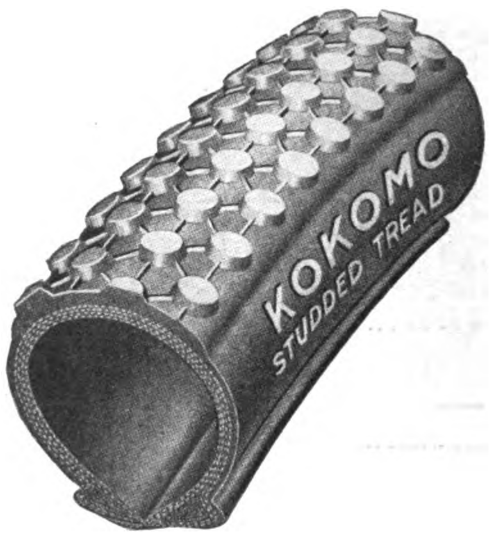
Carried easily in vest or change pocket, being only 2½" long. So simply constructed as to almost never become out of order, and if it does go wrong it will immediately tell by the action of the indicating sleeve that it needs repairs. Leather case comes with it.

PRICE $1.00 EACH

Guaranteed Simple and Absolutely Accurate

Can be obtained from all tire manufacturers, jobbers and dealers, or

A. SCHRADER'S SON, Inc.
28-30-32 Rose Street NEW YORK CITY



The materials entering into the construction of a tire are important factors, but something more than the best materials is necessary to produce the desired results—that something is the knowledge of rubber and how to handle it from its crude state to the finished article.

Kokomo Tires

SIXTEEN YEARS OF EXPERIENCE is back of every Kokomo Tire, and experience counts for more in the manufacture of rubber tires than in any other industry.

It is this experience that eliminates the guesswork and places our product beyond the experimental state.

Kokomo Motorcycle Inner Tubes command the largest sales because of their uniform quality.

Supplied in both Butt-End and Endless.

KOKOMO
RUBBER COMPANY

KOKOMO, IND.

FOLLOW THE LEADERS BE GUIDED BY

20th CENTURY LAMPS

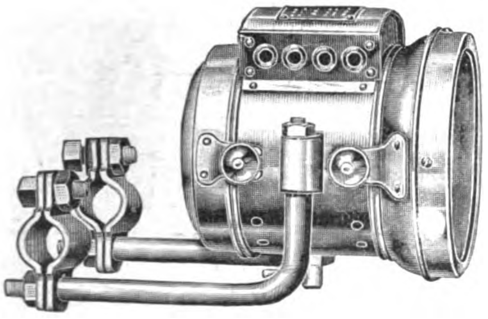
REAL LAMPS NOT TOYS

The Leaders in their Line. Powerful, Dependable Head Lights

For BICYCLES and MOTORCYCLES. Built for wear

They prove their own efficiency better than we can. Buy one and SEE

You can't go wrong—even on the darkest night



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20th Century Mf'g Co

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1912 Motorcycle Manual

Paper Cover
25 Cents

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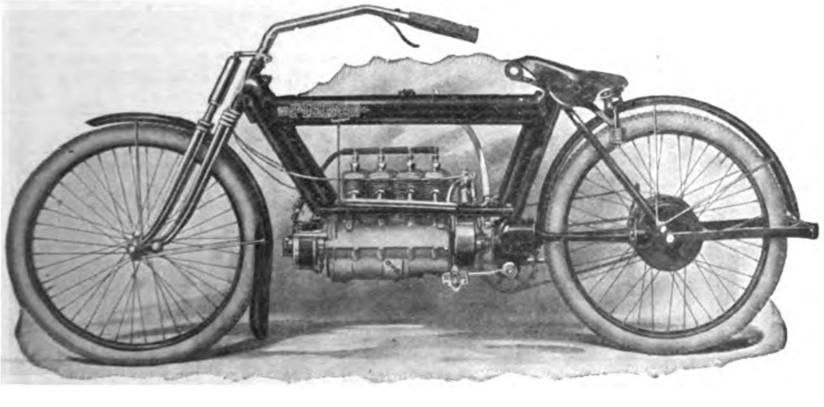
Cloth Bound
50 Cents

"All About The Motorcycle"

MOTORCYCLE PUBLISHING CO.

51 CHAMBERS ST., NEW YORK CITY



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WILSON BROS. CO.

DEALERS: Sell a good seller

The Pierce Cycle Co. Buffalo, N. Y.

JUST OUT

SRB New Catalog 24A which fully describes our line of Ball and Roller Bearings. Send for it. SRB

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The Wheel of Perfection

ATLAS

Atlas Metal and Fabric specialties are worth while having, and sold by all up-to-date dealers. All styles of Leggins, Tool Rolls, Magneto Covers, Tail Lamps and many other useful articles to comfort the motorcycle public are manufactured by

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50 CENTS - - - CLOTH BOUND
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THE "STANDARD"

The Speedometer reliably and permanently accurate. An added pleasure and protection to the motorcyclist. Fittings for practically all standard makes of motorcycles. Send postal for Handsome Catalogue. Act at once.

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Get An Auburn Plug

It Insures a Good Spark

We are just conceited enough to claim that in the Auburn you will find the

Most Efficient, Durable and Lasting Motorcycle Plug on the Market

NEW YORK MICA & MFG. CO.
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The New "N. A." BREEZE Carbureter

Delivers a larger volume of properly mixed gas than any other motorcycle carbureter in the market

THE NEW "N. A." BREEZE

Works Perfectly When Throttled Down Even to 230 Revolutions Per Minute.
At over 3,500 revolutions it is just as effective.
Auxiliary Air Valve and Passages have been enlarged.
A perfect mechanical device to increase gasoline supply automatically with the opening of the throttle has been fitted.

Send for free catalog. Our Engine Trouble Text Book, 54 pages, three times as large and thrice as valuable as last year's publication, will be mailed for 10 cents.

Breeze Carbureter Co., 251 South St., Newark, N. J.

MAKE A MOTORCYCLE OF YOUR BIKE

at small cost by using our attachable outfit. It fits any bicycle. Motorcycles, all makes, new and second-hand, $35.00 and up. Send stamp for catalog and bargain list. Keller's new 104-page booklet, "Construction, Management and Care of Motorcycles," is now ready. Price, postpaid, 25c.

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ACME ALUMINUM SOLDER

Marks a discovery in methods of working Aluminum.

IT IS AN ALLOY OF ALUMINUM

You can do as satisfactory work with this solder and a soldering iron as you could with an Autogenous Welding Outfit, with no danger from expansion cracks.

SAMPLE FOR A STAMP

We manufacture all kinds of Brazing, Welding and Soldering Fluxes, Solder Spelter, etc. Write for booklet on methods.

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SPRING RIDING SEASON

is about here

BE READY FOR IT

Motorcycles and Automobiles

AT 1/4 to 1/3 THE PRICE WHEN NEW

We specialize in selling standard makes of motorcycles and automobiles in slightly used condition.

Large assortment of used motorcycles, single, two and four cylinders; chain, belt or shaft driven—**Indian, Pierce, Reading Standard, Curtiss, F. N., N. S. U., M. M., Reliance, Thor, New Era, Merkel** and other high-grade makes from $35 up.

Practically all styles and makes of automobiles at $100 up.
We guarantee each purchase to be in perfect running condition.

Agents wanted everywhere. *Write for price lists and descriptions.*

GREEN'S PURCHASING AGENCY (Dept. M. I.)
1587 Broadway, (Cor. 48th Street), New York City

Shock Absorbing SADDLE ATTACHMENTS

The original and best shock absorbers in new models and at lower prices. The riding season is on. Get our catalog.

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831 South Olive St. - LOS ANGELES, CAL.

The Neverout

TRADE MARK

MOTORCYCLE OIL LAMP

(Patented)

SHOWING A RED REAR LIGHT

THE ONLY RELIABLE MOTORCYCLE OIL LAMP

LAMP WEIGHS ONLY 12¼ OUNCES.

The Neverout complies with the laws of the various States and Municipalities.

The Neverout burns kerosene ten hours with one filling, and will stay lighted under any and all conditions. All riveted—will not rattle or jar apart over roughest roads. Made in gun metal, brass or nickel finish. Double clamp bracket furnished; fastens lamp securely to fork of motorcycle. No danger of shaking off, and *shows red rear danger signal.* Sold by leading jobbers and dealers everywhere. The Neverout is equipped with a *Patent Glass Covered Reflector of German Silver,* instantly removable; never loses its original brilliancy.

The Neverout
Note rear signal
For motor cycles
Patented

Guaranteed to stay lighted or money refunded

FOR SALE BY LEADING DEALERS.

Made Only by **ROSE MANUFACTURING COMPANY**
933 Arch Street, Philadelphia, U. S. A.

Motorcycle Belts and Accessories
Chicago Belting Co
Chicago

YOU will forget this advertisement in a day or so but our catalogue will be of use all the year.

We furnish these books to dealers free. This is one of the ways we assist our agents to sell our belts.

Do you want to learn more?

Chicago Belting Co.

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Chicago

New York New Orleans Portland, Ore.

PREST-O-LITE
The Light Universal

Ask for full information on Prest-O-Lite Gas Tanks Prest-O-Tire Tubes, Prest-O-Tire Tanks, Prest-O-Carbon Remover, Prest-O-Welder, Prest-O-Starter and Prest-O-Liter.

THE PREST-O-LITE CO., 246 E. SOUTH ST.
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Capacity **Experience**

STEEL

RIMS

MOTORCYCLE
Single and Double Clinch—also Belt.
BICYCLE
G & J, Crescent and Drop Center,
AUTOMOBILE
Clincher, Q. D., Demountable and Channel.
AND

GUARDS

MOTORCYCLE AND BICYCLE
Raised Center and Crescent.

MOTT WHEEL WORKS
Manufacturers
UTICA, N. Y.
R. B. ABBOTT SALES CO., Sales Agents
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Quality **Price**

MOTORCYCLE TIRE CHAINS

Sold for Two years in all parts of world and NO KICK Yet

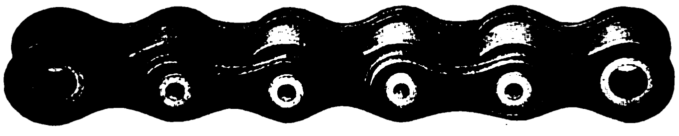
WHITTAKER CHAIN TREAD CO.
BOSTON, MASS.

"Simplex" Motorcycle Specialties

WRITE FOR CATALOG

DEALERS—OUR PROPOSITION IS A GOOD ONE—WRITE TODAY—NOW

ANGSTEN-KOCH COMPANY 360 W. Garfield Boulevard, CHICAGO



"DUCKWORTH"

CHAINS AND REPAIR LINKS
IN A CLASS BY THEMSELVES
Do Not Accept Any of the Just as Good Kind
THERE IS ONLY ONE DUCKWORTH

DUCKWORTH CHAIN & MFG. CO. - - - **Springfield, Mass.**

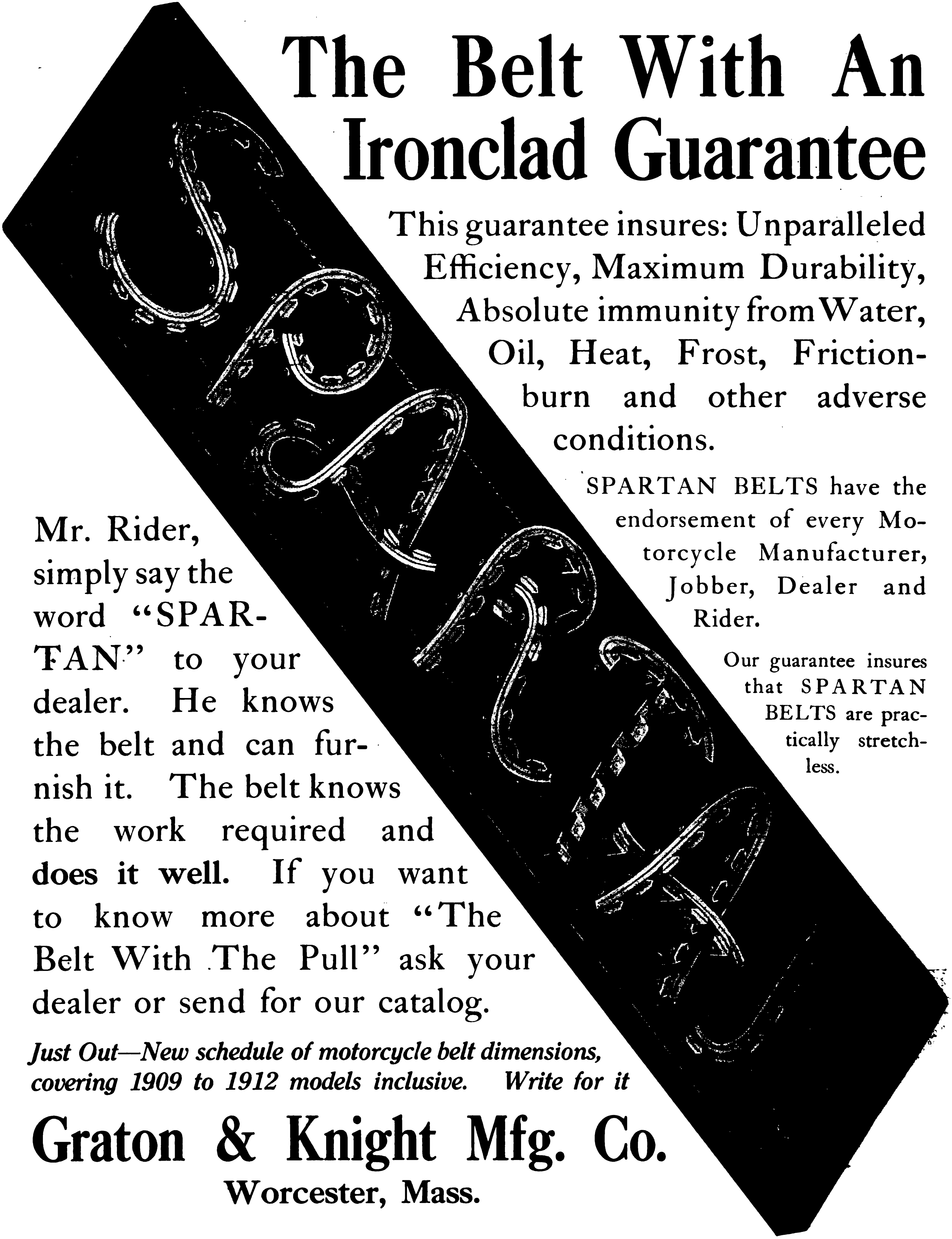
Kindly always mention the paper when writing to advertisers.

The Belt With An Ironclad Guarantee

This guarantee insures: Unparalleled Efficiency, Maximum Durability, Absolute immunity from Water, Oil, Heat, Frost, Friction-burn and other adverse conditions.

SPARTAN BELTS have the endorsement of every Motorcycle Manufacturer, Jobber, Dealer and Rider.

Our guarantee insures that SPARTAN BELTS are practically stretchless.

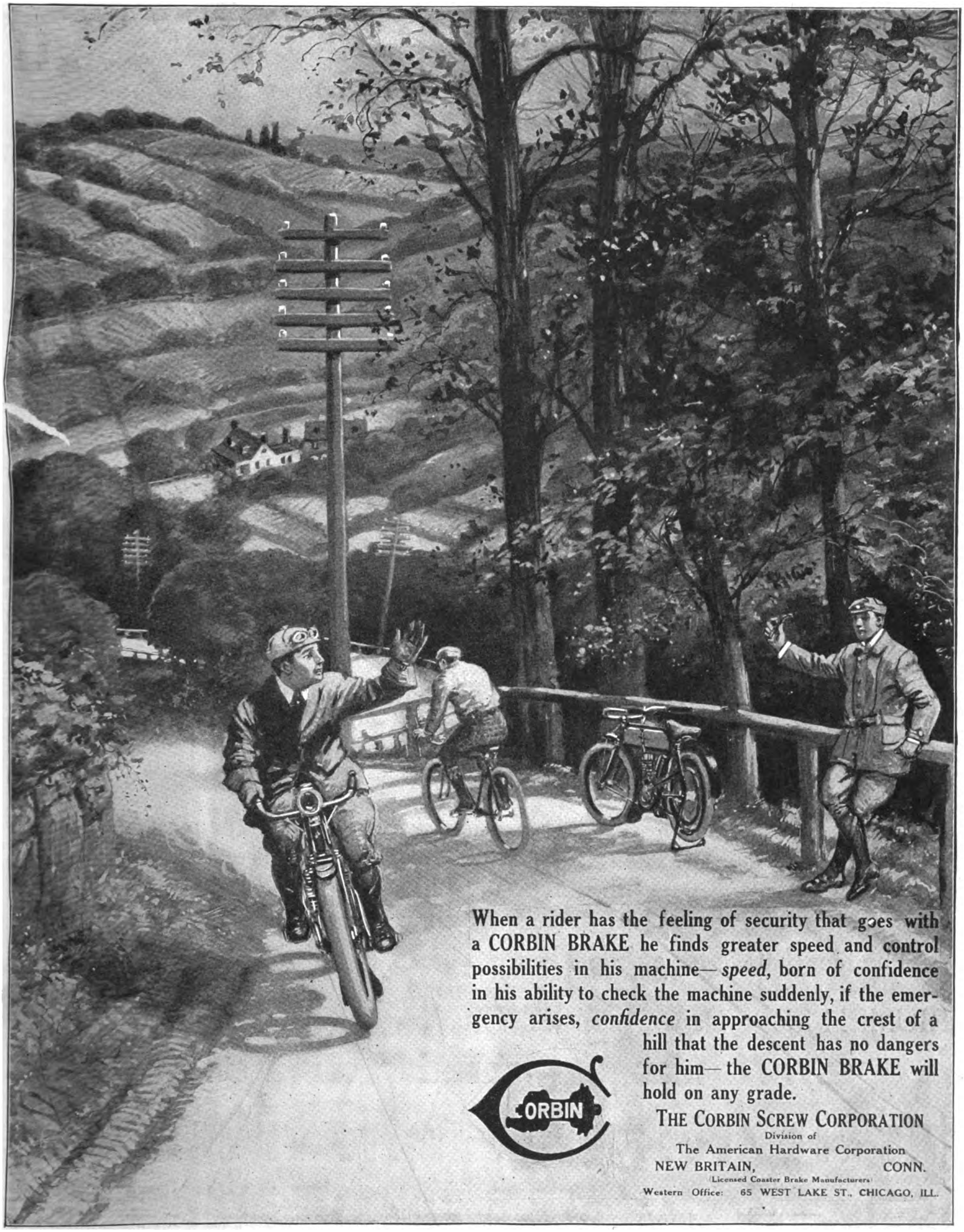


Mr. Rider, simply say the word "SPARTAN" to your dealer. He knows the belt and can furnish it. The belt knows the work required and **does it well.** If you want to know more about "The Belt With The Pull" ask your dealer or send for our catalog.

Just Out—New schedule of motorcycle belt dimensions, covering 1909 to 1912 models inclusive. Write for it

Graton & Knight Mfg. Co.

Worcester, Mass.



When a rider has the feeling of security that goes with a CORBIN BRAKE he finds greater speed and control possibilities in his machine—*speed*, born of confidence in his ability to check the machine suddenly, if the emergency arises, *confidence* in approaching the crest of a hill that the descent has no dangers for him—the CORBIN BRAKE will hold on any grade.

CORBIN

THE CORBIN SCREW CORPORATION
Division of
The American Hardware Corporation
NEW BRITAIN, CONN.
(Licensed Coaster Brake Manufacturers)
Western Office: 65 WEST LAKE ST., CHICAGO, ILL.

TRIUMPH ANNOUNCEMENT

For months we have been industriously engaged in the manufacture of motocycle parts preparatory to the commencement of deliveries of our product. We have been too busy to talk. We have said nothing, but have sawed wood. Now that we have our wood about all sawed, we talk to attract your attention to the result of our labors—THE TRIUMPH MOTOCYCLE.

The TRIUMPH is built by thoroughly seasoned, skilled mechanics who have had from four to ten years' experience in motocycle construction. They know exactly how a motocycle should be built. Every Department Head is an old timer. The Foremen of our Nickel Plating and Enamelling Departments have been at this class of work for 25 years. The Velvet Finish of the TRIUMPH will demonstrate the superior quality of their work.

You can appreciate what this means, Mr. Dealer, in having an organization which knows exactly what they are doing and how to do it. If we did not have such an organization of workers we would not dare to take the risk of extending to you the broad, liberal Sales Policy and Dealers' Contract we have prepared for you to take advantage of.

You know the kind of a Sales Contract you would write for yourself if given that privilege. Well, Mr. Dealer, that's the kind of one we are ready to sign with you. It's evenly balanced—of the "live and let live" kind—and just as full of pleasant surprises as the TRIUMPH Motocycle, which we tell you of on the opposite page.

The fact that we have adopted such a broad, liberal Sales Policy has already convinced many dealers that we have unbounded faith and confidence that the TRIUMPH Motocycle will meet with instant favor with buyers.

SINGLE SPEED, $225.00

TRIUMPH MANUFAC

51 TO 55 EAST WOODBRIDG

Triumph

MOTOCYCLE

BUILT FOR HEAVY DUTY TO FILL THAT DEMAND IN THE COMMERCIAL FIELD. NO ROAD TOO ROUGH OR HILL TOO STEEP FOR THE TRIUMPH AND ITS RIDER. POWER, SPEED, DURABILITY, QUALITY. ONE AND TWO-SPEED MODELS

EQUIPPED WITH THE

"NOJOLT" SEAT and FORKS

THE REAL ELIMINATOR OF FATIGUE. THIS IS THE PATENTED SEAT SO MANY ARE TRYING TO IMITATE AND OF WHICH WE WARN ALL INFRINGERS.

5½ H.P. SINGLE-CYLINDER LONG-STROKE MOTOR

WITH BEARINGS AND VALVES AS LARGE AS THOSE USED IN AUTOMOBILES. BOSCH MAGNETO, CHAIN TRANSMISSION, MULTIPLE DISC CLUTCH.

THE TRIUMPH TWO-SPEED AND CLUTCH IS ALL ENCASED IN AN OIL-TIGHT DUST-PROOF ALUMINUM BOX: NO GEARS WORKING ON DIRECT OR HIGH SPEED. NO GEARS TO THROW IN OR OUT OF MESH. FOOL PROOF. NO KICKING OF PEDALS TO START. THIS IS THE MODEL FOR HEAVY TRAFFIC, ROUGH ROADS AND MOUNTAIN CLIMBING.

TWO SPEED, $250.00

TURING COMPANY

STREET, DETROIT, MICHIGAN

H.P.HANSEN
Pres.
C.J.McCORMICK
V.Pres.

The Men Behind It

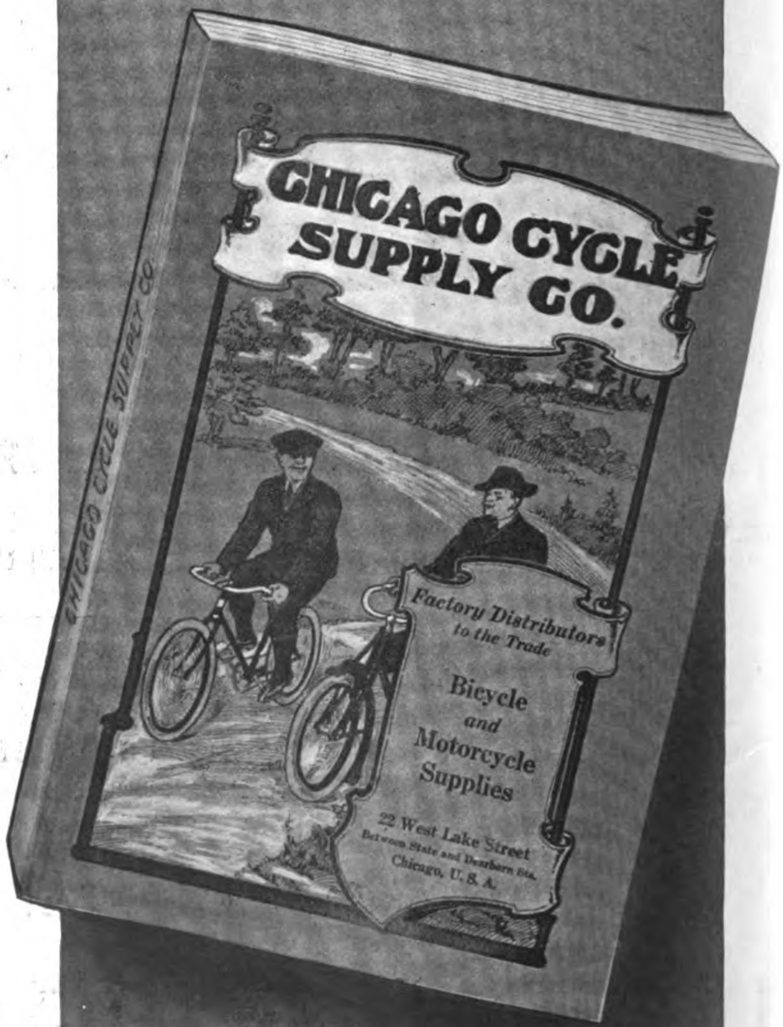
WE carry the most complete line of Bicycle and Motorcycle Supplies in the United States. Everything for the dealer and repairman. Years of experience in the marketing of these goods has enabled us to practically anticipate the requirements of the trade this season. Prompt deliveries and absolute satisfaction guaranteed.

Western Distributors for TUCKER WOOD RIMS
Most Perfect Made and Finest Finished

NO GOODS SOLD AT RETAIL

Chicago Cycle Supply Co.

22A W. Lake St., Chicago, Ill.



CHICAGO CYCLE SUPPLY CO.

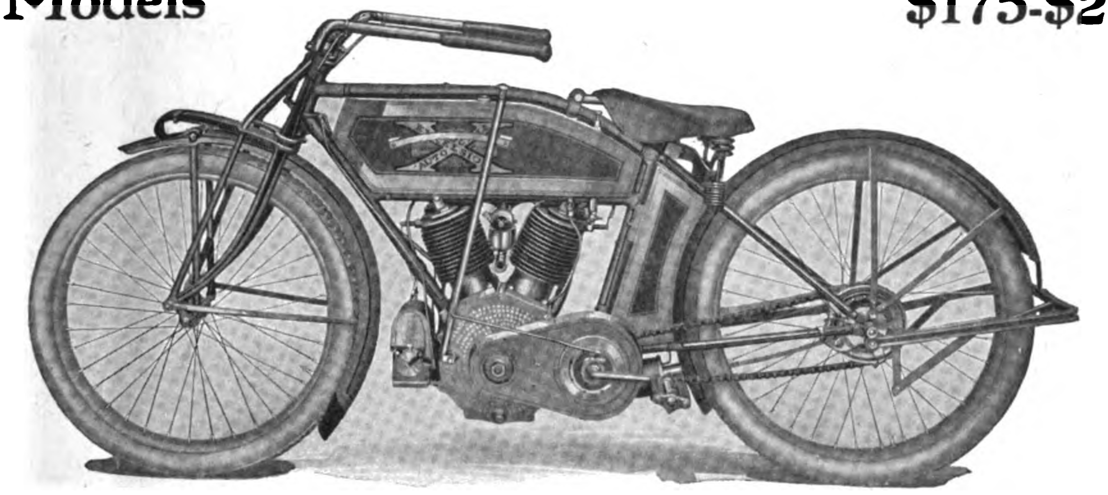
CHICAGO CYCLE SUPPLY CO

Factory Distributors to the Trade

Bicycle and Motorcycle Supplies

22 West Lake Street
Between State and Dearborn Sts.
Chicago, U. S. A.

6 Models **$175-$250**



EXCELSIOR
AUTO-CYCLE

Excelsior Auto-Cycle Wins Again

READ THIS LETTER FROM THE PIONEER MOTORCYCLE HOUSE, EXCELSIOR AGENTS FOR PHILADELPHIA AND VICINITY:

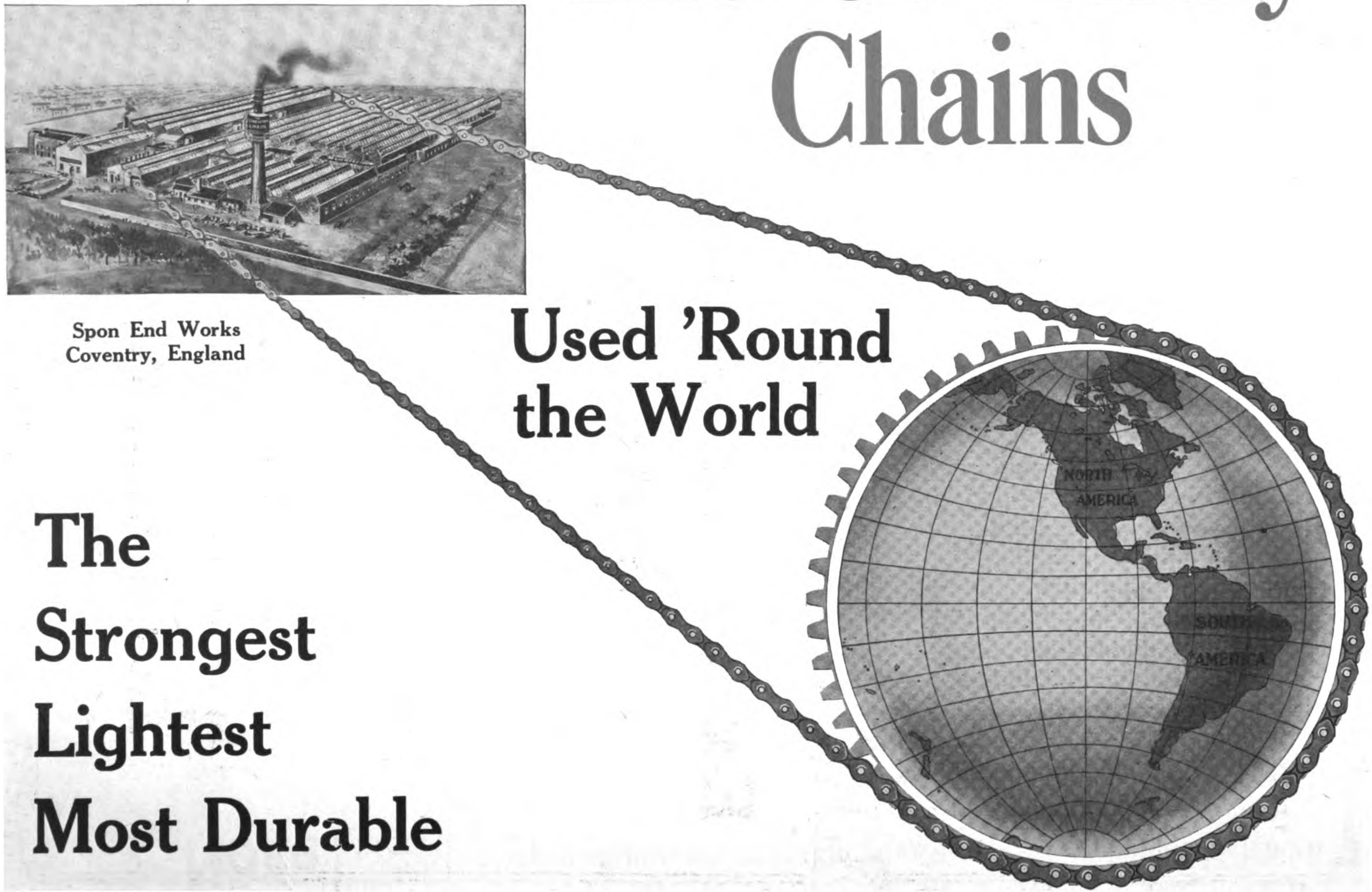
"We have landed a repeat order from the New Jersey Gas Co. for eight more Excelsior Auto-Cycles to take the place of the——————— which they are discarding.

"Few companies have put their machines through as hard a test as the New Jersey Co. has. Last year they purchased both Excelsiors and——————. The Excelsiors are still in fine shape, but the—————— have given a lot of trouble and the gas company will hereafter use Excelsiors only. In the near future they expect to increase the number of Excelsiors to at least fifteen."

There's the Whole Story
The Excelsior Always Makes Good

Excelsior Motor Mfg. & Supply Co.
2201-2259 Union Street, Chicago

"The Coventry" Chains


NORTH AMERICA
SOUTH AMERICA

Spon End Works
Coventry, England

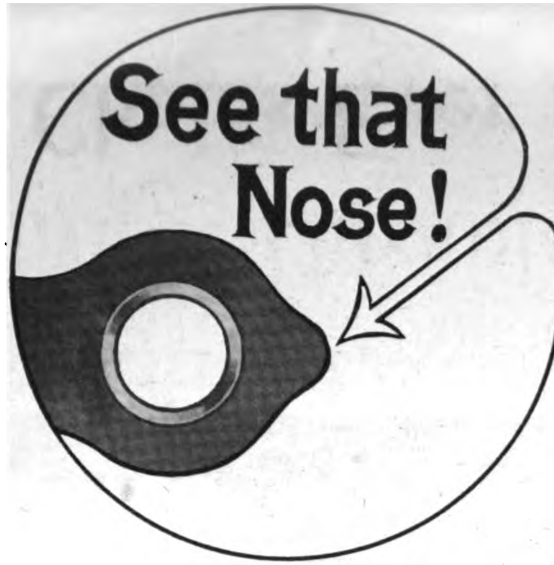
Used 'Round the World

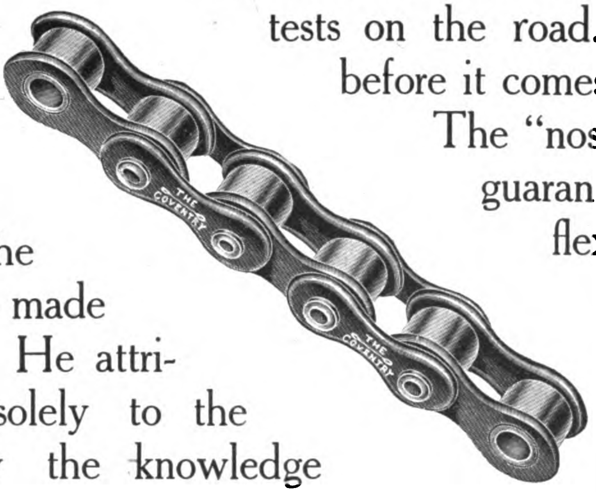
The
Strongest
Lightest
Most Durable
Chains Ever Made

"The Coventry" Chains

are *different*. They are different not only in that they have a distinguishing feature, the "nose" shown here, which adds 20% to the life of the chain—but they are also different in that into no other chain on the market does there enter such perfect material, high-class workmanship and minute examination. In addition to the three thousand inspections which each chain receives, it is subjected to the most gruelling tests on the road. Each chain must *make good* before it comes to you.

The "nose" on "The Coventry" Chains is a guarantee of enormous strength, maximum flexibility and absolutely noiseless operation.


See that Nose!

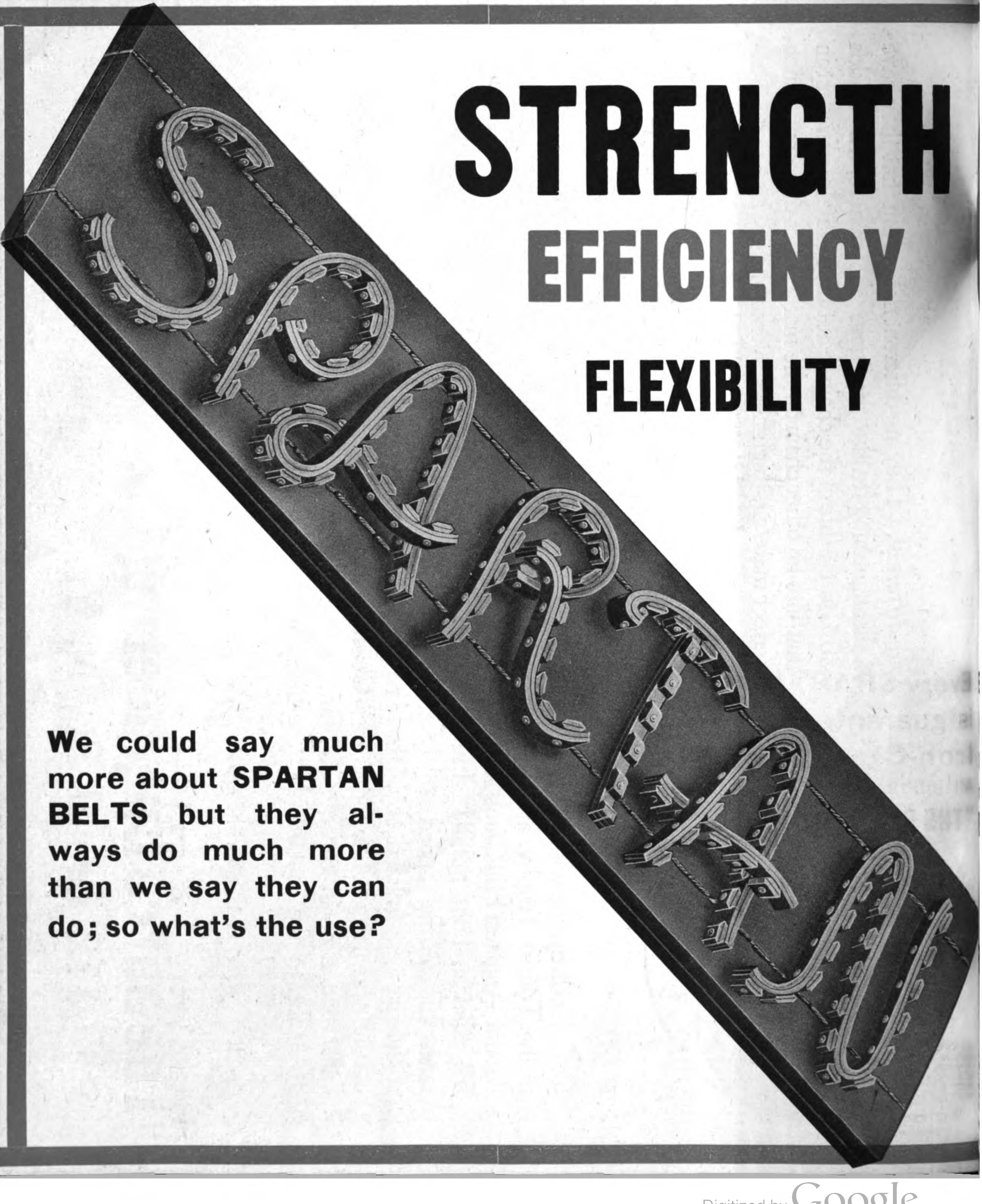


O. C. Godfrey, the winner of the Tourist Trophy, at the Mount Anglaust Hill Climb made 52 miles an hour uphill! He attributes his terrific speed solely to the confidence engendered by the knowledge that he was using "The Coventry" Chains. He knew that a chain capable of bearing a strain of 3600 lbs. to the foot would "see him through".

Our catalog goes into details. Write for it.

The Sarco Engineering Co.

112 Broad St., N. Y.



STRENGTH
EFFICIENCY
FLEXIBILITY

We could say much more about SPARTAN BELTS but they always do much more than we say they can do; so what's the use?

POWER

ECONOMY

DEPENDABILITY

Every SPARTAN BELT is guaranteed with an Iron-Clad Guarantee.

All jobbers and dealers carry

"THE BELT WITH THE PULL"

Ask them

GRATON & KNIGHT MFG. CO.

Franklin and Norfolk Streets, WORCESTER, MASS.

Branches:

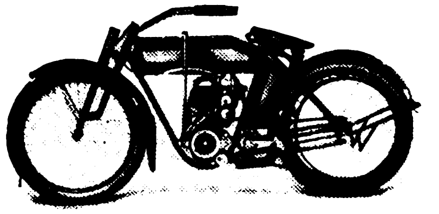
GRATON & KNIGHT CO. OF TEXAS, 309 North Austin St., Dallas, Tex.

ATLANTA, GA.	93-95 South Forsyth Street
BOSTON, MASS.	33 Lincoln Street
CHICAGO, ILL.	32-34 South Jefferson Street
CLEVELAND, O.	1604-1608 West Third Street
MILWAUKEE, WIS.	103 West Water Street
MINNEAPOLIS, MINN.	310 Third Ave., North
NEW YORK, N. Y.	72 Warren Street
PHILADELPHIA, PA.	132 North Third Street
PORTLAND, ORE.	51 First Street
SAN FRANCISCO, CAL.	30-32 Fremont Street
SEATTLE, WASH.	210 Occidental Avenue
ST. LOUIS, MO.	219 North Eighth Street

Dealers, Order Through Your Jobber Or Any of These Branches

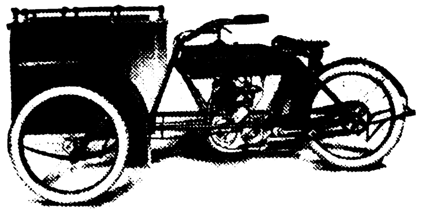
Distributors for Province of Ontario, Chas. F. Orr, 141 King St., East, Toronto, Canada

"RIDE ONE Minneapolis AND SEE"



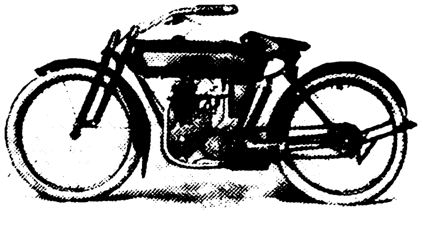
SPECIFICATIONS—MODEL N.

Motor—MINNEAPOLIS 5 H. P. Unit Power Plant. Bore, 3½ inches; Stroke, 3¾ inches; Displacement, 36.08 cubic inches.
Carbureter—Schebler, 1-inch.
Valves—Mechanically operated.
Ignition—High tension Bosch Magneto.
Lubrication—Force Pump.
Handle Bars—Extra strong, with positive fastening at the stem. No expander used.
Tanks—Heavily reinforced. Gasoline capacity, 2 gallons. Oil capacity, 3½ quarts.
Transmission—Enclosed drive gears on ball bearings. One drive chain. Two-Speed gear on countershaft. Multiple disc clutch enclosed. Gear ratio, 4½ to 1 on high, 9 to 1 on low gear. Clutch control on handle bar.
Fork—Triple Spring, with handle bar braces.
Wheel Base—55 inches.
Finish—Dark Green with Light Green Panels.



DELIVERY VAN SPECIFICATIONS.

Size of Van—36 inches long, 24 inches wide and 24 inches high. Double doors in front, hinged weather proof cover. Locks on door and cover. Nickel plated guard rail on top of box.
Wheel Base—82 inches.
Road Gauge of front wheels, 42 inches.
Wheels—26 inches, 2½-inch tires.
Ball and Socket steering knuckles.
Springs—Semi-elliptical.
Frame—1¼-inch, 10-gauge, high grade tubing.
Axle—1¼-inch, 10-gauge, high grade tubing.
Rear Frame—Same as Model N throughout, having **Unit Power Plant, Two-Speed Transmission, Multiple Disc Clutch** and **Free Engine**, with the clutch control on the handle bar.
Gear Ratio—6 to 1 on high, 12 to 1 on low.
Carrying Capacity—300 lbs., exclusive of weight of rider.

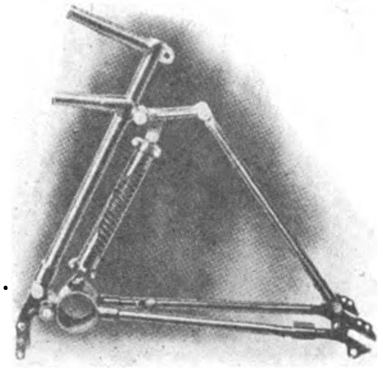


SPECIFICATIONS—MODEL P.

Motor—MINNEAPOLIS 5 H. P. Bore, 3½ inches; Stroke, 3¾ ins.; Displacement, 36.08 cubic ins.
Carbureter—Schebler, 1-inch.
Valves—Mechanically operated.
Ignition—High tension Bosch Magneto.
Lubrication—Force pump.
Handle Bars—Extra strong, with positive fastening at the stem.
Fork—Triple Spring, with handle bar braces.
Wheel Base—55 inches.
Tanks—Heavily reinforced. Gasoline capacity, 2 gallons. Oil capacity, 3½ quarts.
Transmission—Two-inch flat belt, shaft on ball bearings. Gear ratio, 4½ to 1. Idler pulley connected with ratchet on left side of tank, controlled by left hand while right hand controls the right grip, thus shifting to a free engine instantly. Idler wheel mounted on ball bearings.
Finish—Dark Green with Light Green Panels.

The True Spring Frame

Suspends rider and machine on a resilient coiled spring. The Minneapolis patented spring frame affords comfort impossible to surpass and strengthens, instead of weakening the frame. Any model can be equipped with this spring frame for $15 extra.



The Minneapolis spring frame entirely absorbs road shocks and does away with the tiring change of distance between saddle and pedals found where rigid frame is used and accentuated where saddle alone is hinged on springs.

TRUE COMFORT in motorcycling IS NOT found in bounding on a spring seat-post or slipping the clutch on a single-geared machine, but IS REALIZED by MINNEAPOLIS RIDERS through easy ability to go anywhere at any time; through the front-and-rear-spring frame suspension; the two-speed chain transmission, and the absolute dependability every day in the year.

IF EVERY RIDER WOULD try the Minneapolis two-speed over a Hilly, Rocky and Sandy road, appreciating the ease of shifting from high to low gear, and the genuine pleasure in pulling steadily and slowly up the steepest hills and through any kind of road-bed, it would be ABSOLUTELY IMPOSSIBLE TO MEET THE DEMAND FOR MINNEAPOLIS two-speed machines. As it is, where one of these machines goes repeat orders invariably come in as a good trial under the most extreme conditions makes the strong advertising asset of a GENUINE BOOSTER.

CAN ANY RIDER, realizing this, afford to remain IGNORANT OF THE MEANS TO SECURE COMPLETE SATISFACTION? No? Then wouldn't it be wise FOR YOU to call at the nearest MINNEAPOLIS AGENCY to prove these statements?

HAVE YOU EVER WONDERED WHY?

It is very seldom that the Minneapolis goes into the hands of a "GREEN" rider. It is almost universally the choice of the man who has owned one or two other machines and learned that complete enjoyment in motorcycling depends on both physical comfort and the mental restfulness that comes from confidence in the machine, its mechanism; ease of control and ability to go anywhere; and he knows also that those who buy value buy comfort and those who buy bargains buy grief.

The MINNEAPOLIS TWO-SPEED has been in use for years and has been greatly advanced each year; to the extent that though the 1911 transmission was believed to be perfect, the 1912 type is greatly superior to it and is absolutely impossible to improve on, as months of service in the hands of thousands of riders has failed to develop any defect—which proves that it is POSITIVELY TROUBLE-PROOF.

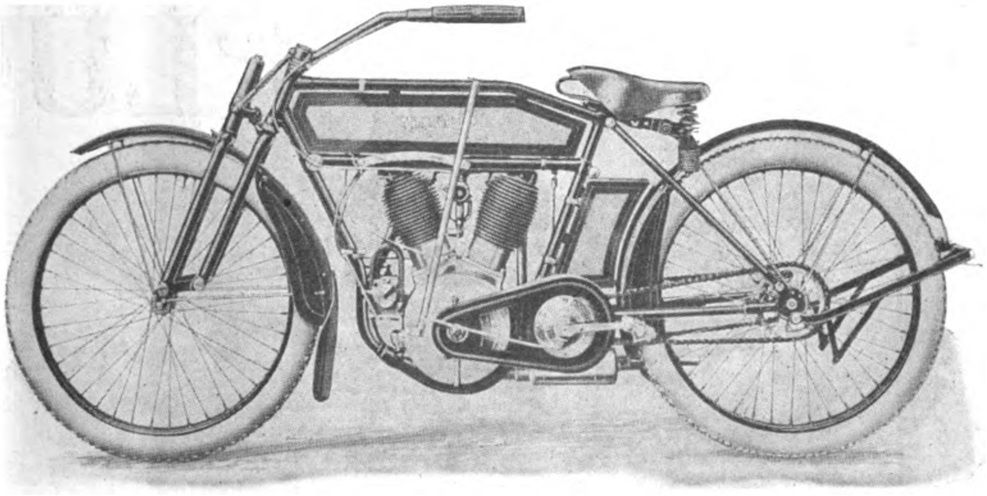
The MINNEAPOLIS Transmission CANNOT BE CLOSELY IMITATED because the patents are thorough.

There is pleasure in handling the MINNEAPOLIS. Our DEALERS have a full line to MEET EVERY DEMAND. What is more, they have the satisfaction of PLEASING EVERY CUSTOMER. The MINNEAPOLIS DOES THINGS that ENTHUSE the rider.

RIGID TESTING AND CLOSEST INSPECTION COUPLED WITH FINEST MATERIAL AND WORKMANSHIP EXPLAIN THE UNEQUALED POWER, SPEED, COMFORT, DURABILITY AND ECONOMY OF THE

10 Minneapolis H.P.

The One REAL Twin



Great Reserve Power, Tremendous Speed, Absolute Dependability Proven by Months of Heavy Service.

Built to Meet the Popular Demand for Excessive Power and—HAS NO EQUAL.

MOTOR—Two Cylinder; Bore, 3½ inches; Stroke, 3¾ inches.
POWER—Rated 10 H. P. 11½ to 13 H. P. Actual brake test.
DRIVE—Double roller chain with clutch on countershaft.
CLUTCH—Ten large steel discs.
CARBURETER—Special 1-inch Schebler.
MAGNETO—Bosch high tension.
VALVES—Intake made of nickel steel; exhaust of same material with cast-iron seat welded to rim section. Both mechanically actuated and located in opposed position in one pocket.
LUBRICATION—Positive drip feed directly through connecting rod crank pin bearing.
CONTROL—Double grip; piano wire.
HANDLE BARS—Extra strong; with positive fastening at the stem.
TANKS—Gasoline capacity two gallons. Oil capacity three and one-half quarts.
FRAME—High-grade steel tubing with special reinforcements wherever necessary. Continuous loop.
FORK—Triple spring with extra braces to head.
WHEEL BASE—Fifty-five inches.
WHEELS—Twenty-eight inches.
GUARDS—Three and one-half inches wide, with rolled edges and large side shields.
TIRES—United States or Goodyear; 28 x 2½.
BRAKE—Thor; extra wide.
STAND—Quick action; extra strong.
SADDLE—Mesinger or Troxel.
FINISH—Dark green with light green panels; four coats, hand rubbed and baked. Unusually attractive. All bright parts heavily nickeled and polished.
TOOL KIT—Large metal box. Complete tool kit, tire repair outfit and pump with each machine.
PEDALS—Standard rubber. Three-piece crank hanger.

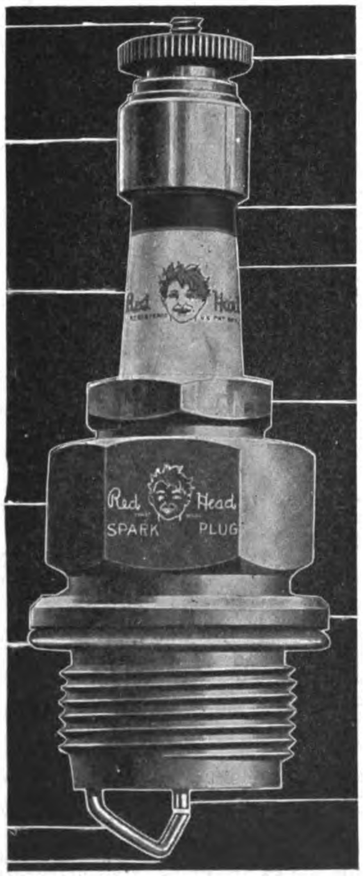
WE WERE AMONG THE FIRST TO START DELIVERY OF TWINS
This Season And Are Now In Position To Make

➳ IMMEDIATE DELIVERIES ⟵

MINNEAPOLIS MOTORCYCLE CO., Inc. MINNEAPOLIS, MINN.

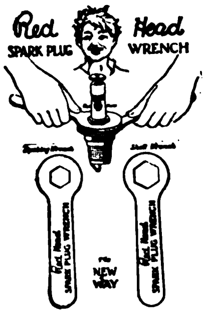
Red Head
REG. U.S. PAT. OFF.

MAGNETO PLUG



Indispensable Spark Plug Wrenches FREE

Try to recall how many spark plugs you have broken by using big, clumsy wrenches to loosen the bushing and in taking plugs out of cylinders. RED HEAD SPARK PLUG WRENCHES with fixed openings fit the bushing and shell and cannot slip and break the porcelains. It is no longer necessary to use a vise to take plugs apart for cleaning. You can do it in your hands with RED HEAD WRENCHES. Every motorcycle rider needs them. Your dealer will give you a set FREE with every set of four RED HEAD Plugs.



I am a good motorcycle rider.

I am the plug that laughs at the heat—my porcelain is ***guaranteed not to crack.***

I am the companion to such good motorcycles as the Flying Merkel, New Era, Marvel, Henderson, M. M., American, and others.

No other spark plug has such a strenuous task cut out for it.

Other motorcycle manufacturers getting in line for 1913 is proof that I'm making good.

I am equipped for teamwork with highly-developed magnetos and I delight in demonstrating my mastery over an incorrigible carbureter.

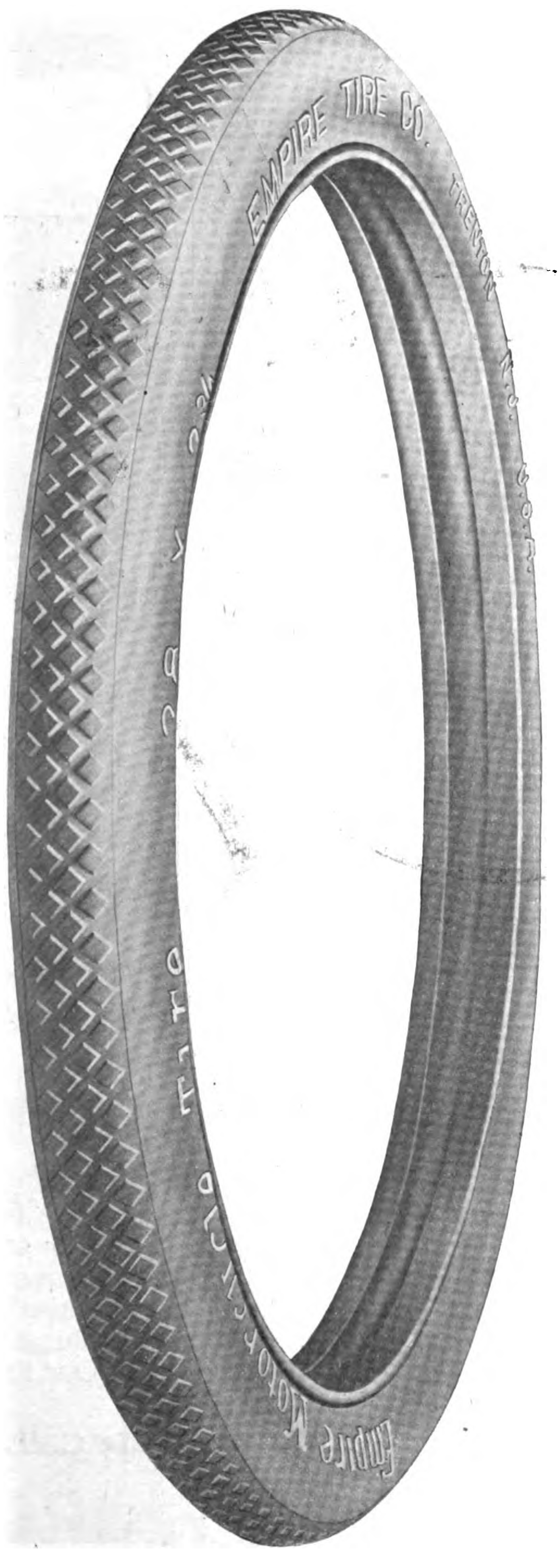
"Let the Red Head Do Your Sparking"

REGISTERED U.S. PAT OFFICE

Emil Grossman Company, Manufacturer, 250 West 54th Street, New York

Factory and Western Branch, 844 Woodward Avenue, Detroit
Canadian Distributor, Hall Motor Supplies Co., 141 King St. E., Toronto

Kindly always mention the paper when writing to advertisers.


EMPIRE TIRE CO. TRENTON N.J.
Empire Motorcycle Tire

4,000 MILES

Mestly Tandem, Tee

A GOOD RECORD, CONSIDERING

Scranton, Pa., April 10, 1912.

Empire Tire Company,
Trenton, N. J.

Gentlemen:—I received my twin last summer, and after getting familiar with it I decided to spend my vacation touring New Jersey and New York States.

The total weight of my wife, myself and luggage was about 300 lbs., so I decided to place a 3¾-inch Empire on the rear wheel.

We found the tire very resilient and reliable on both the sandy spots in New Jersey and the hard State roads of New York State.

I have had no tire trouble in over 4,000 miles with the exception of a few punctures, which are a pleasure to repair with your butt-end inner tubes.

I shall ride on Empire Tires in the future.

Yours very truly,
WM. M. HORNLEIN,
845 Adams Avenue,
Scranton, Pa.

Do it now. They cost more—but wear longer. INSIST on your dealer and your factory using EMPIRE TIRES on YOUR machine.

Empire Tires
WEAR LONGEST
EMPIRE TIRE CO., Trenton, N. J.

R-S

MOTOR CYCL TIRE
G & J
28 × 2½
MFD. BY THE
Reading Stan

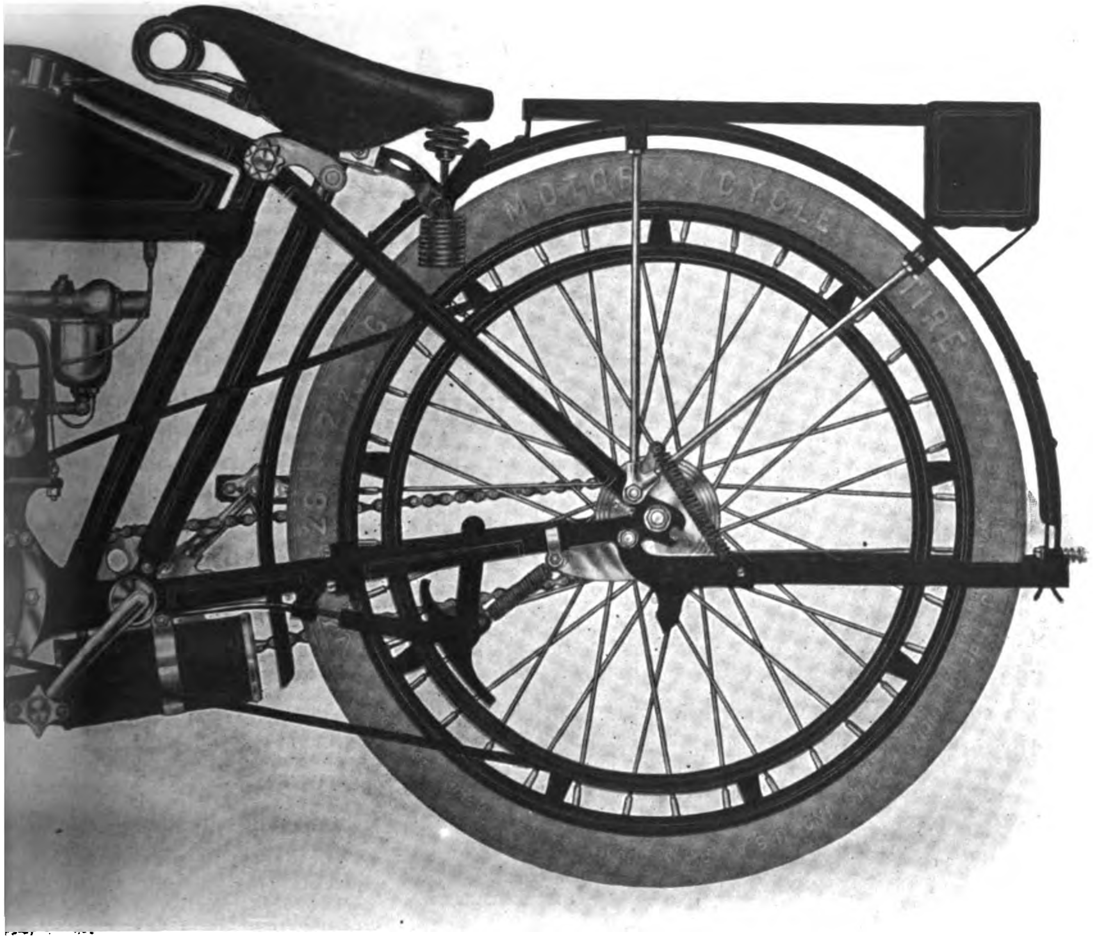
“BUILT AND TESTE

The “R-S”–The First

The highest compliment you can pay a motorcycle is to say, “It’s like t
because they incorporate one or two of the MANY EXCLUSIVE features co
R-S for multiplicity of comfort-insuring devices, for hill-climbing power, for spe
Whether you are interested in motorcycles for profit or pleasure, the R-S will n
Foot-rests, double brakes, double oiling system, R-S shock absorbing spring sea
into the coveted position of the “First Motorcycle In the Land.” Our line compri
geared transmission. All models have free engine clutches.

ILLUSTRATED CATALOGUE

Reading Standard Co., 306-3



THE MOUNTAINS”

otorcycle In The Land

R-S'.” Manufacturers everywhere lay claim to superior merit in their machines
ed in the R-S. There is no machine on the market to-day that approaches the
nd all-around EFFICIENT DURABILITY.
than fulfill your expectations. Here are a few of the R-S exclusive features:
st, adjustable to weight of rider, and many other points which have brought the R-S
Single Cylinder 4 h. p. flat belt drive, and a 7 h. p. Twin direct chain drive, under-

REQUEST. WRITE TO-DAY

0 Water Street, Reading, Pa.

R-S

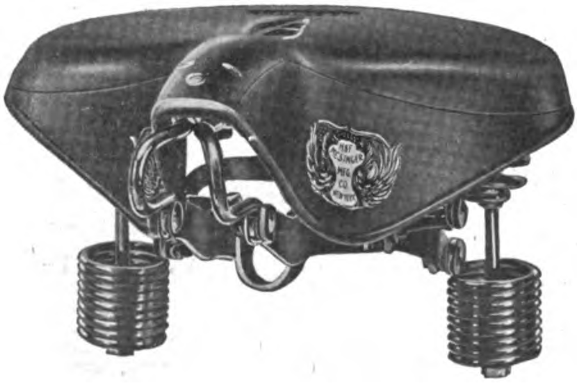
THE MESINGER IS THE IDEAL TOURING SADDLE

MESINGER CAVALRY No. 4, with open front, for lowest saddle position. The ideal seat for man or woman.

From the standpoint of maximum **durability** and maximum **comfort,** MESINGER SADDLES ARE IN A CLASS BY THEMSELVES.

Comfort

Comfort is insured by its **narrow pommel** —this means comfortable riding position at all times and prevents the rider from **sliding back;** front springs are absolutely indispensable when riding on rough roads—and they are fitted to Mesinger saddles without in any way sacrificing lowest saddle position obtainable. They retain their shape because they are hand padded by men who have made a life study of the proper making of saddles. **MESINGER Saddles are guaranteed to retain their shape.** Our patented shock absorber invites long trips and "irons out the road." It takes what the rider used to take.



STANDARD No. 4, showing open front for lowest position.

Durability

All frame parts on MESINGER SADDLES are made of steel. No castings are used. In no other saddle is such a high grade of leather employed. Our patent shock absorber, in addition to eliminating all road shocks, adds fifty per cent. to the life of the springs. **The Tops and Spring Parts on MESINGER SADDLES are guaranteed for one year.**

Our Tops are Stretched when formed, not afterward.

The narrow Pommel can only be obtained on Mesingers, which is the main feature in comfort.

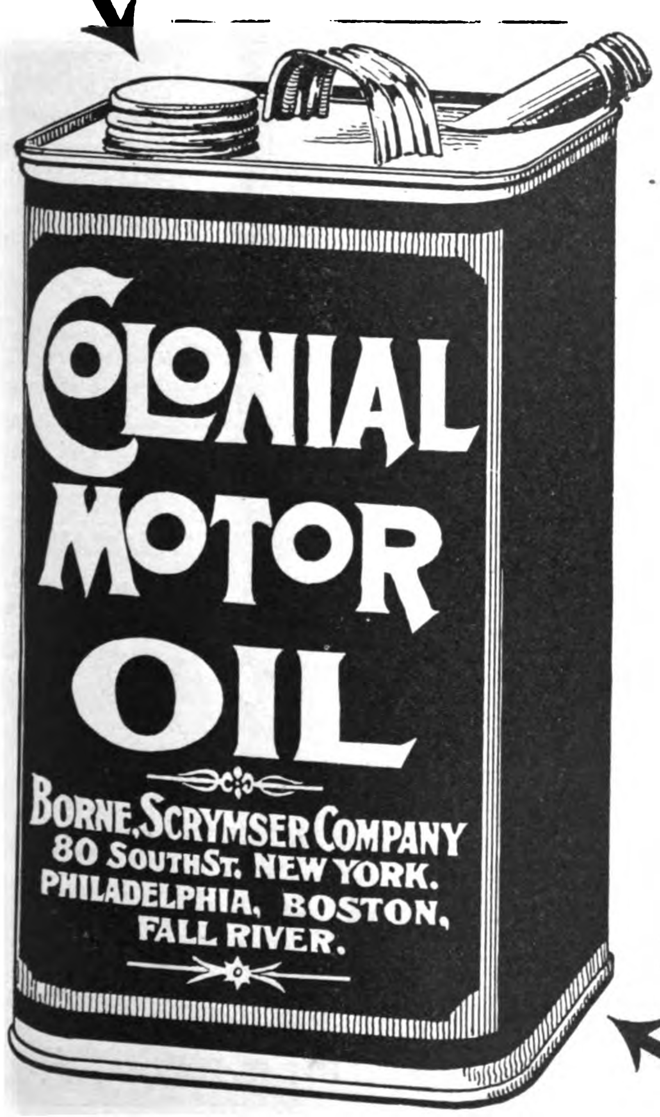
MOTTO
"Ask the Rider and Watch Him Riding."

Be sure to have the name MESINGER on the saddle you buy or specify.

H. & F. Mesinger Mfg. Co.
1801-1807 First Avenue
NEW YORK

Your Protection

against poor lubrication is in insisting on having an oil with an established reputation. That is why you should insist on having Colonial; because it is made by a firm with a reputation of over thirty years' standing for high-class products.


COLONIAL
MOTOR
OIL
BORNE, SCRYMSER COMPANY
80 SOUTH ST. NEW YORK.
PHILADELPHIA, BOSTON,
FALL RIVER.

COLONIAL MOTOR OIL

Medium Grade

is expressly prepared to meet the conditions of motorcycle lubrication, which differ radically from automobile lubrication.

SILEX GREASE

The greasiest grease made

The real test of a grease is not its looks or the feeling but its lubricating properties. SILEX is made to lubricate and last.

Continental-Erie Tires

Represent Concentration of Effort

BEFORE we started the MANUFACTURE of MOTORCYCLE TIRES we made a careful and comprehensive study of ALL THE MAKES on the market.

WE FOUND, after exhaustive experiments, that a large variety of treads DID NOT NECESSARILY IMPLY MERIT.

ON THE CONTRARY, we found that in producing VARIOUS designs of treads, several manufacturers SPENT TIME AND MONEY ON THE MOLDS which would have otherwise gone into the SELECTION OF HIGHER GRADE MATERIALS. In other words, they had to reimburse themselves for the EXTRA OUTLAY IN MOLDS by lowering the quality of materials used.

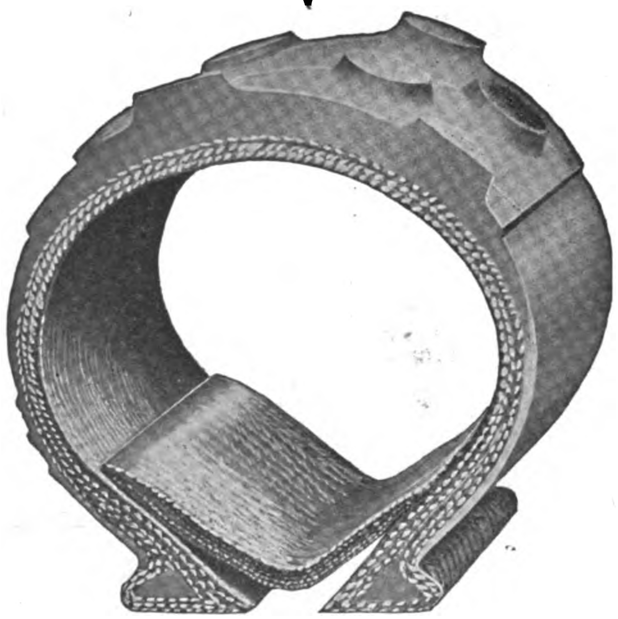
SO WE decided to CONCENTRATE our efforts. Way back in the dark ages of motordom, we had learned that the STUDDED TREAD, both from the standpoint of SAFETY AND DURABILITY, "put it all over" any other design of tread. The studs hold the road in a vise-like grip, and when worn down, then, and then only, begins the actual wear on the tire.

SO WE CHOSE the STUDDED TREAD and CONCENTRATED our years of experience in the making of high class automobile tires on ONE TREAD AND ONE QUALITY, the BEST. WE forgot prices in the selection of MATERIALS, and CONCENTRATED our ENTIRE ATTENTION on the making of this ONE STYLE.

HOW WELL we have succeeded is shown by the fact that every day observant manufacturers, jobbers, dealers and riders are writing to learn more about CONTINENTAL-ERIE TIRES.

Now regular equipment on

EMBLEMS
HARLEY-DAVIDSONS
FLYING MERKELS
YALES
MONARCHS
EXCELSIORS



A POSTAL CARD
DOES THE TRICK

ASK
THE
JOBBER
—HE
KNOWS

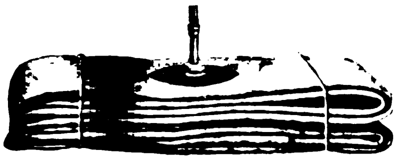
CONTINENTAL RUBBER WORKS

ERIE, PA.

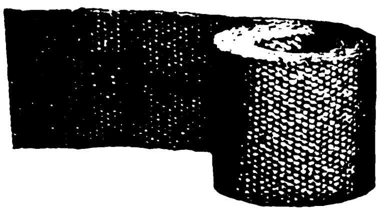
BRANCHES:

NEW YORK, 35 Murray St.
CHICAGO, 180 North Market St.
CLEVELAND, 1551 Columbus Road

Continental-Erie Accessories



Continental-Erie Motorcycle Tube.

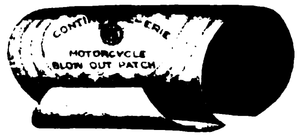


are on the same high order of merit as CONTINENTAL-ERIE TIRES.

In the manufacture of these accessories, we have anticipated the needs of the tourist in every particular.

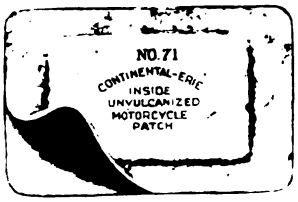
All our accessories are fully guaranteed.

NON-SLIP-LAG



The new lining for pulleys. NON-SLIP-LAG prevents tearing of belts, increases their life and affords additional power.

It is a well-known fact that the life of the belt is shortened at least one-half by either the burning of the belt, caused by slipping, or else by the deep ridges worn in it by screws in the pulley Lagging.



On the NON-SLIP-LAG there are no complaints of this kind as no screws or metal parts are required to hold Lagging on pulley and to come in contact with the belt. NON-SLIP-LAG can be applied to pulleys without removing the belt or pulleys in less than five minutes' time.

SHORT HANDLEBAR GRIP

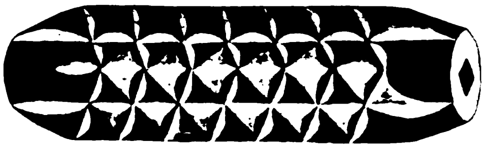
CONTINENTAL-ERIE
MOTORCYCLE
REPAIR SLEEVE

Another new CONTINENTAL-ERIE product. Made to meet the demand of riders who prefer a more compact handlebar grip.

Made with an inner lining of fabric throughout, doubling its strength.

Continental-Erie Ready-to-Use Inner Tube Patch.

We cordially invite correspondence



Continental-Erie Motorcycle Pedal Rubber.

CONTINENTAL RUBBER WORKS

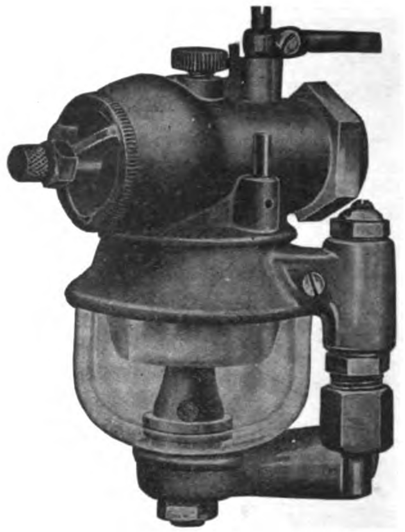
ERIE, PA.

Kindly always mention the paper when writing to advertisers.

HEITGER

CARBURETER

1912



Model H—Price, ¾ in., $9.50; 1 in., $10.00.
Metal or Glass Bowl.

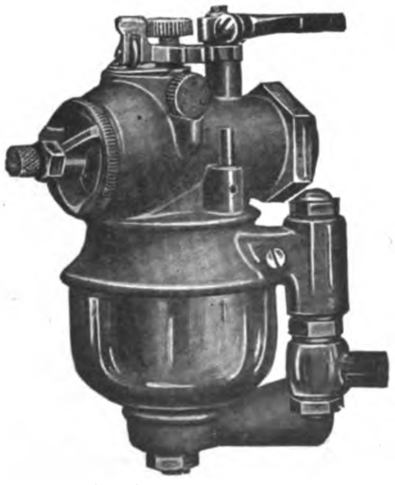
MODEL H, new type, has but **one** gasoline adjustment, but **two** feeds, one for high, one for low speeds, feeding from separate nozzles, giving maximum results at both speeds and intermediate with simplicity and reliability. No amount of vibration can affect it. Any speed easily adjusted and **stays** adjusted. Satisfaction guaranteed on **any** make of machine; adopted by manufacturers for 1912.

MODEL G-D, is our double adjustment, or mechanical needle valve type, which has been used for two years by leading manufacturers and thousands of riders with best of satisfaction. As some prefer this we will continue to make it. Either type gives maximum results with minimum of fuel.

A FEW REMARKS FROM USERS

M. A. WESLING, Ludlow, Ky.—I want to say I am well pleased with carbureter bought for my Thor 4, and would have no other. Your guarantee to run motor smoother and with more power is well said. You couldn't give me my old carbureter I was using. Have increased the gear on my machine and it pulls better than with the smaller one used before.

MARSHALL MOTOR CO., Kansas City, Mo.—We wish to state that the Heitger is giving excellent satisfaction on the New Era and Greyhound, handled by us. The high and low speed adjustment and glass bowl are the best on the market.



Model G-D—Price $10.00.
Metal or Glass Bowl.

Dallas, Texas, April 8th, 1912.

H. A. SIMPSON, Dallas, Texas.—This is to let you know that I am riding a big powerful 8 h. p. twin cylinder motorcycle equipped with one of your Model G-D double adjustment carbureters.

I have tried three other makes of well-known carbureters, and find by actual experience on the road that the Heitger gives more power and speed, greater flexibility and is more economical than any other I have ever used or tested.

With the Heitger I have made a record of thirty-five miles on one pint of gasoline, this being done against a strong wind and on a rough, hilly road, with a big twin thrown into the bargain. I have also had the satisfaction of increasing the speed of my machine over twelve miles per hour, and while I do not claim that these things are world's records, let the fellows with the other carbureters beat it if they can, and under the same conditions.

FRED M. GIDDINGS, Galesburg, Ill.—I received the carbureter for my single Excelsior and find it absolutely O. K. in every respect. It is certainly a pleasure for me to say this after the continued trouble with the old carb.

Write for our 1912 Catalogue

HEITGER CARBURETER CO.

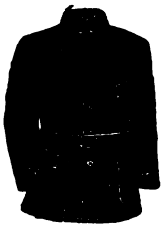
1200 Beecher St., Indianapolis, Ind.

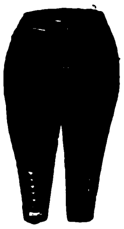
SPRING TOURING

Some riders use all their efforts and best judgment in selecting their motorcycle and then stop!!! Little do they think that half the pleasure of touring is the comfort of being properly equipped. To-day "Gentlemen" are riding and unless you want to be classed otherwise consider your appearance. Don't make the mistakes that others have made. Profit by their experience. Formerly they bought anything, but now they demand Nathan goods. They are not the cheapest but better than the best of other makes, and quality considered, they are the best values. The style, the perfect fit, the excellent wearing quality, the comfort found in Nathan goods are the points that count.

CLOTHING and LEGGINS

WE NOW MANUFACTURE LEGGINS AND CLOTHING AT PRICES TO FIT EVERY PURSE





Nathan's Motorcycle Suits

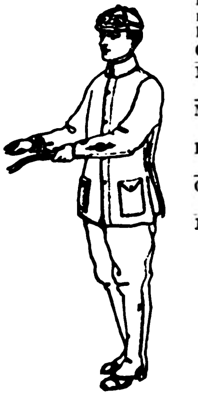
Our experts have used the same care in designing these suits as they have with all our products. The style, the perfect fit, the wearing qualities, the comfort found in these suits will agreeably surprise you.

Quality.	Style.	Retail Price.
Neverleak	Norfolk coat	$6.00
"	Riding breeches	5.50
Khaki	Norfolk coat	4.50
"	Riding breeches	4.00
Covert Cloth	Norfolk coat	3.75
" "	Riding breeches	3.25
Light Weight Khaki	Norfolk coat	3.00
" " "	Riding breeches	2.50

In ordering give waist, chest and inside leg measurements.

THE FAMOUS KOVERAUL NATHAN GARMENT

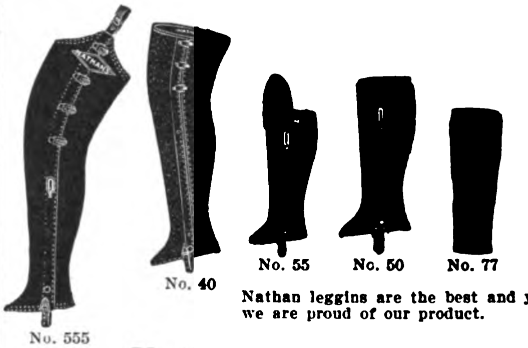
Patent Pending



IS A BIG SUCCESS BECAUSE it is the only garment permitting the motorcyclist to make a trip over muddy or dirty roads without soiling his clothing. At a hotel, restaurant or home he may remove his **KOVERAUL** in a moment and his clothing will be neat and clean as when he started.

Quality.	Style.	Retail Price.
Neverleak	Coat	$6.50
"	Trousers	5.50
Mackintosh	Coat	8.00
"	Trousers	7.00
Khaki	Coat	4.50
"	Trousers	4.50
Covert Cloth	Coat	3.75
" "	Trousers	3.75

In ordering give chest, waist and inside leg measurements.



Not only is the leather used in our leggins better than the best of other makes, but the workmanship is also the best. Convince yourself by comparing Nathan leggins with others. Place them side by side. You need not be an expert to see that Nathan leggins are the best and you will know why we are proud of our product.

Nathan Standard Quality

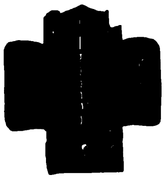
No. 50	List price	$2.25
No. 55	" "	2.50
No. 40	" "	3.25
No. 555	" "	6.00
No. 77	" "	2.00

NOTE.—No. 555 is our High Hip style. It is made in one piece and when worn with our Koveraul coat makes an ideal combination.

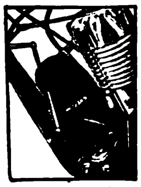
IN ORDERING GIVE CALF MEASUREMENT.

TOOL BAG

LUGGAGE CARRIER

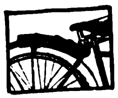


TOOL ROLL BAG



MAGNETO COVER

LAMP COVERS



INNER TUBE BAG

NATHAN TRADE MARK

OUR TRADE MARK APPEARS ON ALL OUR GOODS.

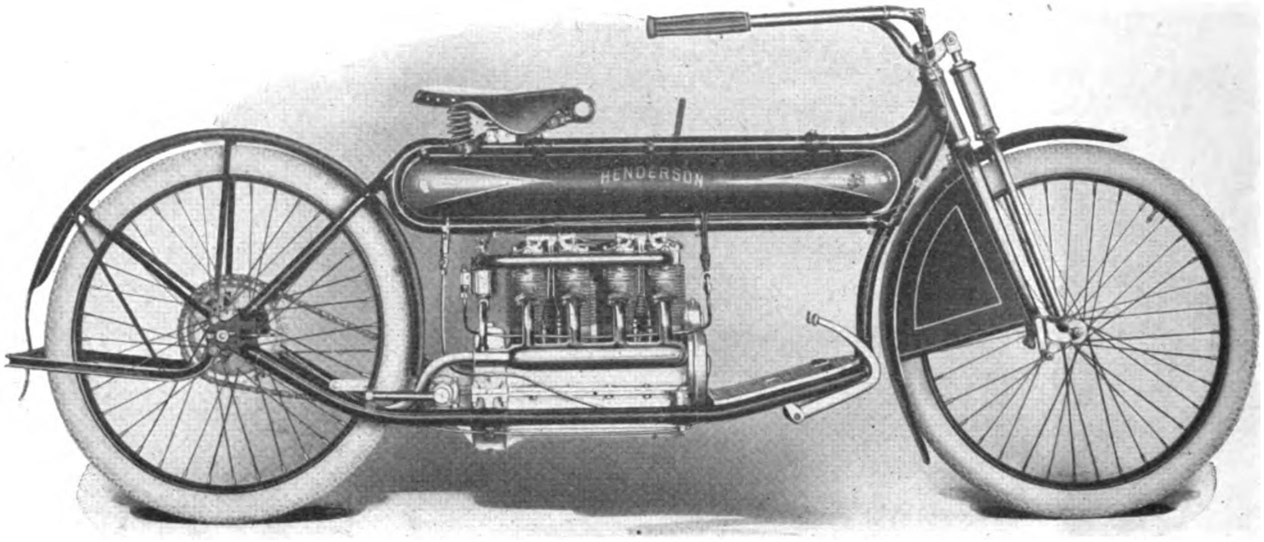
BEWARE OF IMITATIONS

Nathan goods are for sale by all live and successful dealers in the United States and Canada, because they make an honest profit and above all they are building up a following of riders that come back for more Nathan goods. **SEND FOR COMPLETE CATALOGUE AND PRICES.**

If your dealer cannot supply you, order direct.

NATHAN NOVELTY MFG. CO., 84 A Reade Street, New York City, N. Y.

This tells you why the Henderson is actually without noise or vibration



The noiseless, vibrationless, 4-cylinder, 7 H. P. Henderson - $325

HENDERSON MOTOR CYCLE

Many motorcycle manufacturers have turned to the two-cylinder type in an effort to reduce noise and vibration.

But they have gone only part way; two cylinders produce little less noise and vibration than one.

Having four cylinders—and a motor as skilfully and carefully built as the finest automobile motor—the Henderson has achieved what many others have striven for in vain.

Its motor operates in absolute silence; it sets up no vibration because the four cylinders deliver power continuously instead of spasmodically.

But the advantages of this continuous stream of power do not end there.

You can throttle the Henderson to as low as five miles an hour; and still the motor pulls with steadinesss and strength.

You can jump the speed from five miles to the top limit so suddenly that it fairly "takes your breath away."

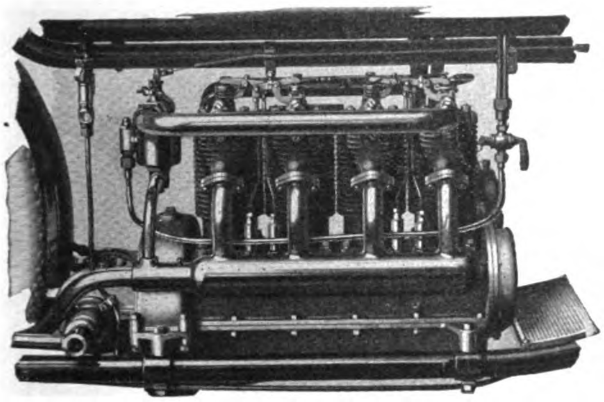
You have the greatest range of speeds —the greatest flexibility.

Combined with a long wheelbase, saddle well forward of the flywheel, low center of gravity and comfortable foot rest instead of pedals that places the legs forward of the motor and away from its heat, the Henderson gives the rider all the ease and comfort that ever will be possible in a motorcycle.

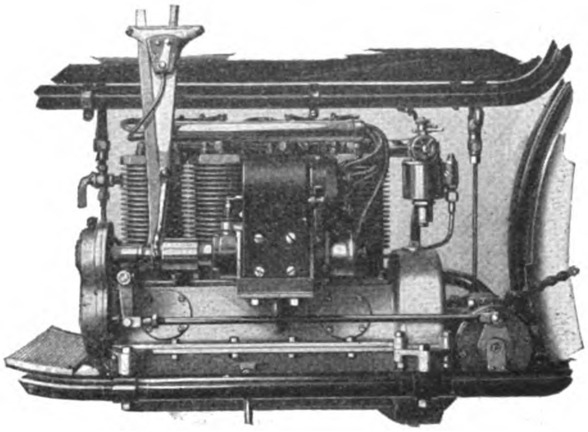
We want to hear right away from the dealer who can appreciate the tremendous sales possibilities of these exclusive Henderson features.

HENDERSON MOTORCYCLE COMPANY 264 JEFFERSON AVENUE
DETROIT, MICH.

These pictures show you the most perfect motor in any motorcycle



VALVE SIDE



MAGNETO SIDE

HENDERSON MOTOR CYCLE

When we say the most perfect, we mean the most quiet, the most simple, the sweetest running, the most perfect cooling and the most powerful for its size.

And when you see it, and listen to its soft, sweet purr, and see how it pulls, even when throttled down to five miles an hour—there won't be a doubt left in your mind.

This motor and its continuous power permit us to use the strong-pulling chain drive.

Started with a crank, the motor is suspended low in the frame and the consequent low center of gravity gives the Henderson the maximum of safety at high speed and on turns.

Around this beautiful little motor we have built a machine in keeping with the high standard set by the motor.

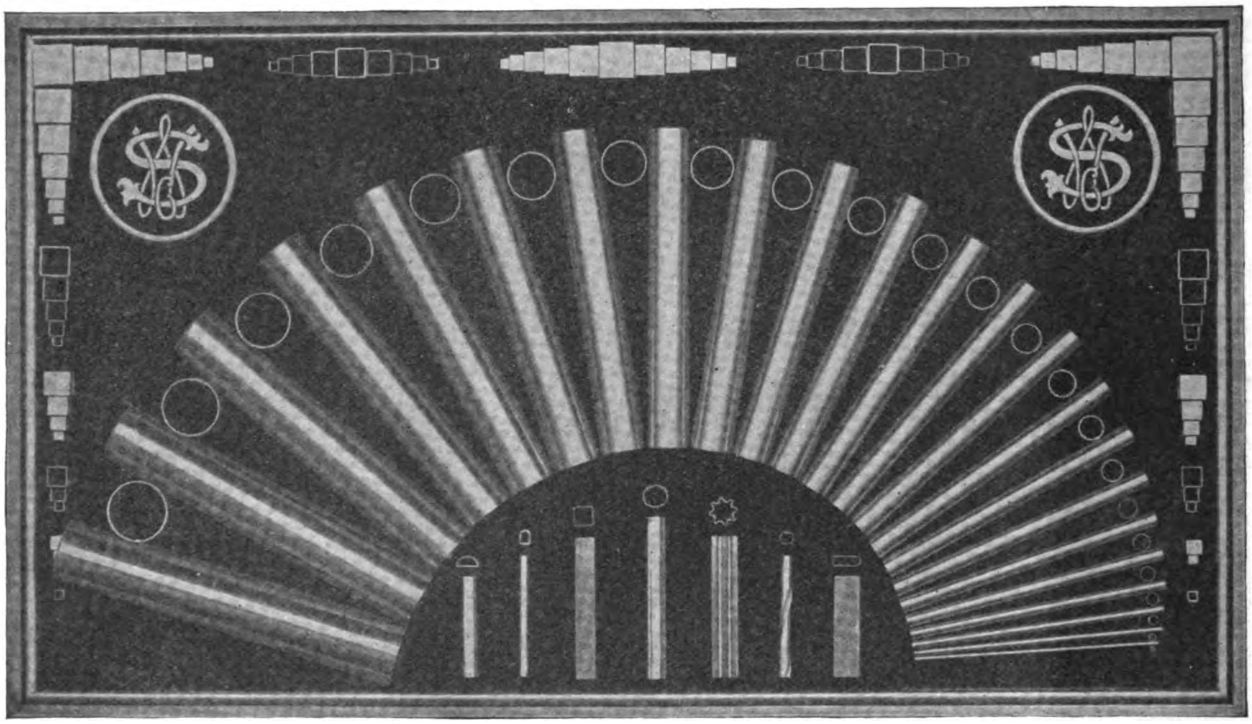
A machine of which the most fastidious rider can well be proud.

A machine that will never come into disfavor with the public because of a roar of gatling gun explosions.

A machine about which every prospective owner and every wide-awake dealer should know.

Write for the literature.

HENDERSON MOTORCYCLE COMPANY 264 JEFFERSON AVENUE
DETROIT, MICH.



"The Backbone of Your Machine is the Frame"

The ***strongest, lightest,*** most ***durable*** tubing made is "STANDARD" Steel Tubing.

To own a motorcycle with its frame made of "STANDARD" Tubing is to have an undying ***faith*** in your proudest possession.

It makes you ***know*** that you are ***safe*** when the other fellow's life is in jeopardy.

Speeding—Coasting—Touring—the frame must hold the ***vital*** parts of your motorcycle together—else you will not get where you want to go.

Tires may be filled with air—engine run perfectly—steering mechanism absolute in its operation—gas tank full—but a ***broken frame*** finishes your trip—put it into storage and walk—no other way will do.

The ***largest*** and ***best*** motorcycle manufacturers in the world use "STANDARD" Tubing. The ***holders*** of the world's time records and winners of endurance runs rode machines built of "STANDARD" Tubing.

When ***you*** buy a motorcycle just ask the dealer what kind of tubing is used in the frame—if he says "Standard" you need have ***no*** mistrust of the other parts because they're ***bound*** to be ***equally good*** and the men who use "STANDARD" Tubing ***guarantee*** their machines.

Over 40,000 people will become motorcycle enthusiasts this year because over 40,000 motorcycle frames will be made of "STANDARD" Tubing.

"STANDARD QUALITY"

SEAMLESS STEEL TUBING

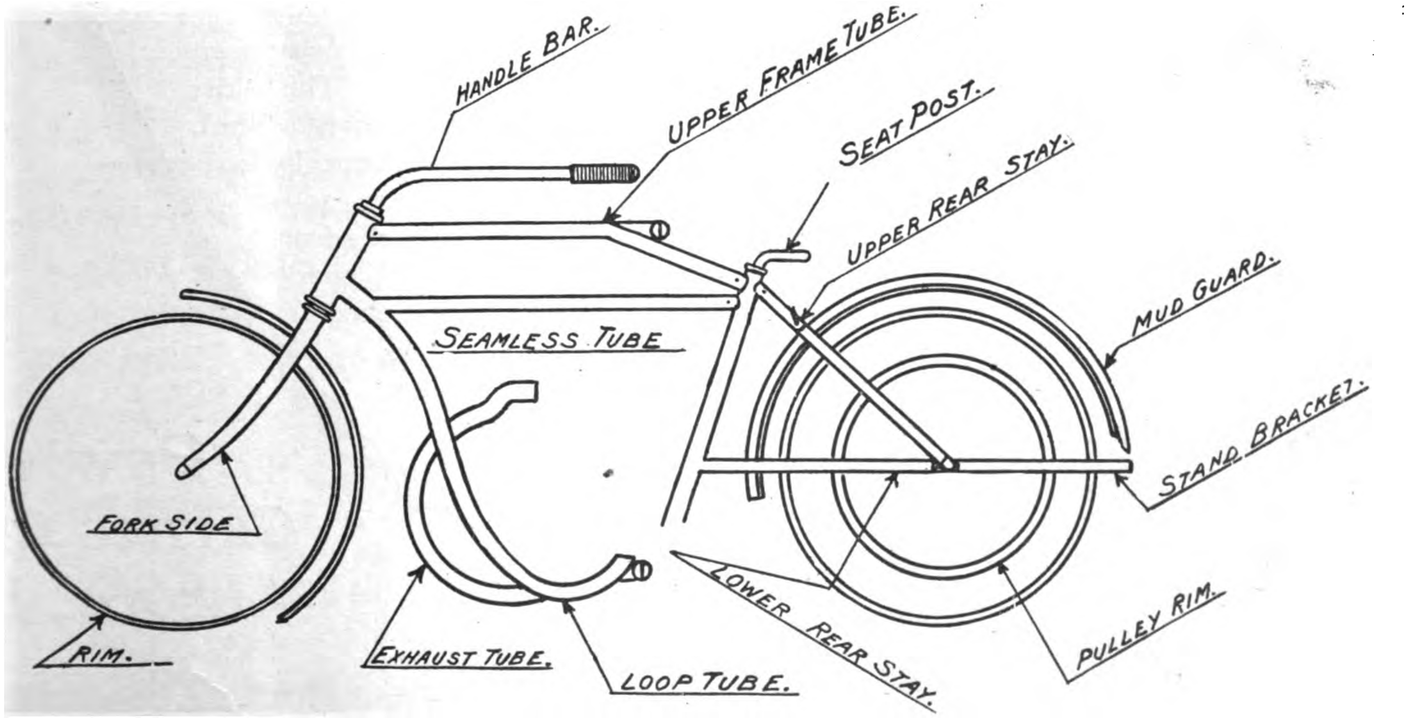
NOTICE

There are no standard tubular parts for motorcycle frames. We manufacture tubular parts to blue print specifications and in quantities only and sell only to those to whom the design belongs.

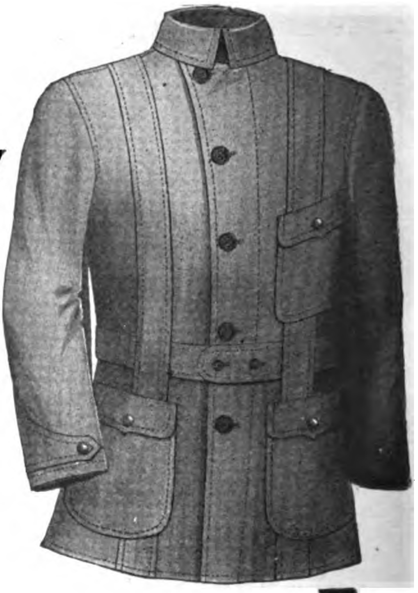
We can, however, furnish to the trade at large, bicycle parts, such as **forksides, rear forks, rear stays,** *etc.; also the following motorcycle parts:* **Rims, pulley rims, mud guards, seat posts** *and* **straight lengths** *of* **tubing** *in quantities.*

If you are contemplating the building of bicycles or motorcycles send us your drawings and we shall be pleased to quote you prices.

The
Standard Welding
Company
CLEVELAND
NEW YORK CHICAGO DETROIT


HANDLE BAR.
UPPER FRAME TUBE.
SEAT POST.
UPPER REAR STAY.
SEAMLESS TUBE
MUD GUARD.
STAND BRACKET.
FORK SIDE
RIM.
EXHAUST TUBE.
LOOP TUBE.
LOWER REAR STAY.
PULLEY RIM.

Strength in Every Fibre and Quality in Every Thread



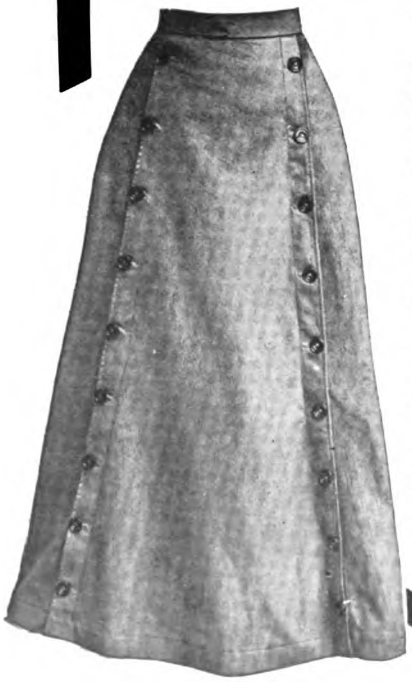
Style, Neatness and **Individuality;** these are the three important characteristics of AURORA BRAND Motorcycle clothing. Owing to the fact that it is cool, practical, light in weight, rain, dust and wind-proof, perfect-fitting, complete in workmanship and natural in outline

AURORA AURORA BRAND **BRAND**

Motorcycle Clothing

is the choice of discriminating riders throughout the country.

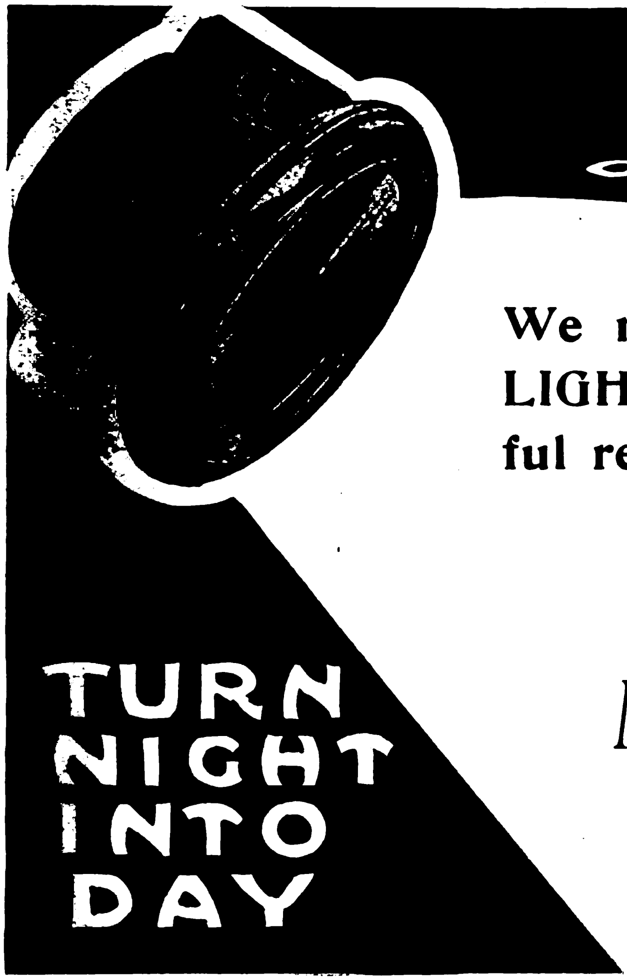
Motorcycle Clothing for Ladies



We wish to call attention to our ladies' clothing department, and particularly to the skirt illustrated here. This skirt may be used either for riding or walking purposes. The two divisions of the skirt are formed in front by a button panel and when worn this appears as an ordinary skirt. When it is desirable to ride, the front panel is unbuttoned at the left side, folded over and buttoned down the right side or removed entirely, as desired. We make a Norfolk Jacket to complete this habit, which is similar to our men's jacket. (See illustration.) These habits are symmetrical in outline, practical, smart, sensible and are the perfection of the tailor's art.

Fowler-Carnes Co.
Aurora, Ill.

Lunar MOTORCYCLE LAMPS



We must poLITEly insist upon enLIGHTening you as to the DeLIGHTful results obtainable with

"LUNAR"

Motorcycle Lamps

No lamp on the market to-day combines in such a high degree, perfect workmanship, first class materials and *unparalleled efficiency*, as the

"LUNAR"

While the MANGIN Mirror throws an extremely powerful beam of light straight ahead, the inside reflector diffuses the rays, so that not only the road ahead, but the ditches on each side of it are clearly illuminated.

SPECIFICATIONS

"Lunar" Motorcycle Lamps are made of heavy gauge brass throughout with one piece body. All parts are interchangeable and easily removed for cleaning purposes. Extra heavy glass front; all rattle and vibration absolutely eliminated.

Diameter of Mangin Mirror, 5 inches; diameter of Flange, 8 inches; extreme length 6 inches. Brackets adjustable to fit any motorcycle. Nickel finish will be furnished regularly.

Price, complete with brackets,

$7.50

Mr. Rider—*Why pay more and not get as much?*

Mr. Dealer—We have an extremely interesting proposition.

Write.

INDIANA LAMP CO. Connersville, Indiana

"PIGS IS PIGS"

BUT THERE IS A DIFFERENCE IN DROP FORGINGS

Most any old steel may be forged, but efficient service requires special steel, scientifically prepared for the particular purpose.

YALE drop forgings are made from "Arrow Tip" steel which we have selected after careful tests of everything in the market.

There is also a vast difference in the handling and treatment of the forgings after they leave the hammer.

Our drop forging plant is one of the largest and best equipped in the country, and we make thousands of special forgings of the highest grade for many of the biggest and best automobile builders in the business.

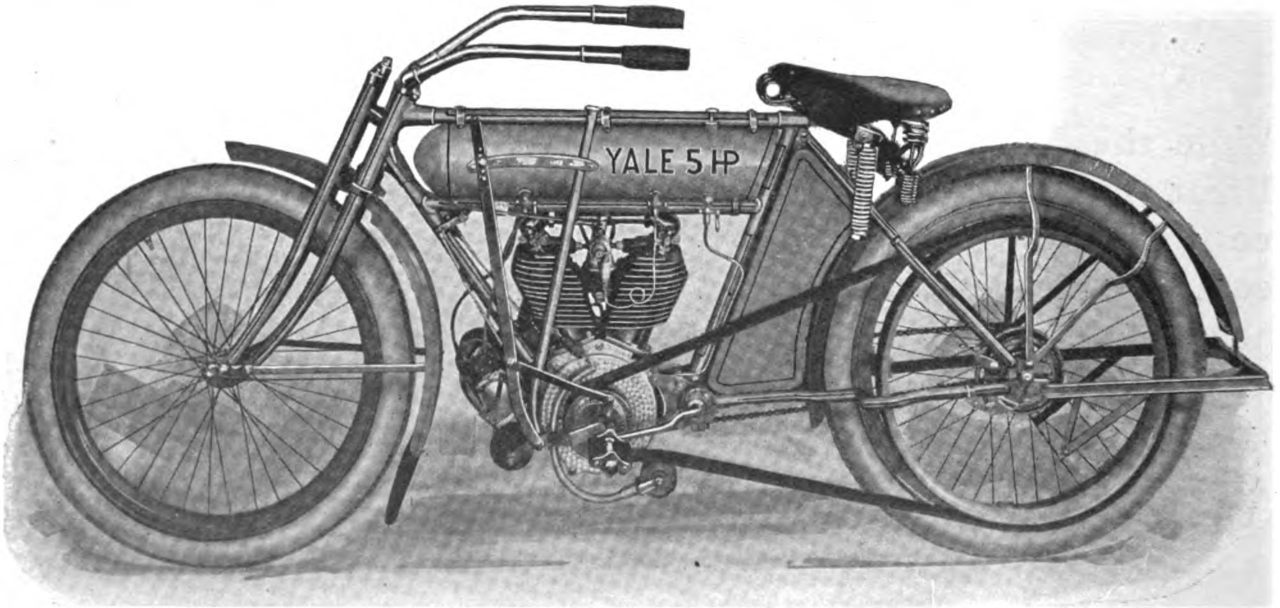
The YALE MOTORCYCLE naturally gets the best we can produce, which means the height of mechanical perfection in every detail, and YALE FORGINGS are largely responsible for the absolute dependability for which the YALE is famous.

REAL QUALITY—YALE QUALITY

begins in the forge shop and foundry and can be attained only when every detail of production is carried out in a single plant under unit management and inspection.

Write today for catalogue that tells the whole story of YALE PERFECTION. Four models—4, 5 and 7 horsepower. Prices, $210 to $285.

All Orders Shipped Same Day Received **DEALERS—Write For Our Proposition Today**



THE CONSOLIDATED MFG. CO. **1730 Fernwood Ave.**
TOLEDO, O.

Member M.M.A.

F. C. Cornish, Eastern Representative, 219 Clinton Avenue, Newark, N. J.

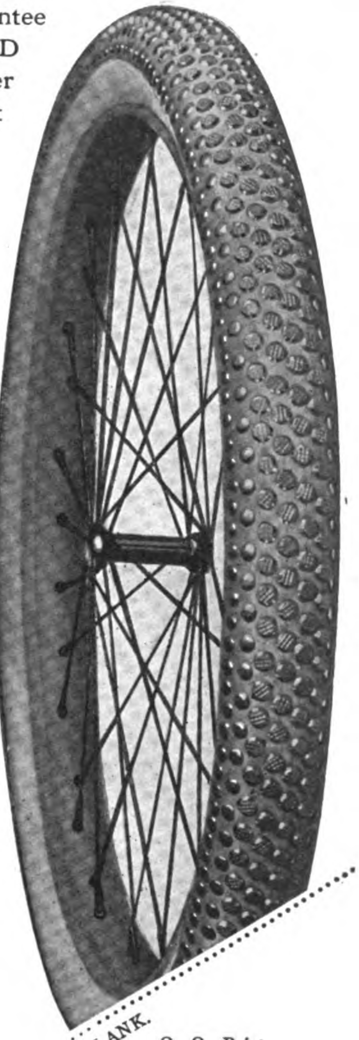
We also make Yale and Snell Bicycles, Hussey Handle Bars and Drop Hammer Forgings of every description

TIRE PROTECTION WITH A GUARANTEE

No longer is it necessary for motorcyclists to worry about PUNCTURES, BLOW-OUTS, GLASS CUTS, SKIDDING and unnecessary tire expense, which heretofore has MARRED the pleasure of all motoring—"BRICTSON" DETACHABLE TREADS will eliminate all this.

10,000 Mile Guarantee

SEND FOR COPY OF SAME



Yes, we will give you a 10,000 mile written guarantee with every "BRICTSON" MOTORCYCLE TREAD on a daily mileage basis of twenty-five miles per day. Can you get this kind of a guarantee on your rubber tires? Figure this guarantee out and you will see that it covers a period of 400 days.

Design and Construction

Made of select, specially prepared chrome tanned leather, soft and pliable, which gives with the "BRICTSON" the full benefit of the pneumatic tire. Studded on the surface with small neat-looking steel studs, designed to give perfect traction as well as a perfect "non-skid." There are layers of the best tire fabric between the layers of leather, which add strength and keep the tread from stretching. In addition to all these important features, the "BRICTSON" is lined perfectly smooth on the inside so there are no rivets or studs in contact with the rubber casing, making it impossible for the tread to injure the casing in any way.

The "BRICTSON" is the only scientifically constructed tread in that it CANNOT slip or slide on the rubber casing in ANY direction, owing to the patented, scientific method of fastening. It is held in position on the rubber casing by equal tension from all points of the circle, and for this reason may be adjusted to PERFECTLY fit the casing over which it is applied, which CANNOT be accomplished with any other method of fastening, and also envelops the entire casing, excluding sand, stones, mud, or even water from coming in contact with the rubber casing.

The "BRICTSON" is the ONLY TREAD THAT HAS PERFECT TENSION ADJUSTMENT FROM ALL POINTS OF THE CIRCLE, which other tread manufacturers have tried to imitate with metal contrivances that only detract from the appearance of the tread, add weight, and destroy the pneumatic feature, but still do not accomplish the desired result.

The "Brictson" Exclusive Patented Way of Fastening

The "BRICTSON" has no HOOPS, HOOKS, BUCKLES, SPRINGS, or any other unnecessary metal contrivances to add weight, break or eat into the rubber casing; neither is it cemented, laced, vulcanized, riveted or fastened to the rubber casing in any way—NATURAL INFLATION OF THE TIRE DOES THE TRICK—Simply clamped between the head of casing and rim—strictly Quick Detachable.

PRICES: One-half the price of a rubber casing and guaranteed three times as long. Compare the following prices:

26 x 2¼	$5.50	28 x 2¼	$6.50	28 x 2¾	$7.50
26 x 2½	6.00	28 x 2½	7.00	29 x 3	8.00

Other sizes on application.

Ask Your Dealer for "Brictson" Detachable Treads

Ask the best dealer in your town to show you the famous "BRICTSON" Guaranteed Detachable Tread. If for any reason he cannot supply you, fill out the attached ORDER BLANK, pin your check to same, mail it, and I will ship you the treads on TEN DAYS' FREE TRIAL, and if you don't find them perfectly satisfactory within 10 days from receipt of treads, return them and I will cheerfully refund your money. Remember, I take all the risk.

O. A. BRICTSON, President

The Brictson Mfg. Co.

2552 Brictson Building
Brookings, South Dakota

DEALER'S COUPON.

O. A. Brictson,
President.
The Brictson Mfg. Co.,
2552 Brictson Bldg.,
Brookings, So. Dak.

Without obligation on my part, send me your Dealer's Prices Catalogue and full particulars.

Name..................................

City........................ State............

County..

MOTORIST'S COUPON ORDER BLANK.

O. O. Brictson,
President,
The Brictson Mfg. Co.,
2552 Brictson Bldg.,
Brookings, So. Dak.

Enclosed please find.................. in the sum of $.................. for which ship by ex. or fgt......(quantity)........... Brictson Motorcycle Treads, size........ with the understanding if they are not perfectly satisfactory I may return them within 10 days from receipt of shipment and you will refund my money.

Signed..

THE NOISELESS FOUR-CYLINDER F. N. SHAFT-DRIVE VIBRATIONLESS

YOU WILL DO WELL TO READ THESE SPECIFICATIONS CAREFULLY

MOTOR
Four cylinder—5 h. p.

IGNITION
High Tension Armored Magneto with distributor affixed thereon. The F. N. originated the armored magneto in this country.

CARBURETER
Absolutely automatic—no adjustments.

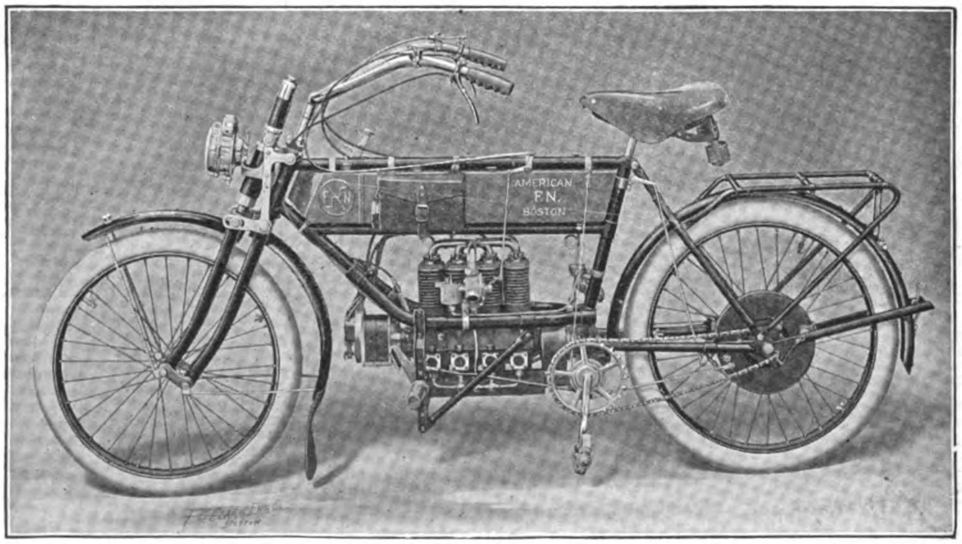
LUBRICATION
Pump inside of tank. Simple, safe and effective.

FREE ENGINE
Multiple disc clutch, running in oil.

TRANSMISSION
Bevel pinions.

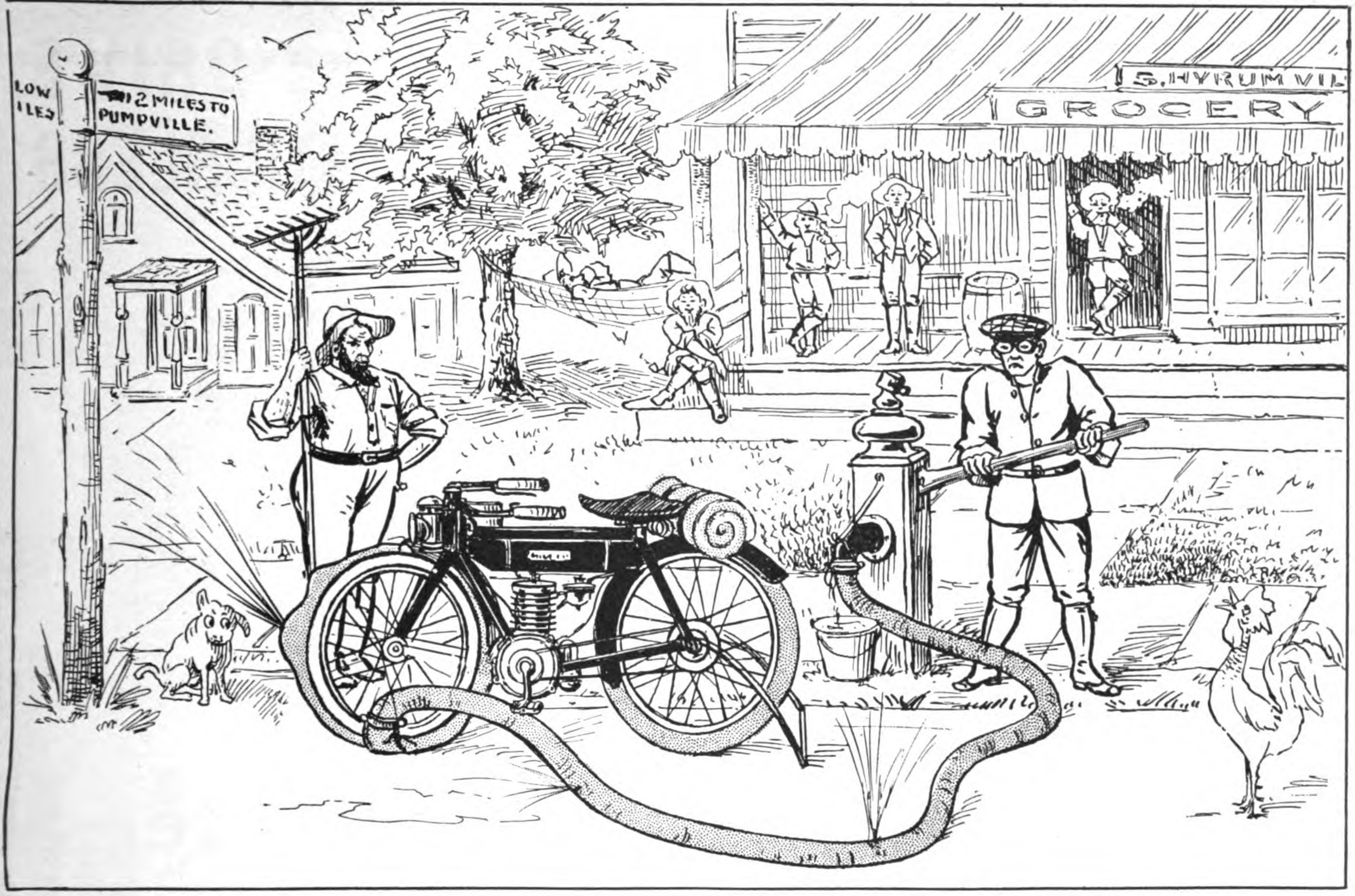
CLUTCH
Declutching device is controlled by Bowden Wire, from handlebar—*the only machine in the world* with this feature.

FOOT RESTS
These are regular equipment.



AMERICAN F. N. CO.

NEWTONVILLE STATION **BOSTON, MASS.**



First this then the small, inefficient five-inch bicycle pump, making the inflation of a tire fifteen minutes of hard, sweating, swearing work; then the "Giant" pump, which was a little better, and **NOW**

WILLCOX'S INFLATER

the only efficiently reliable motorcycle pump on the market. This will positively remain the standard article during the life of the patents now pending.

Price—$2.00 postpaid, including a set of REX Spring Clips

Guaranteed satisfactory or money refunded at once

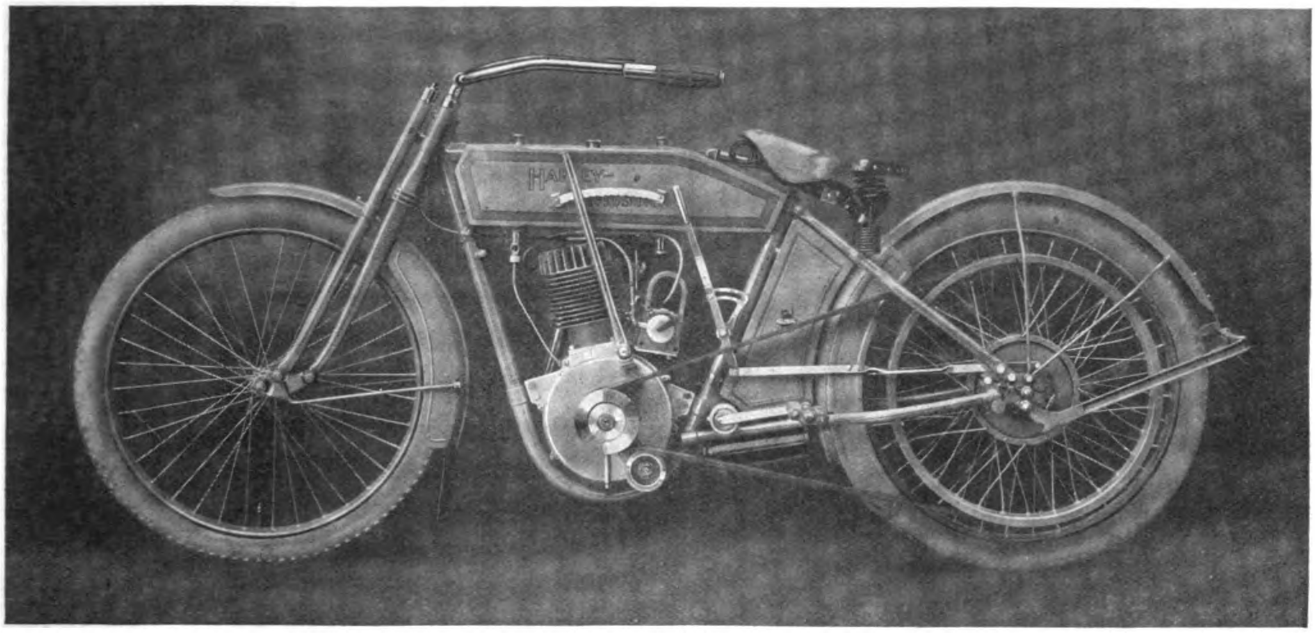
This pump, with a set of our one-minute tire levers, makes the rider forever immune from all puncture troubles.

AMERICAN F. N. CO.

NEWTONVILLE STATION BOSTON, MASS.

The Fellow Who Spends

Saturday afternoon and evening "tuning up" for his Sunday ride is the same one the boys are always waiting for on the road, not because his machine is necessarily so slow, but because annoying little details that were slighted in the making are constantly going wrong.

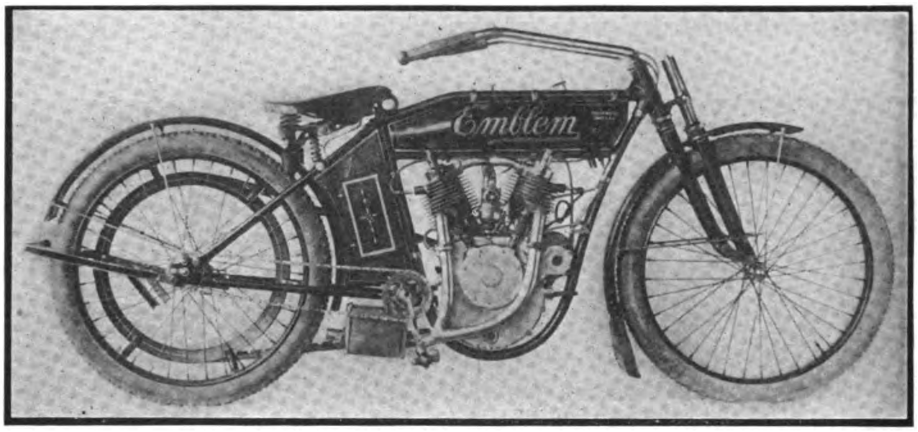


He's the Same Fellow

who thought he was saving a few dollars by buying something the dealer told him was "as good as the Harley-Davidson but costs less." Invest your money in a Harley-Davidson—don't sink it in a substitute.

Harley-Davidson Motor Company

214 C Street Milwaukee, Wisconsin



The 1912 Emblem 7 h. p. Twin Cylinder.

On The Pedestal of Popularity

Steadily and surely, in all parts of the country

THE EMBLEM

is coming into its own. Its sturdy dependability, its sufficiency unto every need, its hill-climbing powers, all combine to make it the ideal motorcycle from every standpoint. One **EMBLEM** sells another.

The **EMBLEM** is not built for speed, although its ability to "go some" when called upon to do so has never been questioned.

Where the **EMBLEM** shines is on road tours, where the steady grind of up hill and down hill, through sand and mud, over stones and gravel, brings mercilessly to light any imperfections in construction. Invariably the **EMBLEM** meets such tests.

The **EMBLEM** insures a perfect score always. When astride an **EMBLEM** all hills become mere optical illusions. Your eyes tell you the hill is there. The **EMBLEM** tells you it isn't.

The **EMBLEM** is built for work—steady, unremitting work.

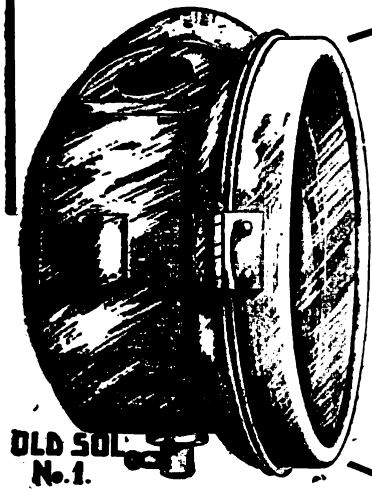
Send for our catalog. Rock bottom facts are what you want. Our catalog "proves."

Emblem Manufacturing Co.

Angola, N. Y.

A Great White Light on the Lighting Question

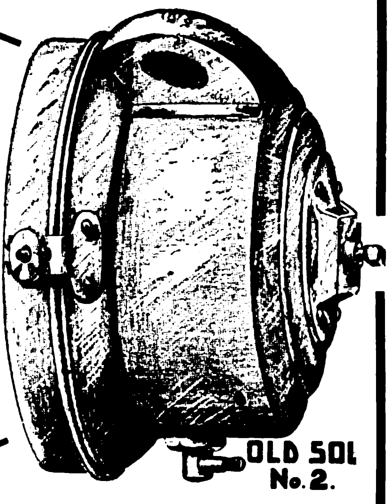
Do you want a lamp whose light cuts through the darkness like a knife through butter? Do you want a lamp that stays lit through the strongest wind, the fiercest gale? Do you want a lamp that can't jar loose, no matter how great the vibration? Then get an



OLD SOL No. 1

"Old Sol"

"Makes the Sun Work Overtime"



OLD SOL No. 2

Some Reasons for "Old Sol's" Supremacy

LIGHT PROJECTION

"Old Sol No. 8" has a light throwing capacity of 1,500 candle-power—superior to a great many and the equal of any automobile headlight. That's because of our specially ground dioptic lens which is a feature of our line.

CONSTRUCTION

Made of heavy gauge brass throughout, with high grade dioptic lens specially ground to our order. A strong point is the bracket arrangement, which enables lamps Nos. 1, 3 and 8 to be attached to every machine sold in the United States and Canada.

DURABILITY

While heavily and staunchly constructed, the "Old Sol" line of lamps is lighter than any other lamp on the market. All our lamps are re-inforced at points most susceptible to wear.

Ask Your Dealer

Send for Catalog and Copyrighted Chart.

Hawthorne Mfg. Co., Inc.
Bridgeport, Conn.
Pollock Mfg. Co., Ltd., Berlin, Ont., Canada

B'G

HAVERFORD

Motorcycles are as high in quality as they are low in price. They offer

MUCH FOR LITTLE

You might search both the American and Foreign markets and you would not find any motorcycles comparable to the Haverford B'G 4 for Speed, Power and Dependability, when price is considered.

Purchasers of the

HAVERFORD

invariably recommend them to their friends—That's why there are thousands of Haverfords ridden to-day. And that's why the large demand for them is constantly increasing.

IMMEDIATE DELIVERIES

can be had on these Handsome and Reliable Motorcycles. A year's guarantee goes with each one.

Catalogue with full specifications free.

THE TRIANGLE PROPOSITION

for Dealers is a Selling Contract that offers big chances for building profitable business.

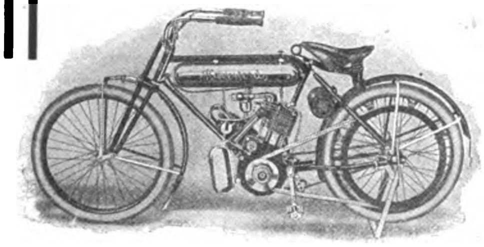
Dealers, don't chase the Dollars any longer; send for THE TRIANGLE PROPOSITION NOW. Sign it and let the Dollars chase you. You can't make money waiting for Promised Deliveries.

HAVERFORD CYCLE COMPANY

825-827-829 ARCH STREET PHILADELPHIA, PA

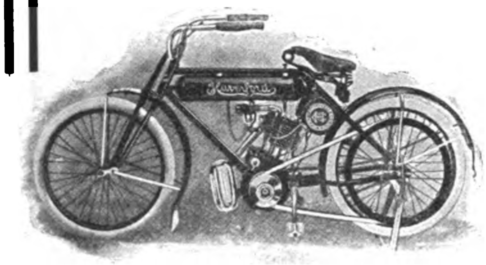
BRANCH, 411 Market Street, Newark, N. J.

Washington, D. C. Buffalo, N. Y. Atlantic City, N. J.



Model A

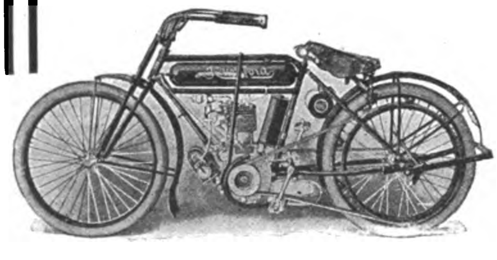
$125.00



Model B

$150.00

With Bosch Magneto and Schebler Carbureter

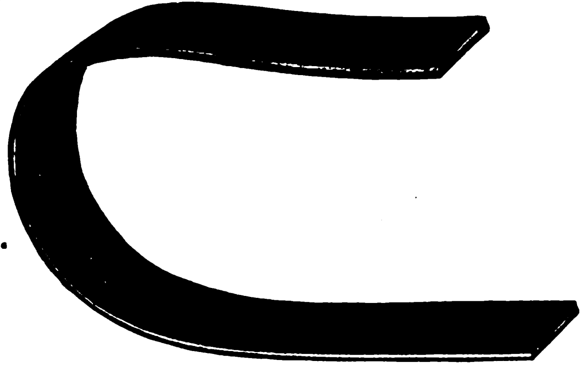


Model C

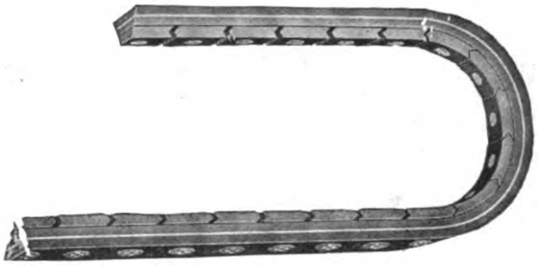
$175.00

With Bosch Magneto, Schebler Carbureter, Upright Engine Flat Belt Idler

4



PATENTS NO. 723917-764831.



PATENTS NO. 723917-764831.

RECORDS COUNT

Don't take chances with belts that may cause trouble
any time—when you are miles from the repair man

WHITE STRIP and SEA LION
Guaranteed Belts

Keep pace with the engine and pull the load all the time.

USED EXCLUSIVELY BY THE LARGEST MANUFACTURERS OF BELT DRIVEN MACHINES.

We help dealers to sell our belts and accessories. Write for our catalogue and co-operative selling plan.

CHICAGO BELTING COMPANY
124 N. Green Street CHICAGO

Branches
New York New Orleans Portland, Ore.

Motorcycle Belts
and
Accessories
Chicago Belting Co.
Chicago

Be Sure It Is

PREST-O-LITE

"The Light Universal"

Ask Any Experienced Motorcyclist

He will tell you the advantages of Prest-O-Lite on your machine.

One accident on the road at night, due to poor light, costs many times the price of Prest-O-Lite.

If you are going to ride after dark, don't trust to the poor, unsatisfactory, unreliable light of a generator.

Don't get any "imitation" lighting system that is not backed by complete service.

Don't experiment. Don't take chances. Profit by the experience of thousands and get Prest-O-Lite—

When you buy your machine

Insist Upon Prest-O-Lite!

It is the ONLY gas tank that is backed by universal service.

If you are a "stay-at-home," the chances are you don't need *any* light on your machine.

But if you are going out on the open road—if you are really to realize the joys of your motorcycle—you must have service.

You will find Prest-O-Lite Exchange Stations in practically every city, town and village in the country. 15,000 agencies that guarantee you service no matter where you go.

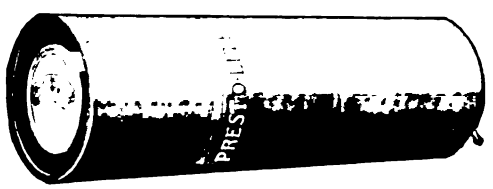
And one point more—the best time to get Prest-O-Lite is when you buy your machine.

Ask the dealer how much it will cost you to have Prest-O-Lite put on.

If you want any further information about Prest-O-Lite we will gladly send you our Motorcyclist's Booklet, showing how the small tank is easily attached to any machine. Ask for it today.

Price of Tank $10

EQUIPPED WITH GAUGE.



Dimensions: Length, 13¼ inches; diameter, 4 inches; weight, 8¾ pounds.

Our Handy Rule and Gasoline Gauge sent on request. Measures gasoline in tank; flexible for measuring tires, etc.

The Prest-O-Lite Company

246 EAST SOUTH STREET INDIANAPOLIS, INDIANA

BRANCHES AT: Atlanta, Baltimore, Boston, Buffalo, Chicago (2), Cincinnati, Cleveland, Dallas, Detroit, Denver, Indianapolis, Jacksonville, Kansas City, Los Angeles, Milwaukee, Minneapolis, New York, Omaha, Philadelphia, Pittsburg, Providence, St. Louis, St. Paul, San Francisco, Seattle.

CHARGING PLANTS: Atlanta, Cleveland, Dallas, E. Cambridge, Hawthorne, Ill., Indianapolis, Long Island City, Los Angeles, Oakland, Omaha, Minnesota Transfer, Waverly, N. J., and Seattle.

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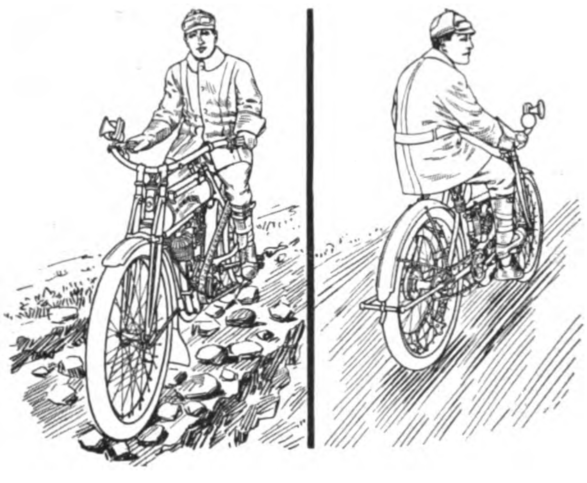
COMFORT

POWER



Rough Roads or Smooth, Tourists Can't Be Choosers

WHEN touring, you're bound to strike all kinds of roads. The Spring Frame and Spring Fork *do* the trick. The one comfortable motorcycle—and the only one, is

THE FLYING MERKEL

Just watch a "Merkel" rider hitting it up on a bad stone road, and compare it with the others. Believe us, there's no argument. Ask *any* proud "rider of the orange." Catalog "B" if you say so.

MIAMI

The Miami Cycle & Mfg. Co.
MIDDLETOWN, OHIO
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(31)

SAFETY

RELIABILITY

The comfort-creating

BROOKS

For saddle service there's no test like the Tour, and—

There's no test will reveal as that will the merits of the BROOKS.

The roughest road—the longest ride—vibrationless!—

The BROOKS—**the original and only genuine compound-spring saddle**—will make that possible.

And the secret is the BROOKS Patent Compound-Springs—an exclusive feature obtainable only in the Saddle which bears that name.

Hence, specify the BROOKS and ensure true luxury awheel.

J. B. BROOKS & CO., Ltd.
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BIRMINGHAM, ENGLAND
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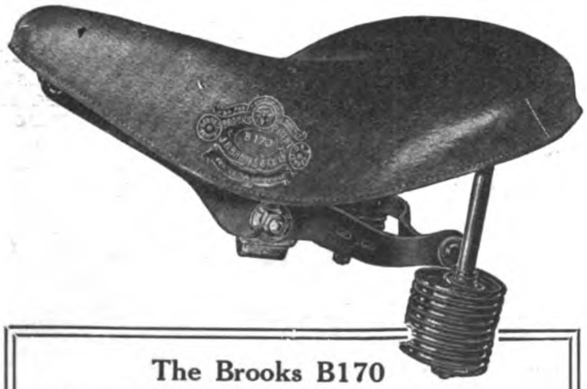

The Brooks B170

Seat part consists of carefully moulded steel base, comfortably cushioned and covered over all with substantial leather. Being anatomically shaped, you sit IN it rather than ON it.

REMEMBER

Baker Buys the Best

of motorcycle supplies, and has one of the largest stocks of American-made and imported accessories in this country.

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You can buy at prices absolutely right. "A square deal always," is our motto.

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A GOOD SAVING NOW

can be made in casings which are in fine condition. Half usual prices.

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We extend an invitation to all tourists to call on us when in New York

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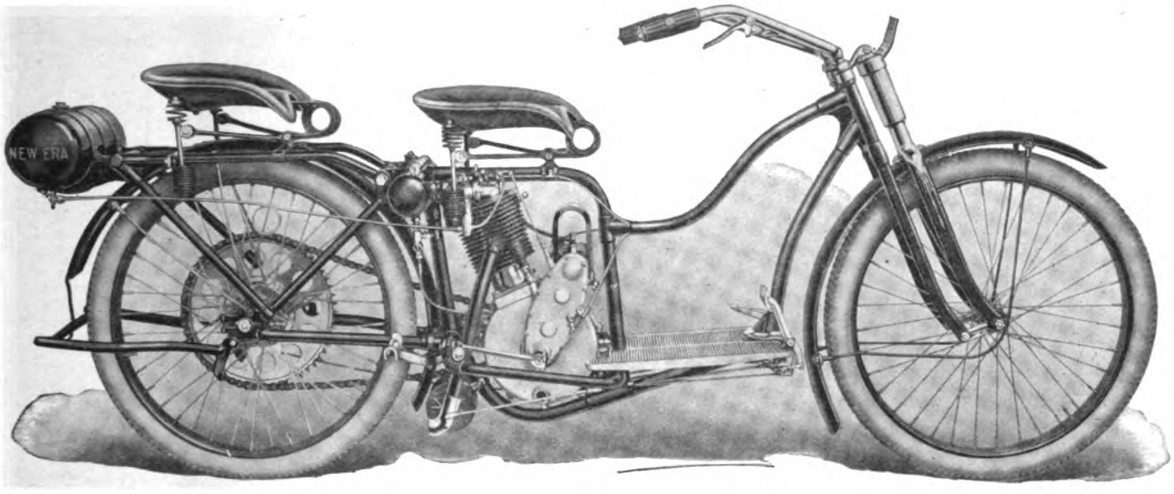
"Anywhere Under Any Condition"

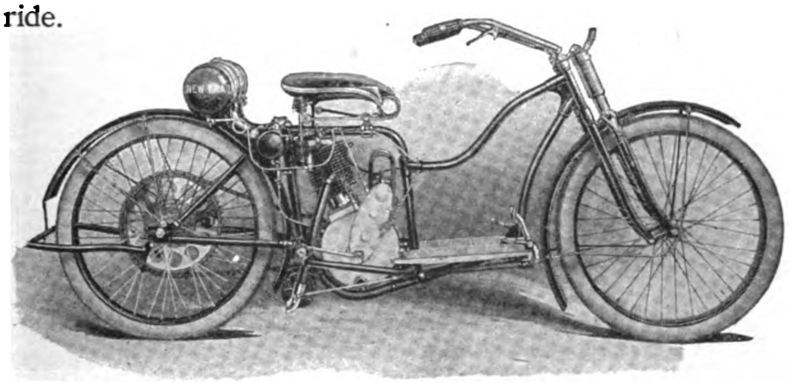


TWO PASSENGER ROADSTER MODEL

Doesn't that look good to you Tourists?—and the joy of it is—it can really be done on a NEW ERA machine.

The NEW ERA will not only take you there and back, but it will take you with an ease that is remarkable. None of those pains across the small of your back—no saddle soreness—no cramps in the toes—nothing but a keen delight in the pleasure of motorcycling and the desire to "keep riding"—Did you notice that last?—It's a desire that is not often experienced after a day's ride.

The New Era is the only real two-passenger machine on the market and has ample power to take two riders up any grade that traction can be found for the rear wheel.



SINGLE PASSENGER ROADSTER MODEL

We have more orders to date than we had during 1910 and 1911 put together. Our factory is running every night and all day Sunday—get your order in early to assure yourself prompt delivery.

THE NEW ERA AUTO-CYCLE CO.

22 DALE AVENUE DAYTON, OHIO

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J. A. NESBITT ....Woodruff, S. C.
CASINO CYCLE & SUPPLY CO...Superior Ave. & 68th St., Cleveland, O.
ECONOMY CYCLE SUPPLY CO............45 Bagley Ave., Detroit, Mich.
THE NEW ERA MOTOR CO..............271 S. Broadway, Denver, Colo.
R. R. HILL ....2127 Michigan Ave., Chicago, Ill.
W. D. ANDREWS ....632 Main St., Buffalo, N. Y.
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MOTORCYCLE TIRES

These are a one-quality product. They are not offered on a low price basis but they will average more mileage than other tires can give.

Motorcycle tires have to meet the same road conditions as automobiles, but spare tires cannot easily be carried. Hence motorcycle tires must be exceptionally tough and durable.

We have a type to suit every need, a tire for every road condition—for wet, slippery pavements, for muddy roads, for dirt, board or cement tracks.

Fisk Tires will give better service under severer conditions than any other standard high grade tires. They are hard to puncture. The great majority of dealers sell them.

FISK
MOTORCYCLE
TIRE
(BAILEY TREAD)

THE FISK RUBBER CO.
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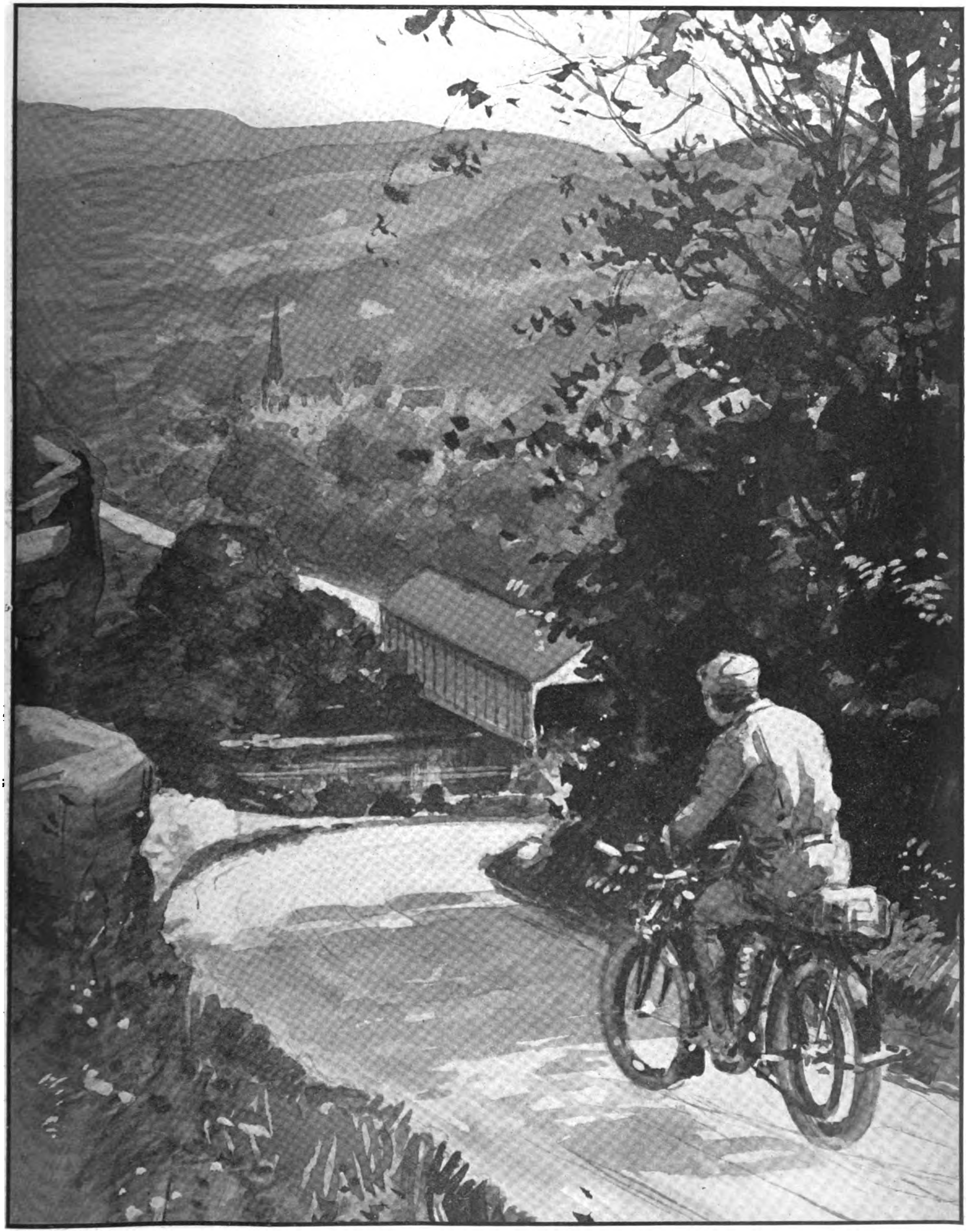
Direct Factory Branches in 35 Cities



TOURING

Count the miles—then figure the cost

Right now, at the beginning of the season, when it is just as easy to select one brand of tires as another bear in mind this fact—

Actual tire value is the *only* thing that can determine actual tire cost

Next Fall, when you are laying up your machine, you won't be particularly concerned about the first cost of your tires *if* the service-cost for the season has been satisfactory. It is a foregone conclusion that this service-cost will ***not*** be satisfactory unless you start with tires into which have been built the maximum of service-yielding qualities. You cannot hope to get more out of your tires than the manufacturer puts into them.

United States Motorcycle Tires

are the product of co-operative factory methods absolutely unprecedented in the history of tire making. Think what it means in mileage economy to have incorporated in ***one*** brand of tires ***all of the strong points*** of two such famous brands of tires as G & J and Morgan & Wright.

This is what you ***actually get*** in United States Motorcycle Tires.

There can be no question about the ultimate economy of buying tires made as these tires are made.

Why not try them?

UNITED STATES TIRE COMPANY

NEW YORK

Dealers Everywhere

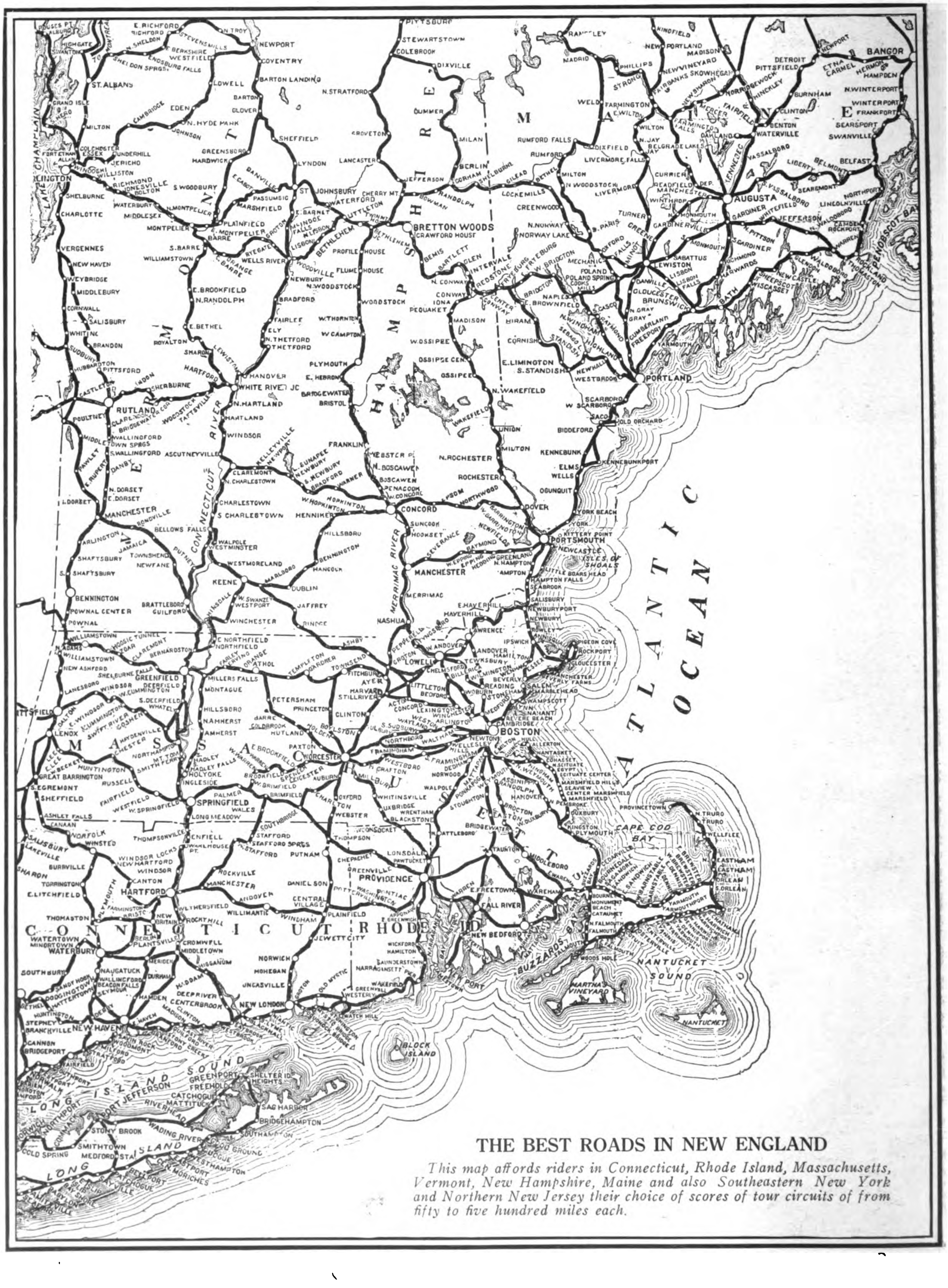
MOTORCYCLE ILLUSTRATED

THURSDAY MAY 16 1912

NO apology is required for an issue of a motorcycle journal in which the motorcycle, as a machine, is kept in the background in order to point out to motorcyclists a few of the many points of interest in this country, and indicate the routes leading to them. That is the purpose of this, the

SPRING TOURING NUMBER

of MOTORCYCLE ILLUSTRATED. Approximately 350 tours are mapped out and itineraries given. Owing to their number it is possible to give only general directions in each case. However, detailed information for each tour is on file in this office, and will be gladly furnished, free of charge, to any motor tourist.


VERMONT
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ATLANTIC OCEAN
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NANTUCKET
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LONG ISLAND SOUND
LONG ISLAND
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BANGOR
LOWELL
BOSTON
WORCESTER
SPRINGFIELD
PITTSFIELD
HARTFORD
NEW HAVEN
NEW LONDON
PROVIDENCE
FALL RIVER
NEW BEDFORD
PROVINCETOWN

THE BEST ROADS IN NEW ENGLAND

This map affords riders in Connecticut, Rhode Island, Massachusetts, Vermont, New Hampshire, Maine and also Southeastern New York and Northern New Jersey their choice of scores of tour circuits of from fifty to five hundred miles each.

NEW ENGLAND TRIPS

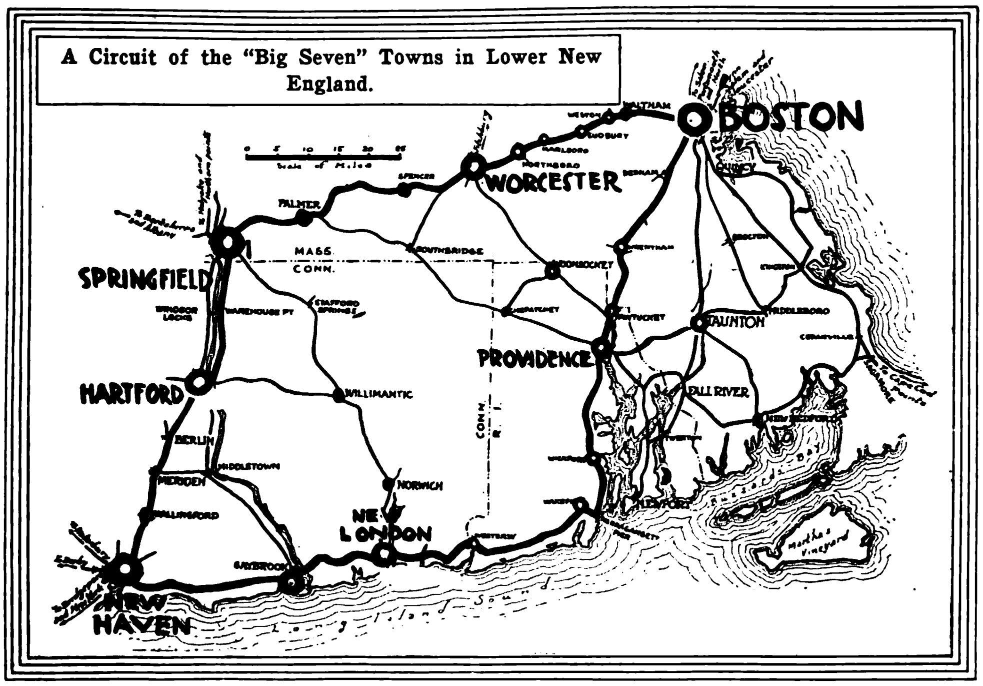
Few sections of the country are richer in historical interest or more bountifully supplied with features calculated to charm the observant motorcycle tourist than New England. Dotted with bustling manufacturing cities and liberally sprinkled with quaint towns, some of which have not even been jostled in the march of civilization for more than a century, this region holds out its lure for the tourist of practical bent as well as the romanticist. It does not lack variety. On one hand is the mammoth factory from which your shoes come; just over yonder hill may nestle a cottage which echoed to the battle-cry of patriots when history was in the making and a mile to right or left mansions and broad estates may give a suggestion of old-world magnificence. Always there is pleasing scenery, mostly over rolling country but sometimes bordering on the rugged.

Boston offers many special points of interest. No tourist should overlook a visit to Boston Common, a 48-acre park of great historical interest in the heart of the city; one of the features in the Common is the Soldiers' Monument. On Beacon Hill stands the State House, also well worth a visit; just below the State House in Beacon street a tablet indicates the site of the old Hancock mansion, and in this section of the city there are many handsome public buildings. The Custom House, Faneuil Hall, the Old South Meeting House, the Museum of Natural History, the Massachusetts Institute of Technology and the Museum of Fine Arts are easily reached, and should not be passed without inspection. In short, a ride through Boston and its environs will gain in interest at every turn. The roads in this section are good, as a rule, garages are plentiful and hotel rates are reported to be moderate.

Cambridge, the seat of Harvard University, is not without its attractions. After inspecting the University buildings the tourist may visit the Common, featured by the Soldiers' Monument and a number of handsome statues. Craigie House is another point of interest. It was occupied by Washington in 1775-76 and was the home of Henry W. Longfellow from 1837 till his death. In Mt. Auburn Cemetery are the graves of many famous men, among them Longfellow, Lowell, Josiah Quincy, Agassiz, Phillips Brooks and Oliver Wendell Holmes. The Charles River Speedway, on the south bank of the Charles river, is one of the finest drives in the district. The rider who makes a side run over into Charleston should see the Bunker Hill Monument, visit the navy yard and the birthplace of Samuel Morse, inventor of the electric telegraph. Short trips may be made to Nantasket Beach and Paragon Park, amusement places on the outskirts of Boston. Other favorite resorts within easy riding distance of Boston are Newton, Revere Beach, Arlington Heights and Middlesex Falls, and longer runs may be made to Concord, Lexington, Providence and Newport.

Providence and Newport are never overlooked by the tourist in Rhode Island. Narragansett Pier is an unfailing source of amusement and interest, and the hundreds of palatial residences in these places also attract the visitor. Hingham is a quaint Massachusetts town, worthy of more than passing attention, and Plymouth holds out as its prime attraction Plymouth Rock, landing place of the Pilgrims. Joseph Jefferson, the internationally famous actor, is buried at Sandwich, Mass.; Provincetown is an ancient fishing village where the town crier is still in evidence; Salem overlooks a good harbor and has two crumbling forts; Swampscott is a seaside resort with charming combinations of rocky bluffs and sandy beaches; Gloucester is a typical New England fishing town whose fisherfolk furnished the characters for Kipling's "Captains Courageous"; Waltham is a busy manufacturing city and Somerville is the seat of Tufts College; New Bedford, Dartmouth and other towns in the Buzzard's Bay district, are best known for their fisheries.

The motorcyclist touring New Hampshire who finds himself in the vicinity of Exeter should visit Phillips Academy, which has numbered among its pupils Daniel Webster, George Bancroft and Edward Everett. Concord, the capital city, has several spacious parks and fine drives; Manchester, the largest city is chiefly interesting as a manufacturing center. The tourist in this State will not find the special features so closely crowded as in Massachusetts, but the scenery shows greater variety and particularly in the Lake Winnipiseegee region it has touches of rugged beauty, lapping over, as it were, from Maine. While the latter State does not always offer good roads for the motorcycle tourist it amply repays those who include it in their touring routes. Old Orchard has one of the finest bathing beaches in New England, and should not be overlooked on a visit to Maine. From Portland, the largest city, pleasant runs may be made to Riverton Park, Falmouth, Foreside, Underwood Springs, Cape Cottage Park and the twin lighthouses on Cape Elizabeth. One of the most pleasant outings over a longer route is to the Bay of Naples. Casco Bay is a yachting center, crowded with pretty wooded islands, and there are many similar resorts, all rich in scenery. Running along the Kennebec river to Iceboro the tourist will find the largest


A Circuit of the "Big Seven" Towns in Lower New England.

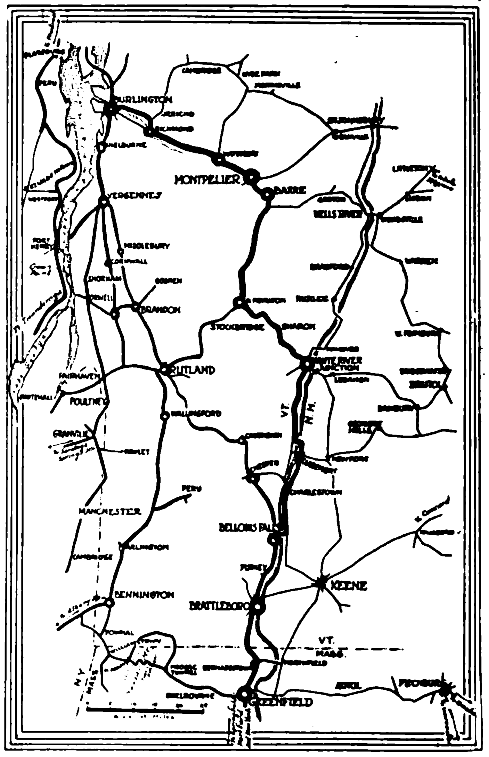
ice-houses in the world. Numerous interesting side trips may be made from Augusta which lies on both sides of the Kennebec river. In Bangor the tourist will do well to look into the lumber industry, this city sawing and shipping no less than 150,000,000 feet of lumber annually. From Bar Harbor the visitor may go over the Ocean Drive to Schooner Head, Great Head and the Otter Cliffs, a 12-mile round trip.

At Rumford Falls the Androscoggin river descends 180 feet in three leaps, affording a spectacle of unusual beauty. The scenery throughout this entire district is impressive. The Rangeley or Androscoggin lakes, a group of half a dozen small bodies of water, are well-known show spots in Maine. Many hunting and fishing clubs have their headquarters in this section, and the tourist-sportsman need not remain idle. If possible a run should be made to Moosehead Lake, from which a view of Mt. Katahdin may be had in clear weather. It is for its scenery that Maine will be remembered by the tourist and a camera will prove a valuable addition to the luggage pack.

All the main touring routes in Vermont take the motorcyclist through beautiful country. In the western section of the State many resorts on the shore of Lake Champlain offer attractions, and there are scores of picturesque small towns in which the tired tourist may find hospitality throughout the central district. The roads are hilly in many places, but they are fairly well kept and in good weather the run through Vermont should not prove the least enjoyable feature of a New England outing.

Connecticut, like Massachusetts, offers a pleasing combination of busy manufacturing towns and drowsy villages. In the former the tourist may see some of the world's best-known metal products being prepared for the market, and the latter afford opportunities for restful observations in ideal surroundings. New Haven is the seat of Yale University, and Hartford, the capital city, is beautifully laid out. The latter has a number of fine parks and drives calculated to attract the motorcycle tourist. In touring New England it is advisable to provide for stops at all the larger cities so that full benefit may be derived from the scores of side trips which are possible. This suggestion applies with particular force to Massachusets, New Hampshire and Vermont as many of the most entrancing views and other features lie only an hour's ride off the general touring lines.

As many of the routes are hilly a 2-speed machine will add to the rider's enjoyment.



From Vermont to Lakes George and Champlain.

Twenty-five Interesting New England Tours

1. Augusta, Me., to Moosehead Lake via Bangor, 163.5 Miles.

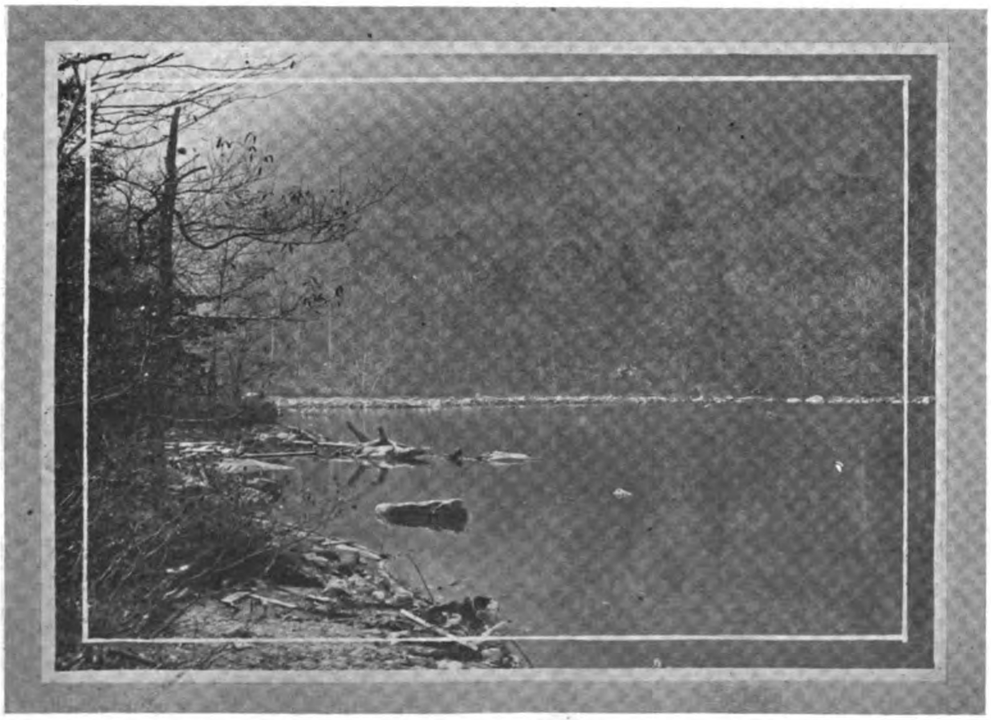
Fair Dirt and Good Gravel Roads.

0.0 Augusta. 6.9 Riverside. 11.9 Vassalbow. 19.1 Windslow. 19.4 Waterville. 22.7 Fairfield. 23.2 Benton Sta. 25.0 Benton. 29.5. Clinton. 35.0 Burnham Jc. 42.0 Pittsfield. 49.5 Newport. 58.0 Etna. 61.4 Carmel. 68.8 Hermon. 70.4 Hermon Cent. 76.5 Bangor. 80.8 Veazie. 84.2 Orono. 96.0 (bear right here). 106.9 La Grange. 116.5 Milo. 130.4 Dover. 131.0 Foxcroft. 147.9 Monson. 162.0 Greenville 163.5 Greenville Jc.—Mooshead L.

2. Boston to Concord, N. H., to Sunapee Lake, N. H., 124.3 Miles.

Macadam to Concord; Balance Dirt and Macadam.

0.0 Boston. 1.9 Cambridgeport. 3.7 Cambridge. 5.6 North Cambridge Jc. 7.3 Arlington. 14.6 Burlington. 20.2 Billerica. 26.5 Lowell. 34.4 Tyngsboro. 41.0 Nashua. 46.9 Thornton Fy. 50.5 Merrimac. 58.0 West Manchester Sta. 59.1 Manchester. 70.3 Suncook. 71.7 Penbroke. 77.6 Concord. 92.3 Dimond Sta. 96.5 Warner. 98.8 Waterloo Sta. 102.6 Melvin. 105.5 Bradford. 108.0 South Newbury. 110.9 Newbury. 117.8 Lakeside. 120.7 Gorges Mills. 124.3 Sunapee L.



One of Maine's Many Beautiful Spots.

3. Boston to Greenfield, Pittsfield and Lenox, 163.8 Miles.

Mostly Macadam; Some Good Dirt Roads.

0.0 Follow route (2) from Boston, 163.8, as far as: 7.2 Arlington. 10.0 East Lexington. 18.7 Concord. 25.1 Acton. 31.6 Harvard. 36.3 Ayer. 44.9 Lunenburg. 49.1 Fitchburg. 56.5 Westminster. 61.0 Gardner. 65.6 Otter River. 66.9 Baldwinsville. 76.0 Athol. 80.7 Orange. 85.8 Erving. 92.3 Millers Falls. 99.8 Greenfield. 105.3 Shelburne. 109.1 Shelburne Falls. 117.2 Claremont. 136.0 North Adams. 141.9 Adams. 147.1 Cheshire. 152.2 Lanesboro. 157.3 Pittsfield. 163 Lenox.

4. Boston to Keene, N. H., via Groton, 85.2 Miles.

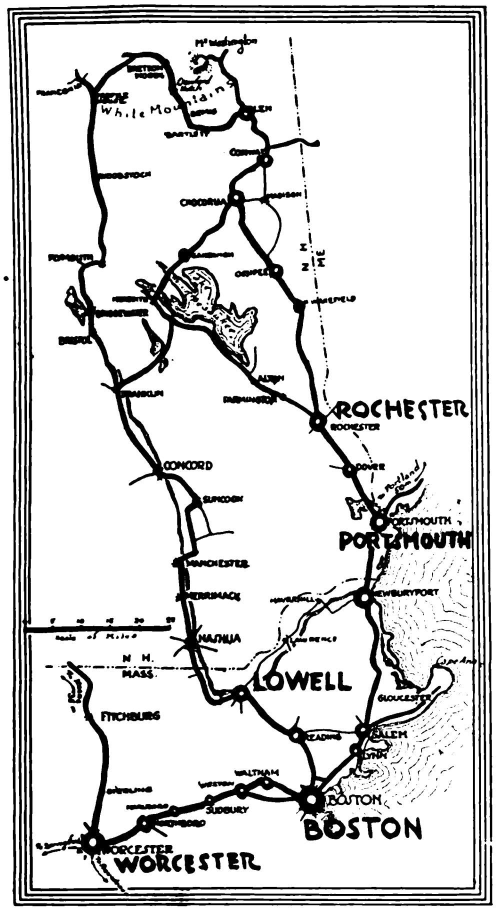
About Half Macadam; Rest Good Roads.

0.0 Boston. Take route from Boston to 18.7 Concord as per route (3); then 22.4 Acton Sta. 29.4 Littleton Com. 30.9 North Littleton. 35.9 Groton. 42.1 Townsend Harbor. 44.1 Townsend. 46.1 West Townsend. 50.2 Ashby. 62.4 Rindge, N. H. 64.3 West Rindge. 70.5 Fitz William. 74.5 Troy. 80.4 Marlboro. 82.7 South Keene. 85.2 Keene, N. H.

5. Boston to Newburyport, Mass., via Cape Ann, 78.5 Miles.

Mostly Macadam, Going Through All Shore Towns.

0.0 Boston. 1.9 Cambridgeport. 2.8 Cambridge. 4.0 Somerville. 10.6 Revere Sta. 11.4



From Boston Into New Hampshire.

Revere Beach. 14.5 Point of Pines. 17.0 Lynn. 20.6 Swampscott. 22.6 Forest River Sta. 24.3 Salem. 26.0 Beverly. 30.1 Pride's Cross. 30.4 Beverly Farms. 33.0 Manchester-by-the-Sea. 36.4 Magnolia. 40.6 Gloucester. 45.1 Rockport. 46.8 Pigeon Cove. 48.6 Lanesville. 50.9 Anasquam. 52.3 Riverdale. 54.6 Gloucester. 57.9 West Gloucester. 61.4 Essex. 66.6 Ipswich. 70.6 Rowley. 75.0 Newburyport Old Town. 78.6 Newburyport.

6. Boston to Newport, R. I., via Taunton 70.5 Miles.

Mostly Macadam Roads.

0.0 Boston. 9.0 Mattapan. 14.5 Ponkapoag. 19.3 Stoughton. 24.8 S. Easton. 25.4 S. Easton Sta. 32.0 Rayham Sta. 35.4 Taunton. 41.8 Dighton Sta. 42.0 Dighton. 44.9 Somerset. 46.9 Pottersville. 51.0 Fall River. 58.2 Tiverton. 70.5 Newport.

7. Boston to Poland Spring, Me., via Portsmouth and Portland, 154 Miles.

Direct Route, Mostly All Macadam to Portsmouth, Balance Good Gravel Roads.

0.0 Boston by route (5) to 49.2 Newburyport. 51.8 Salisbury, N. H. 54.0 South Seabrook. 56.0 Seabrook Bch. 58.2 Hampton Bch. 61.4 North Beach Jc. 75.0 Portsmouth. 76.3 Kittery, Me. 83.0 York Corners. 83.8 York Village. 84.3 York Harbor. 93.8 Ogunquit. 95.8 Moody. 97.3 Wells. 99.3 Elms. 102.6 Kennebunk. 110.7 Biddeford. 111.2 Saco. 117.2 West Scarboro. 122.2 Libbey's Cor. 126.6 Portland. 129.7 Merril's Cor. 130.6 North Deering. 133.9 West Falmouth. 138.5 West Cumberland. 143.7 Gray. 146.3 Dry Mills. 154.0 Poland Spr.

8. Boston to Providence, R. I., New London and New Haven, 174 Miles.

Shore Road, Mostly Macadam.

0.0 Boston. 11.5 Dedham. 15.6 Norwood. 19.9 Walpole. 26.6 Wrentham. 31.5 Plainville. 33.1 North Attleboro. 41.1 Pawtucket, R. I. 46.2 Providence. 56.3 Apponaug. 59.0 E. Greenwich. 66.3 Wickford. 68.1 Hamilton. 71.4 Saunderstown. 78.2 Narragansett Pier. 80.9 Wakefield. 86.6 Perryville. 90.8 Charlestown. 102.7 Westerley. 112.5 Mystic. 116.5 Poquonoc. 119.9 Groton. 120.0 New London. 127.2 Flanders Village. 128.0 East Lyme. 134.0 Laysville. 136.4 Old Lyme. 139.7 Old Saybrook. 143.9 Westbrook. 148.2 Clinton. 152.4 Madison. 157.0 Guilford. 166.1 Branford. 169.3 East Haven. 174.0 New Haven.

9. Boston to Provincetown, Mass., via Cohasset, Plymouth and North Shore, 127.2 Miles.

Mostly Macadam with Some Sand Roads.

0.0 Boston. 7.2 Milton Lower Mills. 11.2 Quincy. 17.4 Hingham. 19.7 N. Cohasset Sta. 22.6 Cohasset. 35.6 Marshfield. 48.2 Plymouth. 66.8 Sagamore. 69.2 Sandwich. 76.7 West Barnstable. 81.1 Barnstable. 82.7 Cummaquid. 83.5 Yarmouthport. 85.0 Yarmouth. 88.4 Dennis. 94.8 Brewster. 100.4 Orleans. 104.0 Eastham. 106.0 N. Eastham. 110.6 S. Wellfleet. 117.5 S. Truro. 121.0 N. Truro. 127.2 Provincetown.

10. Boston to Pittsfield, via Springfield, 144.3 Miles.

All Macadam Roads.

0.0 Boston. 14.5 Weston. 18.0 Wayland. 21.0 S. Sudbury. 28.8 Marlboro. 34.4 Northboro. 38.9 Shrewsbury. 44.5 Worcester. 48.8 Worcester. 50.8 Leicester. 55.8 Spencer. 59.1 E. Brookfield. 62.5 Brookfield. 65.2 W. Brookfield. 68.7 Warren. 71.0 West Warren. 80.3 Palmer. 85.5 N. Wilbraham. 95.3 Springfield. 96.8 W. Springfield. 105.3 Westfield. 110.3 Fairfield. 113.3 Russell. 118.3 Huntington. 124.3 Chester. 128.3 Bonnyrigg Four-Corners. 133.0 West Becket. 138.0 East Lee. 140.3 Lee. 144.3 Lenox.

11. Bretton Woods, N. H., to Burlington, Vt., 116 Miles.

Good to Fair Dirt Roads, Many Hills.

0.0 Bretton Woods. 0.8 Fabyan. 5.4 Twin Mountain H. 10.4 Bethlehem Jc. 13.6 Bethlehem. 18.6 Littleton. 24.1 Waterford. 27.4 Lower Waterford. 37.9 St. Johnsbury. 45.3 Danville. 48.3 W. Danville. 54.0 S. Cabot. 56.9 Molly's Falls. 58.7 Marshfield. 65.7 Plainfield. 69.2 E. Montpelier. 76.3 Montpelier. 88.6 Waterbury. 96.2 Bolton. 98.1 West Bolton. 99.2 Jonesville. 102.7 Richmond. 107.9 Williston. 116.0 Burlington.

12. Claremont, N. H., to Bretton Woods, N. H., 108.5 Miles.

Mostly Good Dirt Roads, Some Steep Hills.

0.0 Claremont. 3.0 W. Claremont. 11.0 Windsor, Vt. 16.5 Hartland. 20.5 N. Hartland. 25.0 White River Jc. 27.2 Wilder. 31.0 Hanover, N. H. 33.5 N. Thetford, Vt. 48.0 Fairlee. 54.5 Bradford. 61.0 Newbury. 67.0 Wells River. 67.5 Woodsville, N. H. 73.0 Bath. 79.0 Lisbon. 84.5 N. Lisbon. 89.9 Littleton. 94.9 Bethlehem. 98.2 Bethlehem Jc. 103.1 Twin Mountain H. 107.7 Fabyan. 108.5 Bretton Woods.

13. Hartford, Conn., to Worcester, Mass., via Willimantic and Putnam, 82.1 Miles.

Part Macadam, Balance Good Dirt and Gravel Roads.

0.0 Hartford. 1.9 E. Hartford. 8.9 Manchester. 10.3 Manchester Gn. 13.2 Bolton Notch. 19.1 Andover. 20.0 Hop River. 27.5 Willimantic. 32.1 N. Windham. 35.6 Chaplin. 42.4 Phoenixville. 47.0 Abington. 51.5 Pomfret. 55.2 Putnam. 57.2 Mechanicsville. 59.7 Grosvenordale. 61.2 N. Grosvenordale. 63.2 Wilsonville. 64.2 Perryville. 66.2 Webster. 67.2 East Village. 71.2 Oxford. 73.7 N. Oxford. 75.7 W. Auburn. 82.1 Worcester.

Off the Main Road in New England.

14. Manchester, Vt., to Burlington, Vt., Plattsburg and Lake George, N. Y., 214 Miles.

Good and Fair Dirt Roads.

0.0 Manchester. 6.8 East Dorset, Vt. 14.3 Danby. 19.3 S. Wallingford. 23.7 Wallingford. 34.3 Rutland. 42.7 Pittsford. 50.4 Brandon. 58.3 Salisbury. 67.3 Middlebury. 75.4 New Haven Jc. 80.2 Vergennes. 96.0 Shelburne. 102.5 Burlington. 107.2 Plattsburg. 116.9 Peru. 123.0 Keeseville. 140.3 Lewis. 145.3 Elizabethtown. 150.3 New Russia. 156.8 Underwood. 167.7 Schroon R. 176.8 Schroon Lake. 180.7 S. Schroon. 195.2 Chestertown. 208.0 Warrensburg. 214.0 Lake George.

15. New Haven to Springfield, Greenfield and Sunapee Lake, N. H., 177.9 Miles.

Macadam to Springfield, Balance Good Dirt Roads.

0.0 New Haven. 8.3 North Haven. 13.5 Wallingford. 20.0 Meriden. 26.7 Berlin. 37.4 Hartford. 39.7 E. Hartford. 43.5 Windsor. 45.9 E. Windsor Hill. 50.9 Warehouse Pt. 55.4 Enfield. 56.4 Thompsonville. 60.8 Long Meadow. 64.1 Springfield. 72.9 Holyoke. 82.2 Northampton. 94.7 S. Deerfield. 99.2 Deerfield. 102.2 Greenfield. 112.1 Bernardston. 122.2 Brattleboro. 132.2 Putney. 142.2 Westminster. 146.2 Bellows Falls. 146.7 N. Walpole, N. H. 154.2 Charlestown. 159.2 N. Charlestown. 163.2 Claremont. 169.7 Kelleyville. 172.2 Newport. 174.8 Güild. 177.9 Sunapee L.

16. Newport, Vt., to Quebec, P. Q., Canada, 177.9 Miles.

Mostly Good Dirt and Gravel Roads.

0.0 Newport. 11.1 Stanstead, P. Q. 17.1 Carsville. 39.7 Lennoxville. 55.2 Ascot Vil'ge. 57.3 Dudswell. 66.7 Marbleton. 75.7 Weedon. 80.0 Lake Weedon. 86.6 Garthby. 91.7 D'Israeli V'lge. 97.5 Coleraine Sta. 108.2 Thetford Mines. 113.4 Robertson Sta. 115.4 Reedham. 123.9 Kinnear's Mills. 130.1 Leeds V'lge. 132.6 Clancey's Mills. 138.2 Sylvester. 139.9 Parkhurst. 148.5 Giles. 157.4 Craigs Road Sta. 160.4 St. Etienne. 166.7 Chaudiére. 177.9 Levis, ferry to 177.9 Quebec.

17. Pittsfield, Mass., to Fishkill Landing, N. Y., 91.5 Miles.

Good Dirt Roads.

0.0 Pittsfield. 6.5 Lenox. 13.2 Glendale. 15.8 Housatonic. 21.1 Gt. Barrington. 25.1 S. Egremont. 37.5 Salisbury. 39.1 Lakeville. 42.9 Millerton. 51.2 Amenia. 62.4 S. Millbrook V'lge. 66.7 Verbank V'lge. 75.3 Noxon. 84.0 Brinkerhoff. 85.6 Fishkill. 91.5 Fishkill Landing.

18. Pittsfield, Mass., to Poultney, Vt., 95.7 Miles.

0.0 Pittsfield. 4.8 Shaker V'lge. 10.3 Lebanon Spr. 16.2 Stephentown. 22.9 South Berlin. 27.3 Berlin. 32.0 Petersburg. 38.0 N. Petersburg. 44.6 Hoosick Falls. 46.8 N. Hoosick. 55.0 Cambridge. 66.5 Salem. 74.2 Rupert. 82.0 West Pawlet. 87.0 Granville. 88.9 Mid. Granville. 95.7 Poultney.

19. Poland Springs, Me., to Newport, Vt., via North Conway and Bretton Woods, 170.1 Miles.

Good Gravel and Dirt Roads.

0.0 Poland Spr. 3.2 Poland Cor. 17.0 Naples. 26.1 Bridgeton. 35.2 E. Fryeburg. 41.1 Fryeburg, Me. 46.8 Cent. Conway. 48.5 Redstone. 51.7 N. Conway. 53.6 Intervale. 55.6 Low. Bartlett. 57.6 Glen Sta. 63.7 Bartlett. 69.8 Bemis Sta. 76.3 Crawford Notch. 81.7 Bretton W'ds. Continue to 100.3 Littleton as per route (11). Then 105.8 Waterford. 109.1 Low. Waterford. 119.6 St. Johnsbury. 122.6 Centervale. 128.6 Lyndon. 137.1 West Burke. 143.6 Willoughby. 148.1 Westmore. 159.1 W. Charleston. 165.1 Derby. 168.1 West Derby. 170.1 Newport.

20. Poland Springs, Me., to Rangeley, Me., via Waterville, 145.8 Miles.

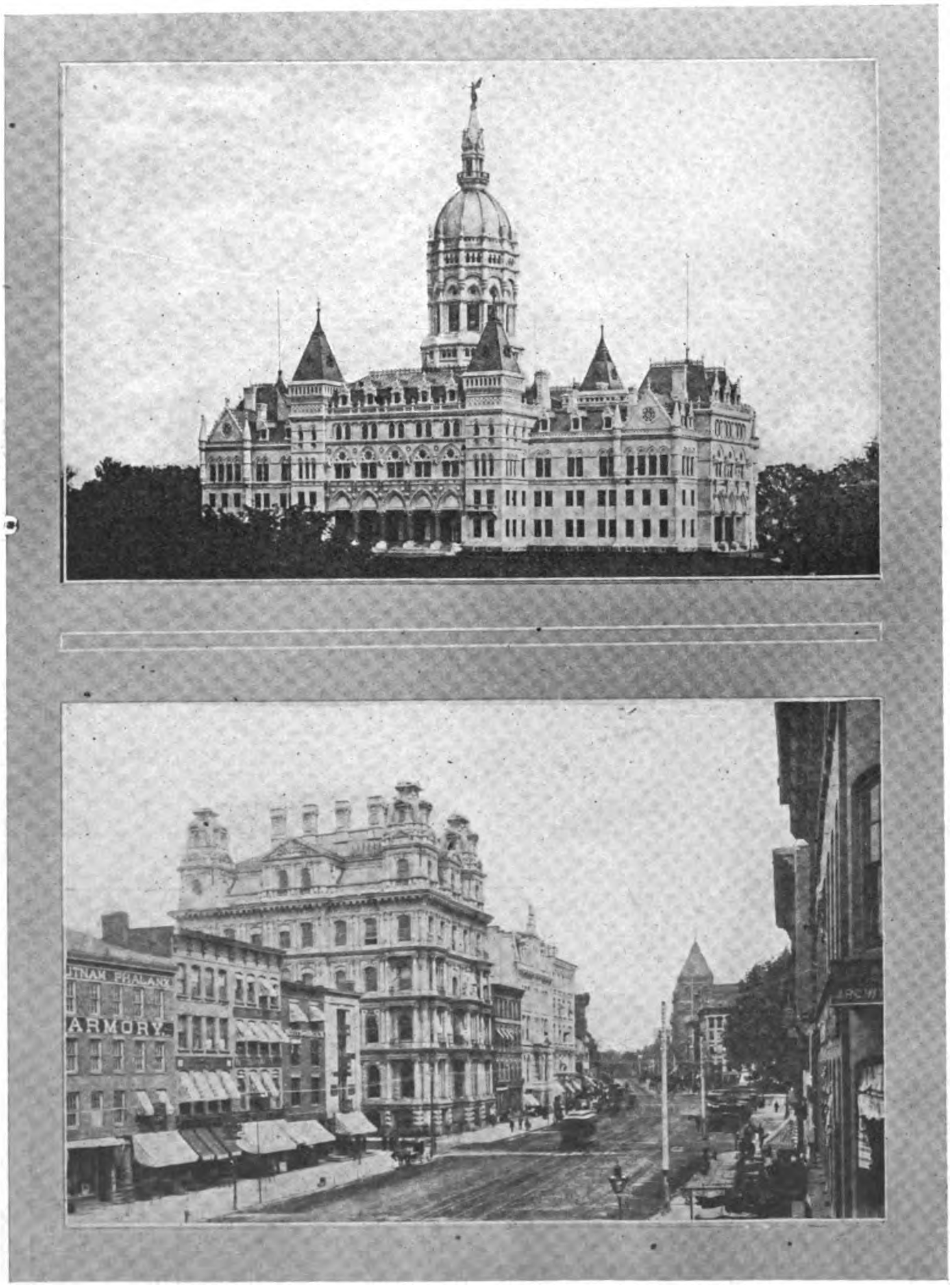
Good Dirt Roads.

0.0 Poland Spr. 9.6 Hackett's M'ls. 15.8 Auburn. 16.4 Lewiston. 24.0 Greene. 32.8 N. Monmouth. 36.0 Winthrop Sta. 36.2 Winthrop. 39.0 Dudley. 40.2 E. Winthrop. 42.1 Manchester. 46.6 Augusta, Me. 53.5 Riverside. 58.5 Vassalboro. 65.1 Winslow. 66.0 Waterville. 70.4 Fairfield Cent. 80.5 Norridgekock. 88.2 East Mercer. 88.3 Mercer. 94.6 New Sharon. 98.8 Farmington F'ls. 104.6 Farmington. 107.3 Fairbanks. 115.4 Strong. 122.8 Phillips. 129.9 Madrid. 145.8 Rangeley.

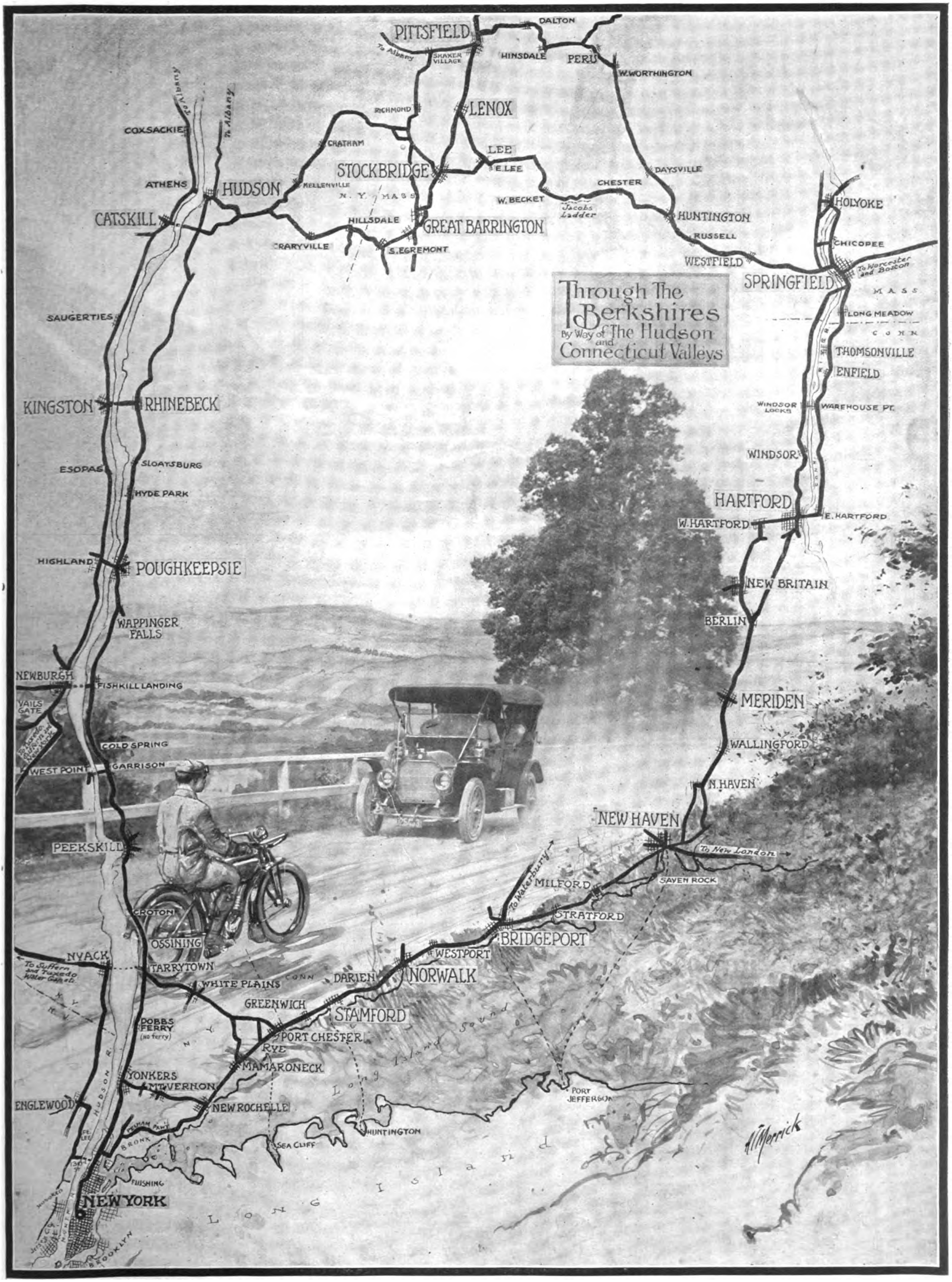
21. Portland, Me., to Quebec, P. Q., via Augusta, 276.3 Miles.

Fair Dirt Roads.

0.0 Portland. 1.9 E. Deering. 6.3 Falmouth Foreside. 9.5 Cumberland. 12.0 Yarmouth. 17.8 Freeport. 19.0 Mast L'gd. 22.4 Hillside. 26.7 Brunswick. 27.5 Topsham. 35.7 Bowdoinham. 39.0 E. Bowdoinham. 44.7 Richmond. 46.3 Iceboro. 50.5 S. Gardiner. 55.2 Gardiner. 59.5 Hallowell. 61.5 Augusta. 68.4 Riverside. 73.4 Vassalboro. 80.0 Winslow. 81.0 Waterville. 84.1 Fairfield. 87.6 Shawmut. 92.5 Hinckley. 100.6 Skowhegan. 105.9 Madison Ctr. 115.2 Embden Sta. 126.2 Bingham. 142.0 Caratunk. 149.6 The Forks. 155.2

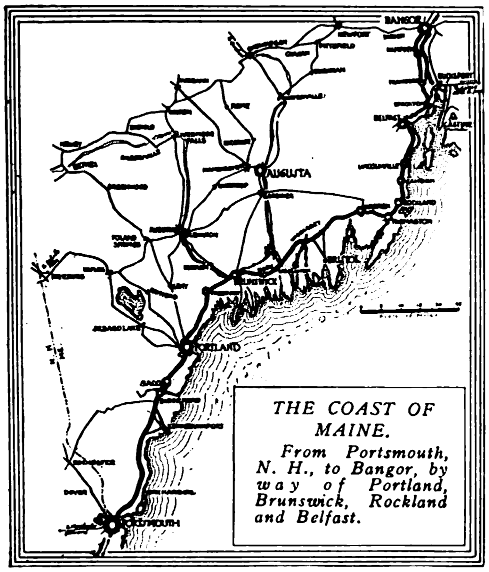


The State Capitol and Main Street, Hartford, Conn.



Through The Berkshires By Way of The Hudson and Connecticut Valleys

PITTSFIELD
DALTON
To Albany
SHAKER VILLAGE
HINSDALE
PERU
W. WORTHINGTON
To Albany
To Albany
COXSACKIE
RICHMOND
LENOX
CHATHAM
LEE
E. LEE
STOCKBRIDGE
DAYSVILLE
ATHENS
HUDSON
MELLENVILLE
N. Y.
MASS
W. BECKET
CHESTER
Jacobs Ladder
CATSKILL
HILLSDALE
GREAT BARRINGTON
HUNTINGTON
HOLYOKE
CRARYVILLE
S. EGREMONT
RUSSELL
WESTFIELD
CHICOPEE
SPRINGFIELD
To Worcester and Boston
MASS
SAUGERTIES
LONG MEADOW
CONN
THOMSONVILLE
ENFIELD
KINGSTON
RHINEBECK
WINDSOR LOCKS
WAREHOUSE PT.
WINDSOR
ESOPAS
SLOATSBURG
HYDE PARK
HARTFORD
W. HARTFORD
E. HARTFORD
HIGHLAND
POUGHKEEPSIE
NEW BRITAIN
BERLIN
WAPPINGER FALLS
NEWBURGH
FISHKILL LANDING
MERIDEN
VAILS GATE
COLD SPRING
WALLINGFORD
WEST POINT
GARRISON
N. HAVEN
NEW HAVEN
To New London
PEEKSKILL
To Waterbury
MILFORD
SAVEN ROCK
CROTON
STRATFORD
BRIDGEPORT
OSSINING
NYACK
To Suffern and Tuxedo Water Gap etc.
TARRYTOWN
WESTPORT
WHITE PLAINS
CONN
DARIEN
NORWALK
N. Y.
GREENWICH
STAMFORD
DOBBS FERRY (no ferry)
PORT CHESTER
RYE
Long Island Sound
MAMARONECK
YONKERS
MT. VERNON
PORT JEFFERSON
ENGLEWOOD
NEW ROCHELLE
HUDSON R.
FT. LEE
PELHAM PARK
HUNTINGTON
SEA CLIFF
BRONX
FLUSHING
NEW YORK
BROOKLYN
LONG ISLAND



THE COAST OF MAINE.
From Portsmouth, N. H., to Bangor, by way of Portland, Brunswick, Rockland and Belfast.

Parlins Pond. 117.6 Jackman. 203.6 Armstrong, Can. 212.4 St. Clune. 220.2 Jersey Mills. 221.8 St. George. 231.9 Beauceville. 242.2 St. Joseph. 247.5 Beauce Jc. 254.2 Scott Jc. 263.4 St. Henri. 276.3 Quebec.

22. Portsmouth to Bretton Woods, via Rochester, Conway and Crawford Notch, 115.2 Miles.

Best Route from Coast. Roads Good with Some Bad Stretches.

0.0 Portsmouth. 5.9 Dover Pt. 11.3 Dover. 21.5 Rochester. 29.7 Milton. 36.2 Union. 42.2 Wakefield. 47.7 Ossipee. 57.3 Ossippe Ctr. 60.4 Ossipee Val. Sta. 63.5 W. Ossipee. 74.8 Iona. 75.1 Albany. 79.6 Conway. 85.2 N. Conway. 87.1 Intervale. 91.1 Glen. 97.2 Bartlett. 103.3 Bemis Sta. 109.8 Crawford Notch. 115.2 Bretton W'ds.

23. Portsmouth to White Mountains, via Lake Winnepasaukee, Franklin and Plymouth, 131 Miles.

Mostly Good Dirt Roads.

0.0 Portsmouth. 5.9 Dover Pt. 11.3 Dover. 21.3 Rochester. 29.2 Farmington. 36.0 N. Durham. 38.9 Alton. 40.1 Alton Bay. 52.2 Belknap Pt. 53.8 Gilford Sta. 62.0 Meredith. 66.8 Center Harb. 74.2 Holderness. 78.2 Ashland. 80.2 Bridgewater Sta. 84.1 Plymouth. 90.5 W. Campton. 96.3 W. Thornton. 100.4 Woodstock. 103.9 N. Woodstock. 125.9 Twin Mountain House. 131.0 Bretton W'ds.

24. Montreal to Quebec, P. Q., 187.5 Miles.

Mostly Clay and Sandy Roads.

0.0 Montreal. 16.5 Charlemagne. 19.0 St. Paul l'Hermite. 25.1 L'Assumption. 30.3 St. Sulpice. 36.0 Labaltria. 42.1 Lanoraie. 51.3 Berthier. 55.7 St. Cuthbert. 65.5 Maskinonge. 72.6 Louiseville. 79.6 Yamachiche. 87.9 Pointe du lac. 96.8 Three Rivers. 100.7 Bonaventure. 104.7 Royale. 109.7 Deschamps. 111.6 Champlain. 120.5 St. Génv've. 129.7 Ste. Anne de la Parade. 138.5 Grandines. 140.8 la Chévrotiere. 145.6 Deschambault. 149.7 Portneuf. 154.8 Cap Santé. 159.0 Les Ecureuils. 165.7 Pt. aux Tremblés. 173.2 St. Augustin. 187.5 Quebec.

25. White River Jc., Vt., to Saratoga, N. Y., 115.2 Miles.

Mostly Good Dirt Roads with Some Macadam.

0.0 White River Jc. 6.6 Queechee. 13.7 Woodstock. 14.7 W. Woodstock. 20.1 Bridgewater. 22.0 Bridgewater Cor's. 26.7 W. Bridgewater. 32.1 Sherburne. 41.1 Mendon. 45.2 Rutland, Vt. 49.3 West Rutland. 56.8 Castleton. 58.2 Castleton Ctr. 59.5 Hydeville. 61.8 Fairhaven. 71.3 Whitehall. 82.8 Fort Ann. 87.3 Kingsbury. 95.8 Glens Falls. 96.8 S. Glens Falls. 106.6 Wilton. 115.2 Saratoga.

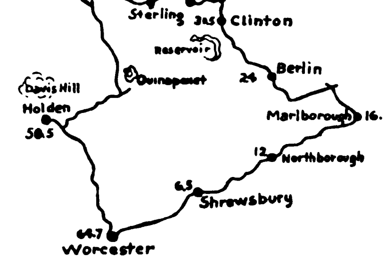
BOSTON TO SPRINGFIELD.

GO out Beacon street in Boston to Commonwealth avenue and follow the latter through Newton. Follow main road through Wellesley to Natick; about three miles out of latter city take left hand road to Framingham. Go to Westboro, to N. Grafton and to Worcester, taking left turn in going out of Lake View. From Worcester follow car tracks to Leicester; cross tracks and climb Leicester hill to Spencer. Pass through Spencer to W. Brooksfield to Palmer. From Palmer go through Ludlow and Indian Orchard to Springfield.

This route may be reversed for the return trip, as there is ho better one between the cities mentioned. Roads from Boston to Worcester are excellent outside of the streets through small towns, which are quite rough. The roads follow the car tracks for a great part of the distance, so that no difficulty should be experienced in keeping on the route. The tracks cross the pike at several points, and there are some sharp turns. The road from Worcester to Springfield is fair for about 30 miles, and the balance is excellent. Some steep hills, but should be climbed without serious trouble. Good hotel accommodations in Worcester and Springfield; rates $1 to $2 a day. Many good restaurants. Two good repair shops in Worcester and several in Springfield. Between Worcester and Springfield railroad tracks cross road in several places, and care should be exercised.—*Submitted by John N. Burford, of Brookline, Mass.*

A MASSACHUSETTS TRIP.

A CIRCUIT out of Worcester, Mass., of about sixty-five miles, is contributed by Edwin E. Aldine, who gives the following directions: Ride from Worcester to Shrewsbury, passing Lake Quinsigamond about three miles out, and taking the road on the left where the Marlboro, Boston and Worcester car lines separate. Proceed to Northboro over the same State road and follow the Marlboro and Worcester car line into Marlboro. At the end of the car line on Lincoln street take the road to Berlin, pass through Berlin, Clinton, the outskirts of Lancaster, Sterling and Princeton, north of which is Mt. Wauchusett. Returning to Princeton take the State road going south of Worcester, passing through the scattered villages of Quinatoxet, also near Holden Center. The total distance is 64.7 miles. The road from Shrewsbury to Northboro is in fine condition, affording splendid riding, that district being quite interesting from a scenic point of view. Near Marlboro not a little dust is likely to be encountered. Beyond Princeton the mountain road is rather steep. Motor vehicle regulations are strictly enforced here, and only at certain times in the day is the passage way quite clear. The best time to attempt the climb is between noon and 3 o'clock. The points of interest include the American Steel & Wire Company's plant, the largest of its kind in the world; Clark College and Worcester Poly, all in the city of Worcester. On the outskirts is a water resort. From Shrewsbury an excellent view may be had of the surrounding country. From the summit of Wauchusett, on a clear day, the Boston habor, forty-four miles away, can be seen through a telescope.



IMPORTANT.

IN the office of MOTORCYCLE ILLUSTRATED *we have on file detailed road directions for each one of the 340 tours given in this issue. Riders desiring to make any of these trips are invited to write to us for complete information. Simply mail us a postal, giving the number of the tour you contemplate making, and complete road directions will be forwarded as soon as possible.*

TURLOCK OFFICERS.

FOLLOWING a successful banquet recently the Turlock (Cal.) M. C. elected Louis Patterson as its new president; Arthur Swanson, vice-president; R. E. Shelton, secretary-treasurer, and Oscar Swanson, captain. The club is affiliated with the F. A. M., and is steadily increasing its membership.

LAWRENCE OFFICERS.

JAMES HOUK is president; A. B. Carter, vice-president; W. Byron Wentling, secretary; A. J. Hess, treasurer, and L. J. Tower, publicity man, of the newly organized Lawrence (Kan.) Club.

ZANESVILLE RACE MEET.

EARLE GARRETT, William Williams and P. R. Brehmer are making arrangements for a race meet to be conducted under the auspices of the Zanesville (Ohio) Club at the Fair Grounds on Decoration Day.

WINONA HAS A CLUB.

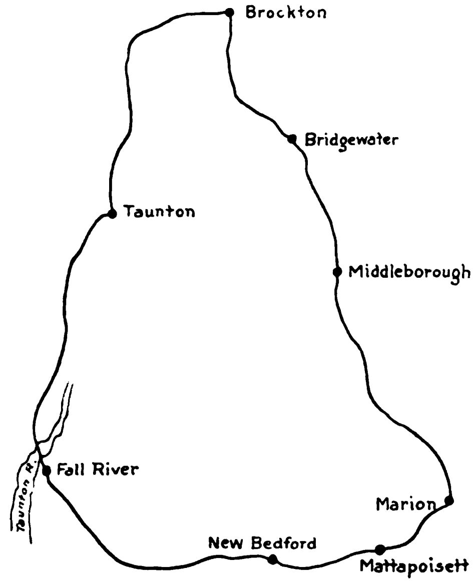
WINONA, MINN., now has a club. At a recent meeting of riders in that town at the shop of R. E. Haesley, J. P. Jensen was chosen president, and Haesley as secretary.

The Calgary (Alberta) Club is arranging for a run to Banff on May 24, 25 and 26.

According to present indications Ansonia, Conn., will soon have a motorcycle club.

A BAY STATE TOUR.

ON Sunday, April 28, I had the pleasure of touring with a party of five brother F. A. M. members from the City of Spindles, Fall River, Mass., to Taunton, where we made



our first stop after an eighteen mile run over a very good macadam road. Leaving Taunton we rode northward on a direct road to Brockton via Eastern Centre. From Brockton we went by way of Bridgewater and Middleboro and over the well-known Swamp Road to Wareham. We then made the thirty-two miles without trouble into Marion and thus on to New Bedford. This section abounds in beautiful scenery, while the road conditions are perfect. From New Bedford to Fall River the distance is fifteen miles, making the total for the circuit one hundred and eight miles. I earnestly recommend this trip as one of the finest in New England, if not in the entire country.—*Submitted by Dr. C. M. Green, Fall River, Mass.*

PROVIDENCE CLUB'S ANNUAL HERRING RUN.

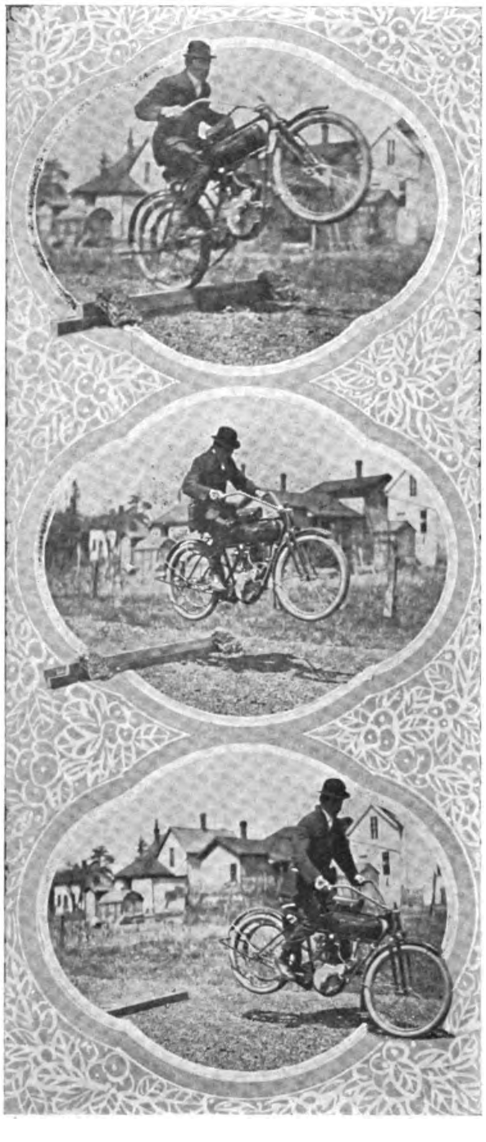
NO less than 125 motorcyclists of Providence, R. I., and vicinity participated in the annual Herring Run of the Providence M. C., held on April 28, and the outing proved one of the most successful in a long string of enjoyable runs given under the auspices of the squad. The riders gathered at Exchange Place in Providence at 10 a. m., and a few moments later Captain C. A. Anderson gave the word which started the brigade chugging on its way to Taunton. The club was joined by small parties of riders at several points along the route, and before Taunton was reached the squad numbered nearly 200 enthusiasts.

Nearly all the Providence riders turned out in their new club uniforms, Norfolk jackets, breeches of olive Fustian cloth and puttees. When they pulled into Taunton they were met by a large delegation of riders from Boston, Lynn, Brockton, Fall River, New Bedfard and Attleboro. After viewing the herring going up the fishways in the Taunton River the riders returned to Taunton, where B. A. Swenson, the Providence clubs' popular treasurer, had his usual treat for the boys. A fine lunch was served by Mr. Swenson at the headquarters of Felix Beauvais, Indian agent in Taunton, and no less than 300 riders were on hand for the refreshments. When the engines had been tuned up and Swenson cigars were in full blast the riders departed in squads for their various towns, and the Providence party swung out over the road again for home. The annual Herring Run opens the touring season for the Providence club, and has come to be one of the most important outings of the year.

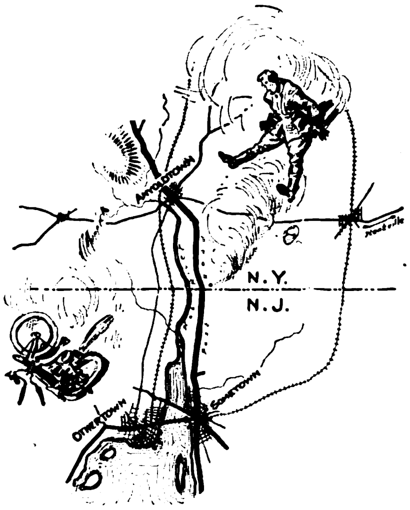
New members are now being taken into the Providence ranks at every meeting, and all the expectations of the officers are being exceeded as far as growth is concerned.

HURDLING WITH MOTORCYCLE.

THAT the sturdiness of Flanders motorcycles is put to an extreme test before the machines leave the hands of the testers is proved by the accompanying photographs, which show M. Marcel Krieger, of the company's testing squad, taking a hurdle. Krieger is a Frenchman, as his name implies, and before taking up motorcycle engineering he gained some fame as an aviator. The pictures indicate that he still has a hankering to fly. Krieger originated the 4 by 8 scantling test for the Flanders forks, and goes through the stunt almost daily. He approaches the scantling at good speed and bounds into the air about two feet upon striking it.



AN OBSTRUCTION



"I'd Like to Get Hold of the Fellow Who Ran the State Line Over That Road."

"NOISY" TRADEMARKS.

EDITOR MOTORCYCLE ILLUSTRATED:

Now that we are well into the biggest year the motorcycle trade in this country has known we cannot afford to overlook any point which may have a bearing on the future. Admitting this, is it not about time to consider our system of trademarking machines? This is a matter which is now receiving attention from hundreds of buyers and prospective buyers, and, insignificant though it may seem, it has an influence upon sales.

At the beginning of the 1911 season a prominent automobile maker applied his trademark in gold to the hood of his car. The signature was but two inches long—insignificant compared with the size of the car—but protests were received from all parts of the country. These objections show what close buying conditions have been brought about by competition in the automobile field, and they also give a hint of value to motorcycle builders.

No one who knows the conditions doubts that this is motorcycle year. Selling is easy just now, when the supply does not meet the demand. Later, when the reverse is the case, sales will hang on minor points. Over-noisy trademarks will be one of these. One evening last week the writer overheard a prospective buyer (a doctor), who was inspecting a certain motorcycle, remark that he would buy it "if the manufacturers would pay him for his services as a sandwich man." The machine under consideration had a signature in gold a foot long.

To show just how absurd the tank-sign trademark is: Suppose the tire, magneto, belt and saddle makers insisted upon placarding the equipment they supply with signs in proportion to the tank mark, which is seldom less than four by six inches! The modest plate on the head and the transfer on the rear mudguard are legitimate and even desirable, but the "all-who-read-may-run" display on the tank is objectionable. What may find favor with some "rah-rah" spirits is bound to prove offensive to conservative taste and hurt the sport. We need the conservatives in our ranks, and their desires are worthy of consideration at all times. This is a little point, perhaps, but of such opinions are made.

Toledo, Ohio. N. R. THURSTON.

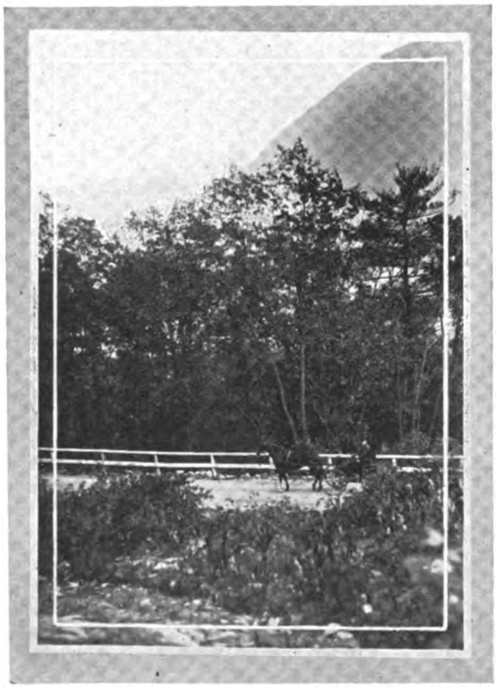
EMPIRE STATE TOURS

LYING as it does in the path of practically all the main eastern touring routes New York State offers the motorcyclist extraordinary conveniences in the way of road posting, hotel accommodations and garage facilities, and these combined with its myriad resorts, its lake frontage on the west and its scenic beauty throughout the Catskill and Adirondack mountain regions bring it well to the fore as a vacation ground for the tourist. Some of the most attractive routes carry the motorcyclist through the Catskill Mountains, for which the main gateways are Kingston and Catskill, both located on the west bank of the Hudson and easily reached from New York City. The Catskills are an outlying group of the great Appalachian system, running parallel with the Hudson river for 15 miles, at a distance of about eight miles from its west bank. Their picturesque scenery, cool and healthy atmosphere and easy accessibility make these mountains a popular summer resort, and as a result good hotels and boarding houses sprinkle the entire district. Many of the mountain streams afford excellent trout fishing.

The chief gateways to the Adirondack Mountains are Utica, Plattsburg, Port Kent, Westport, Malone and Saratoga. The whole of this district, sometimes referred to as the "Adirondack Wilderness," is densely covered with forest, much of which is still virgin and the scenery possesses a tone of solemn grandeur which comes as a surprise to the tourist after his comparatively short run from the city regions. In the mountain valleys lie many beautiful lakes, offering inducements for the fisherman as well as the casual sightseer. It is in this section that the combination of mountain, lake and forest is at its best. All kinds of camps are to be found near the touring routes, ranging from the luxurious bungalow to the makeshift but comfortable lean-to. Hotel rates vary greatly, but it is reported that satisfactory accommodations may be obtained at a reasonable figure, particularly if the tourist is willing to make his stops just outside the lines of the big resorts. Upper Saranac Lake, 7½ miles long, is one of the largest sheets of water in the district. Small steamers ply to and fro on it, affording the tourist an opportunity to break the monotony of the road by a short boating trip. Lower Saranac Lake, 5 miles long, is sprinkled with 52 islands and is a favorite summer and health resort. In the village of Lower Saranac are the Berkeley, Von Dorrien and Riverside hotels, all first class, but a trifle steep on rates. One or two-day stop-overs may be arranged, however, in more modest accommodations and with proportionate prices. As automobile travel has been heavy through this region of late years all the main roads are well marked and are kept in fair condition.

Lake Placid is a favorite boating and fishing center in the Adirondacks, and Keene Valley, in its combination of the gentler and sterner beauties of nature and its convenience as a starting point for all kinds of excursions, is one of the best known headquarters in the mountains. The valley is traversed by a good road. A most popular trip out of Keene Valley is to Ausable Lakes, and it should by no means be omitted. For the tourist who wishes to discard his motor temporarily and go in for mountain climbing there are opportunities on every hand; some of the most exhilarating climbs may be made without guides.

Saratoga Springs, one of the best-known inland watering places, is situated near the eastern edge of the State and 180 miles from New York City. The famous saline springs are about 30 in number. Saratoga Springs has no unusual scenic or commercial advantages, but the tourist cannot afford to overlook it. It was here that Sir John Burgoyne surrendered to the American army in 1777 after a memorable battle. The hotels of Saratoga afford accommodations for about 20,000 people. The visitor at Saratoga should, of course, sample the famous spring water which is sold at nearly all the spring-houses for five cents a glass, but it should not be indulged in too freely without medical advice.



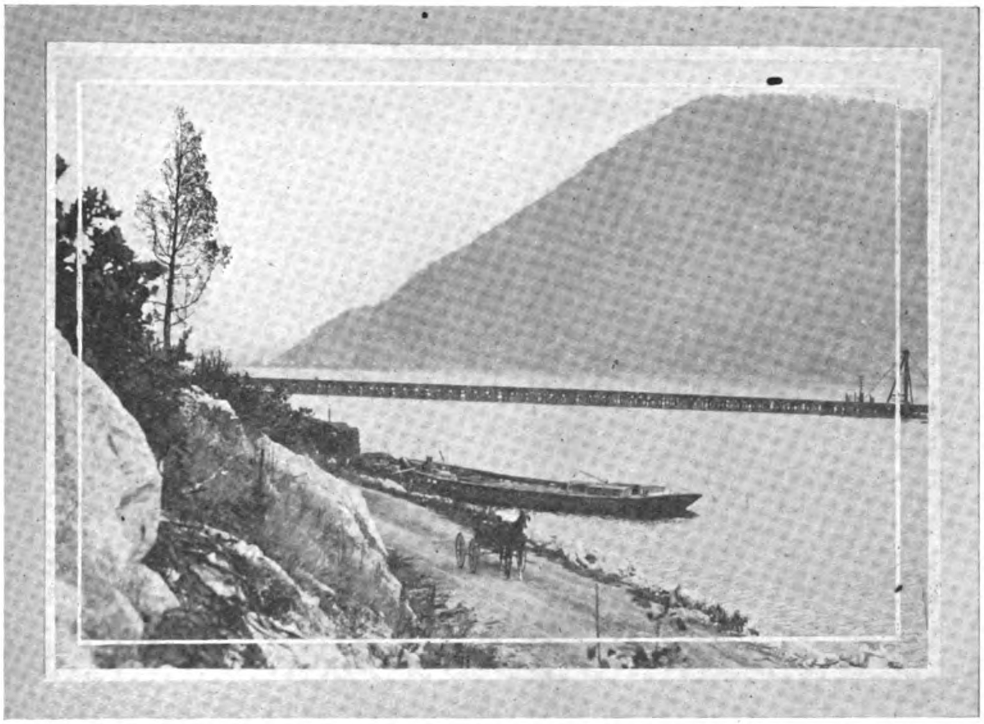
New York State Road Near Anthony's Nose.

After sightseeing in the Adirondacks the tourist will do well to turn his attention to Lake George, which lies to the southeast of the mountains. This fine body of water is 33 miles long and three-quarters of a mile to three miles in width. It is flanked on both sides by wooded mountains which sometimes descend to the water in bold crags, and many pretty little islands dot it —220 in all. As Lake George is a favorite summer resort there are many hotels on its banks and the tourist should find it easy to satisfy all his wants. Fishing for lake-trout, perch and bass is a popular pastime and boating excursions are daily features during the summer. Much romantic interest attaches to the lake because of the part it played in the books of Fenimore Cooper, and it is also rich in historical data. The picturesque ruins of old Fort George may still be seen. It was from this point that General Abercrombie started with his fleet on the disastrous expedition against Fort Ticonderoga in 1758. Several days or a week may be spent to advantage in this section, and the interesting side trips are practically unlimited.

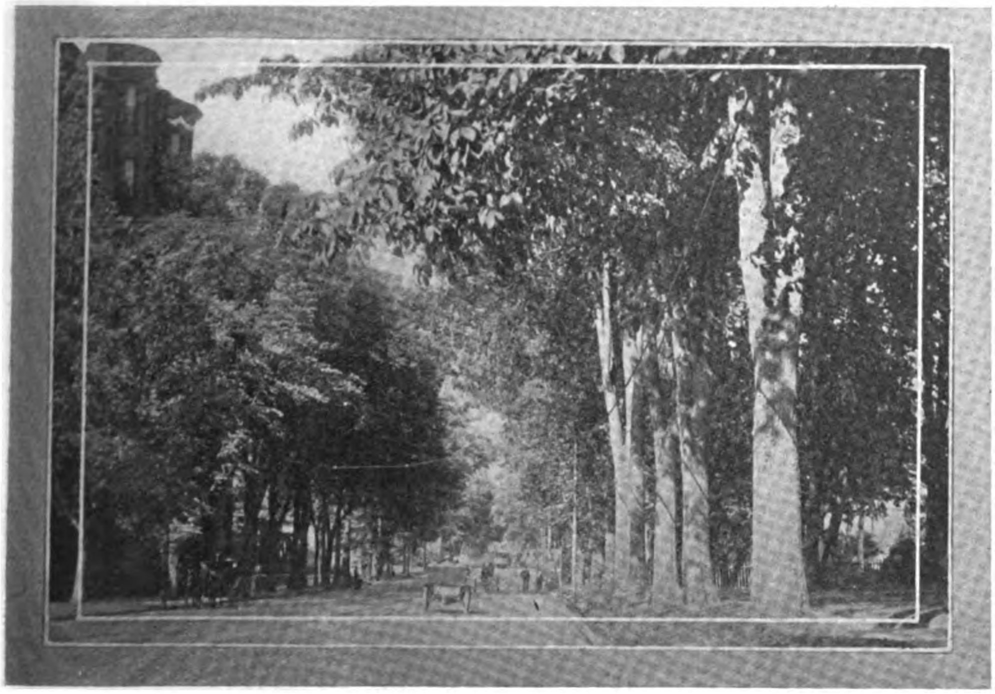
Lake Champlain, 118 miles in length, is another of the beauty spots of the Empire State. Its shore-line is indented by scores of pretty little bays and inlets, and the surrounding scenery is deeply impressive. Fort Ticonderoga, located on the west side of the lake at the foot of Mt. Defiance, should be visited without fail. Its story is one in which history and romance are woven most alluringly. Crown Point, near Ticonderoga, is surmounted by a lighthouse and the ramparts of the famous old fort. In this region there are amusements and accommodations to suit every inclination and every purse. The roads as a rule are fair, during the summer, and the touring routes are well marked.

For the motorcyclist who makes his way westward across New York State there are many points of scenic and historical interest. At Little Falls the Mohawk river makes several pretty little leaps and the houses cling picturesquely to the steep and rocky sides of the defile. The Mohawk here descends 45 feet in half a mile. The gorge affords an excellent opportunity of studying the crystalline rocks of the Laurentian formation, part of the oldest dry land on the surface of the globe. Utica is the headquarters of the American cheese trade. Genesee street is a beautiful thoroughfare which is certain to appeal to every motoring tourist. On the route between Utica and Ogdensburg the rider views the Trenton Falls which are not as widely known as their beauty and grandeur warrant. At this point the West Canada or Kahnata (amber-water) creek forms a highly picturesque ravine with abrupt, rocky sides through which the water descends 310 feet in two miles. There is a charming series of five falls and innumerable rapids. Here the motorcycle tourist should temporarily abandon his mount and descend to the floor of the ravine where striking views of the falls may be obtained. Half a day may well be spent in this vicinity.

On the line from Utica to Binghamton one of the points of interest is Richfield Springs. This village nestles at the head of pretty Candarago Lake (boating and fishing), and is much frequented for its picturesque scenery and for its sulphur springs. There are good roads leading around the lake. On reaching Syracuse the tourist should inspect the buildings of Syracuse University, which has 3,200 students. Between Syracuse and Rochester the rider has a good view of Lake Onondaga to the right. He will pass through a beautiful pastoral district and cross the Erie canal several times. At Palmyra, near this point, Joseph Smith, the Mormon prophet, claimed to have found the golden plates of the Mormon bible. At Auburn the State prison (1,200 convicts) may be visited. W. H. Seward, Secretary of State during the Civil War, lived in Auburn and is buried in Fort Hill Cemetery.



Along the Hudson; Anthony's Nose in the Background.



Genesee Street, Utica, the Home of Vice-President Sherman.

As the tourist proceeds westward he will pass through a rich farming country, dotted with quaint little towns and here and there marked by a manufacturing city. Rochester is a city of fine residences, lively manufacturing interests, beautiful drives and spacious parks. At this point the Genesee river plunges over two falls. Flour mills and breweries are among the largest manufacturing plants. Hotels, restaurants, theatres and garages are plentiful. Buffalo is primarily a commercial city, its location fitting it to handle much of the traffic from the great Northwest. Lumber, grain and live stock are among the chief articles of trade. It has acres of beautiful parks, broad streets, costly residences and beautiful statues. Among the latter is included the McKinley monument. One of the show places of the city is the Albright Art Gallery. Numerous resorts dot the Buffalo shore on Lake Erie and the Niagara river, and fine boat trips may be enjoyed. From Buffalo fair roads lead in all directions.

A comparatively short run from Buffalo over fair roads brings the tourist to Niagara Falls, the country's greatest scenic offering and one of the world's wonders. So much is known of the great falls that only passing reference need be made to them. The motorcyclist may ride from the city of Niagara Falls out to Goat Island and Luna Island just at the brink of the cataract. Little or no walking is necessary. Later he may cross the suspension bridge into Canada and view the falls from the Canadian side if he cares to go through the red tape which will be unwound by the customs officials. The visitor should make a trip to the foot of the falls on the steamer *Maid of the Mist*, and should also go down into the Cave of the Winds beneath the great American falls. The tourist will not be bothered by vendors or other graft-seekers as these matters are now regulated by the government.

Just where the St. Lawrence river flows into Lake Ontario are the Thousand Islands, among the most popular of the country's resorts. Needless to say these islands are dotted with hundreds of amusement places, hotels and camping colonies. The rider who makes his way to Cape Vincent, Clayton or Alexandria Bay will be within easy reach of them as these places are on the New York bank of the St. Lawrence, opposite the islands. The scenery is an ideal combination of water and mountain views. Fishing and boating are favorite pastimes.

For the tourist who makes his way southward in the southeastern section of the State the Hudson river offers many fine views. He may spend a day profitably in Albany, the capital city, and also give up some time to Cohoes and Troy. Proceeding down along the river he will find fair to good roads, well marked, and plenty of handy stopping places. On arriving in New York City the traveler should obtain a city guide and thus make arrangements to visit such of the show places as interest him, not overlooking the Brooklyn Bridge, the Hudson and East river tubes, Metropolitan Museum of Art, Central Park, the Natural History Museum and St. Patrick's Cathedral.

STATUS OF NEW YORK RIDERS IN JERSEY

Assistant Attorney General Rules That Motorcyclists of Empire State Are Entitled to Full Touring Privileges Under New Reciprocity Law if They Carry Any State Registration Tag.

UNDER the recently enacted motoring reciprocity law in New Jersey motorcyclists of New York who carry registration tags of any other State will be eligible for full touring privileges. This decision is embodied in an opinion just rendered by Nelson B. Gaskill, Assistant Attorney General for New Jersey, and made public through J. B. R. Smith, New Jersey Commissioner of Motor Vehicles. The special ruling with reference to New Yorkers was made necessary by the fact that they are not obliged to carry licenses or registration tags in their own State, and because a question was raised as to how they could be brought within the scope of the new reciprocity statute. The decision of Assistant Attorney General Gaskill simmers down to the statement that all outside riders touring in Jersey must show a registration mark, and as New York State does not supply any the Empire motorcyclists must obtain them from New Jersey or a neighboring State.

The decision referred to was given in reply to a communication from Chairman J. Leo Sauer, of the F. A. M. National Committee on Legal Action, who was in receipt of many inquiries from New York riders as to their present standing in New Jersey. It is addressed to Commissioner Smith by the Assistant Attorney General, and is in full as follows:

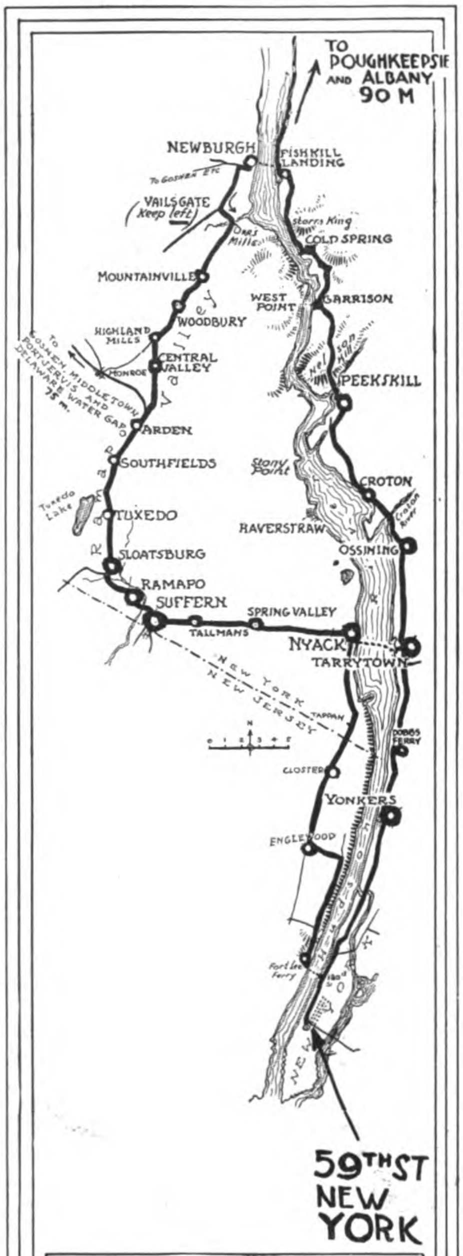
"J. B. R. Smith, Esq., Commissioner of Motor Vehicles, Trenton, N. J.

"Dear Sir: I am replying to your letter of April 18, in which you state that a question has been raised as to whether New Jersey should require that motorcycles belonging to residents of New York should be registered in New Jersey. I note that you have ruled that inasmuch as New York does not require either registration or the display of markers on motorcycles, that New Jersey will be compelled to adhere to its original law, and the reciprocity law cannot apply.

"An examination of the statutes leads me to concur in the conclusion which you have reached and announced. Paragraph 7 of the act of 1912 gives free entry for fifteen days into this State by any person with a motor vehicle which has been registered in, and the owner whereof has complied with all the laws of the State in which he resides with respect to the registration of motor vehicles and the display of registry numbers, and who shall conspicuously display such registration number as required thereby. This seems to contemplate, undoubtedly, that a motor vehicle which may be driven in this State under the provisions of this act shall have been somewhere registered, and by some official authority received an identification number, which shall be displayed when such vehicle is driven in this State. Since New York apparently does not require the registration of motorcycles and issues no identification number to them, it is impossible for such a vehicle to enter this State under the provision of the law referred to and comply with its terms, because such New York motorcycle has no identification number which may be displayed. Such motorcycles, therefore, not being within the purview of the recent statute can secure rights or privileges in this State only under the prior statute requiring registration.

"The act under which the eight-day privilege was formerly granted seems to have been distinctly repealed by the act of 1912.

"NELSON B. GASKILL,
"Assistant Attorney General."



NEW YORK CITY TO MONTREAL.

Two routes to Newburgh, one on each side of the Hudson, are shown above, the balance of the journey northward to the old Canadian town being indicated in the three maps of the opposite page.

25 EMPIRE STATE TOURS

26. Albany to Pittsfield, Poughkeepsie and Albany, 188.8 Miles.

Mostly Macadam.

0.0 Albany. 1.0 Rensselaer. 5.4 E. Greenbush. 7.0 Schodack Ctr. 13.0 Nassau. 18.0 Brainard. 33.0 Shaker V'lge. 37.0 Pittsfield. 43.5 Lenox. 50.2 Glendale. 58.3 Gt. Barrington. 74.7 Salisbury. 80.1 Millerton. 89.7 Amenia. 94.6 Lithgow. 98.0 Mabbettsville. 100.3 Millbrook. 108.3 Pleasant Val. 116.3 Poughkeepsie. 122.5 Hyde Park. 126.7 Rhinebeck. 138.4 Red Hook. 147.7 Blue Stores. 151.1 Livingston. 159.5 Hudson. 165.7 Stockport. 167.0 Rossmans. 168.8 Stuyves't Falls. 172.6 Kinderhook. 181.9 Schodack Ctr. 183.8 E. Greenbush. 187.6 Rensselear. 188.8 Albany.

27. Albany to Saratoga, Elizabethtown and Plattsburg, 171 Miles.

Macadam and Good Dirt Roads to Schroon Lake, Balance Rough.

0.0 Albany. 14.6 Schenectady. 23.1 Burnt Hills. 30.7 Ballston Spa. 36.9 Saratoga. 44.9 Wilton. 56.4 Glens Falls. 65.6 Lake George. 71.6 Warrensburgh. 84.0 Chesterton. 86.7 Loon Lake. 93.3 Pottersville. 102.8 Schroon Lake. 111.9 Schroon River. 122.8 Underwood. 130.3 New Russia. 134.3 Elizabethtown. 139.3 Lewis. 155.2 Keeseville. 161.1 Peru. 166.1 S. Plattsburg. 171.0 Plattsburg.

28. Albany to Utica, Richfield Springs and Sharon to Albany, 203.8 Miles.

Narrow, Rough Dirt Roads; Some Stretches of Macadam.

0.0 Albany. 15.3 Schenectady. 24.2 Hoffman. 31.0 Amsterdam. 36.5 Tribes Hill. 41.8 Fonda. 47.2 Yosts. 51.3 Sprakers. 56.2 Nelliston. 62.1 St. Johnsville. 72.1 Little Falls. 79.1 Herkimer. 95.6 Utica. 100.1 Washington Mills. 103.6 Sauquoit. 108.6 Caseville. 110.3 Bridgewater. 119.2 Winfield. 128.1 Richfield Spr. 131.3 Warren. 134.0 Springfield. 140.6 Cherry Val. 148.2 Sharon Spr. 157.8 Carlisle. 164.0 Sloansville. 167.7 Esperance. 174.3 Daunesburg. 180.7 Dunnsville. 189.6 Schenectady. 203.8 Albany.

29. Buffalo to Erie, Pa., 93.3 Miles.

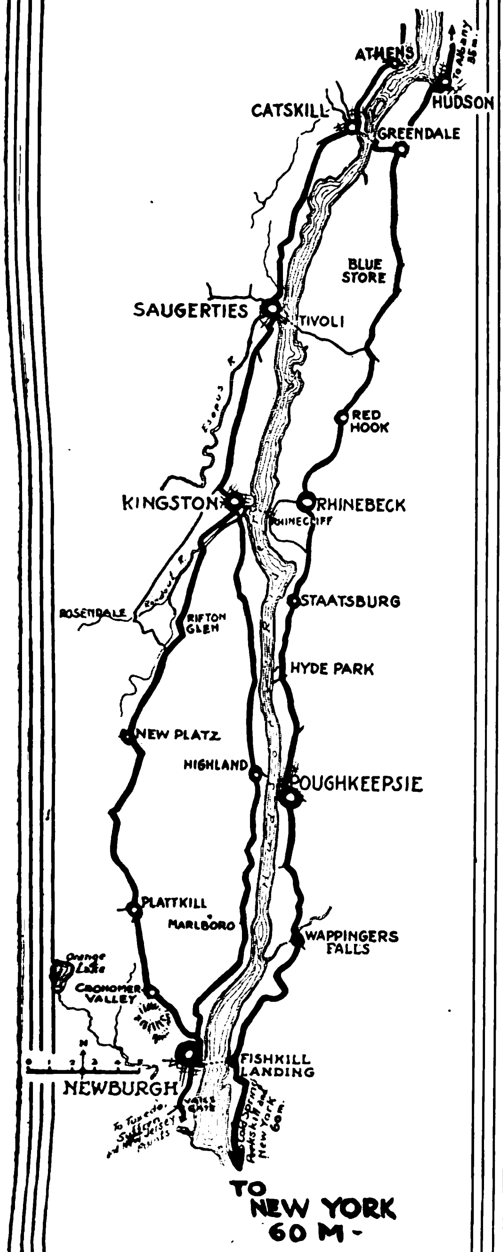
Good Gravel Road.

0.0 Buffalo. 24.2 Evans Ctr. 29.6 Farnum. 31.8 Irving. 35.2 Silver Creek. 41.1 Sheridan. 47.1 Fredonia. 51.0 Lamberton. 62.2 Westfield, N. Y. 70.2 Ripley. 77.8 Northeast, Pa. 85.1 Harbor Creek. 89.0 Wesleyville. 93.3 Erie.

30. Buffalo, N. Y., to London, Ont., 154.2 Miles.

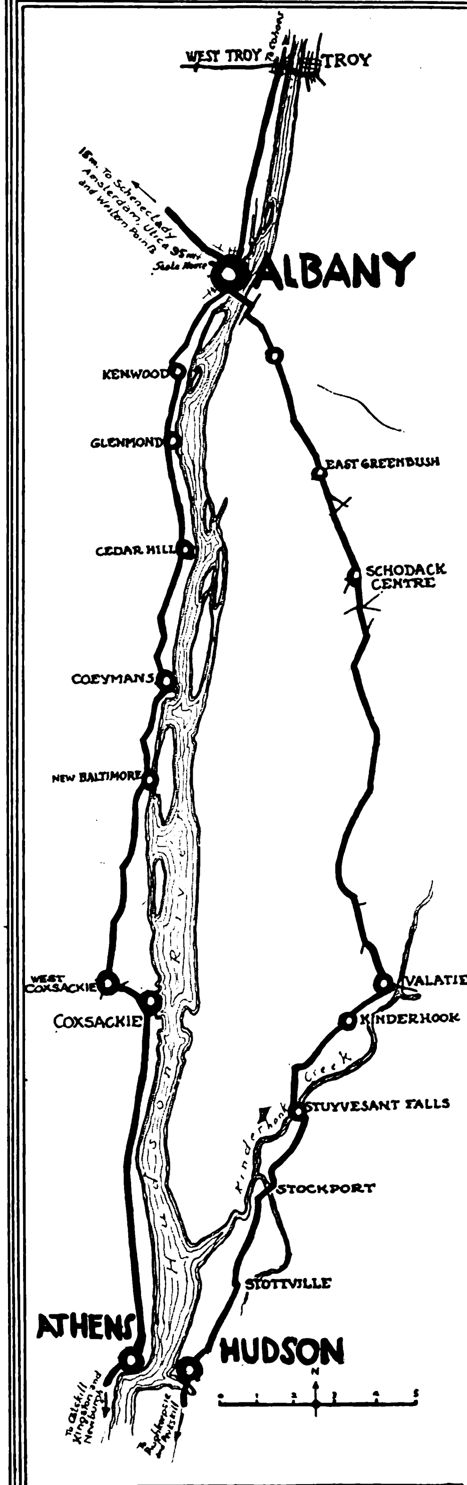
Mostly Good Gravel Roads and Some Macadam.

0.0 Buffalo. 9.9 Tonawanda. 17.9 La Salle. 20.9 Echota. 23.4 Niagara Falls, N. Y. 23.8 Niagara Falls, Ont. 28.7 Stamford. 30.8 St. David's. 35.7 Homer. 39.1 St. Catherine's. 46.2 Jordan. 48.0 Vineland. 52.2 Beamville. 57.2 Grimsby. 62.2 Winona. 67.6 Stony Creek. 74.6 Hamilton. 81.5 Ancaster. 87.4 Alberton. 94.7 Cainsville. 97.5 Brantford. 105.4 Mt. Vernon. 112.3 Cathcart. 124.6 Woodstock. 129.4 Beachville. 133.5 Ingersoll. 139.9 Thamesford. 148.3 Crumlin. 154.2 London, Ont. Through excellent Canadian farming country from Hamilton to London.


ATHENS
HUDSON
To Albany 35 m.
CATSKILL
GREENDALE
BLUE STORE
SAUGERTIES
TIVOLI
RED HOOK
KINGSTON
RHINEBECK
RHINECLIFF
STAATSBURG
ROSENDALE
RIFTON GLEN
HYDE PARK
NEW PLATZ
HIGHLAND
POUGHKEEPSIE
PLATTKILL
MARLBORO
WAPPINGERS FALLS
Orange Lake
CRONOMER VALLEY
NEWBURGH
FISHKILL LANDING
TO NEW YORK 60 M-

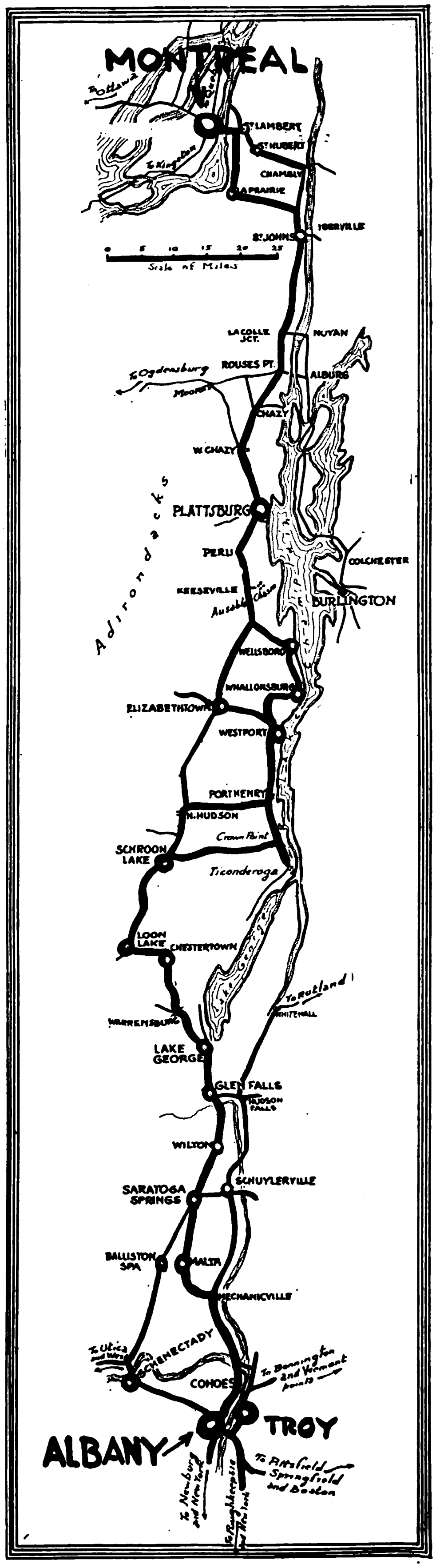
PLEASANT TRIPS ALONG THE HUDSON.

The roads shown above are all fine, traversing some of the most picturesque parts of the United States. Kingston, Saugerties and Catskill all lie on the banks of the Hudson at the foot of the Catskill Mountains.


WEST TROY
TROY
15 m. To Schenectady Amsterdam, Utica 95 m.
ALBANY
KENWOOD
GLENMONT
CEDAR HILL
COEYMANS
NEW BALTIMORE
WEST COXSACKIE
COXSACKIE
ATHENS
HUDSON
EAST GREENBUSH
SCHODACK CENTRE
VALATIE
KINDERHOOK
Kinderhook Creek
STUYVESANT FALLS
STOCKPORT
STOTTVILLE
Hudson River
N

THE RIVER AND THE LAKES.

These two maps show the best routes between Hudson and Montreal. Note that the Albany to Montreal map is drawn to a much smaller scale, so that each inch on the map represents distances five times as great as does an inch on the other maps.


MONTREAL
ST LAMBERT
ST HUBERT
CHAMBLY
LAPRAIRIE
ST JOHNS
IBERVILLE
0 5 10 15 20 25
Scale of Miles
LACOLLE JCT.
NOYAN
ROUSES PT.
ALBURG
To Ogdensburg
Mooers
CHAZY
W. CHAZY
PLATTSBURG
PERU
COLCHESTER
KEESEVILLE
Ausable Chasm
BURLINGTON
Adirondacks
WILLSBORO
WHALLONSBURG
ELIZABETHTOWN
WESTPORT
PORT HENRY
N. HUDSON
Crown Point
SCHROON LAKE
Ticonderoga
LOON LAKE
CHESTERTOWN
Lake George
To Rutland
WHITEHALL
WARRENSBURG
LAKE GEORGE
GLEN FALLS
HUDSON FALLS
WILTON
SARATOGA SPRINGS
SCHUYLERVILLE
BALLSTON SPA
MALTA
MECHANICVILLE
SCHENECTADY
To Utica and West
COHOES
To Bennington and Vermont points
ALBANY
TROY
To Pittsfield Springfield and Boston
To Newburg and New York
To Poughkeepsie and New York

31. Buffalo to Toronto, Ont., 123.3 Miles.

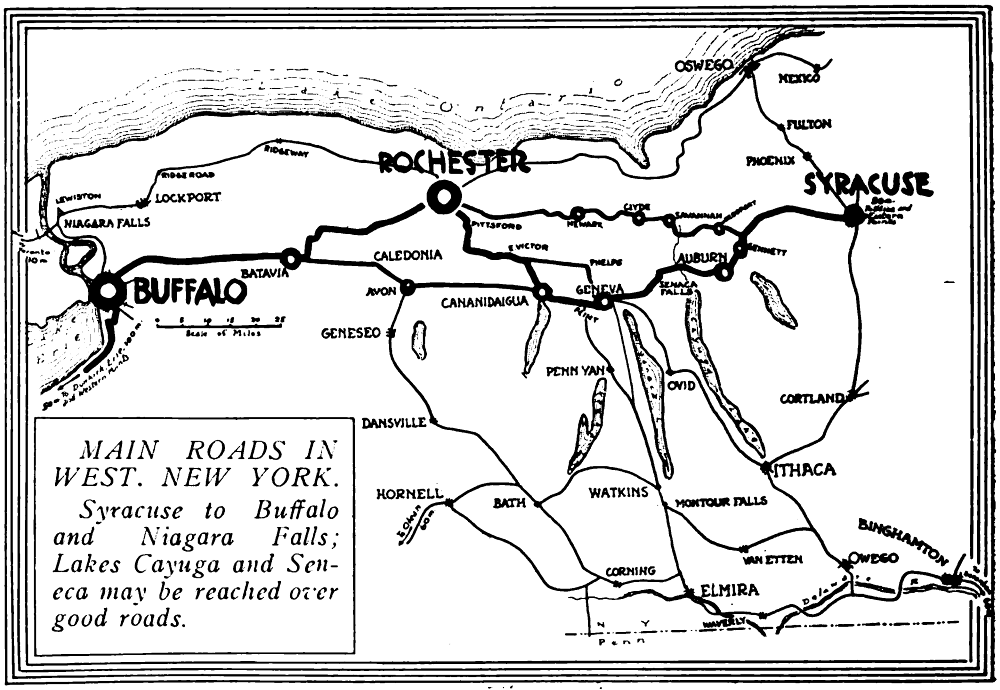
Good Gravel Roads.

0.0 Buffalo to 74.6 Hamilton, as per route (30). 80.8 Aldershot. 83.5 Freemans. 87.3 Appleby. 98.6 Trafalgar. 103.7 Erindale. 107.0 Cooksville. 115.4 Lambton Mills. 123.3 Toronto.

32. New York to Atlantic City, via Long Branch, Asbury Park and Lakewood, N. J., 146.8 Miles.

All Macadam Roads.

0.0 New York. Ferry to 5.0 St. George. 11.5 New Drop. 20.5 Tottenville. Ferry to 20.05 Perth Amboy. 24.6 South Amboy. 30.6 Keyport. 36.7 Middleton. 41.6 Red Bank. 43.5 Shrewsbury. 49.7 Long Branch. 56.6 Asbury Park. 59.7 Belmar. 62.3 Spring Lake. 64.0 Sea Girt. 65.0 Manasquan. 67.6 Pt. Pleasant. 72.0 Burrsville. 77.3 Lakewood. 87.3 Toms River. 91.7 Bayville. 94.4 Cedar Creek. 103.7 Barnegat. 108.5 Manahawken. 116.2 Tuckerton. 122.9 New Gretna. 129.6 Pt. Republic. 131.8 Smithville. 134.0 Oceanville. 137.5 Absecon. 140.0 Pleasantville. 146.8 Atlantic City.


Ontario
Oswego
Mexico
Fulton
Phoenix
Syracuse
Rochester
Ridge Road
Ridgeway
Lewiston
Lockport
Niagara Falls
Buffalo
Batavia
Caledonia
Avon
Geneseo
Canandaigua
Pittsford
Victor
Newark
Clyde
Savannah
Phelps
Geneva
Seneca Falls
Auburn
Penn Yan
Ovid
Cortland
Dansville
Hornell
Bath
Watkins
Montour Falls
Ithaca
Binghamton
Owego
Van Etten
Corning
Elmira
Waverly
N. Y.
Penn.
Scale of Miles

MAIN ROADS IN WEST. NEW YORK.

Syracuse to Buffalo and Niagara Falls; Lakes Cayuga and Seneca may be reached over good roads.

33. New York to Danbury, Conn., via Stamford, New Canaan; Returning via Lake Mahopac and Briarcliff, 136.6 Miles.

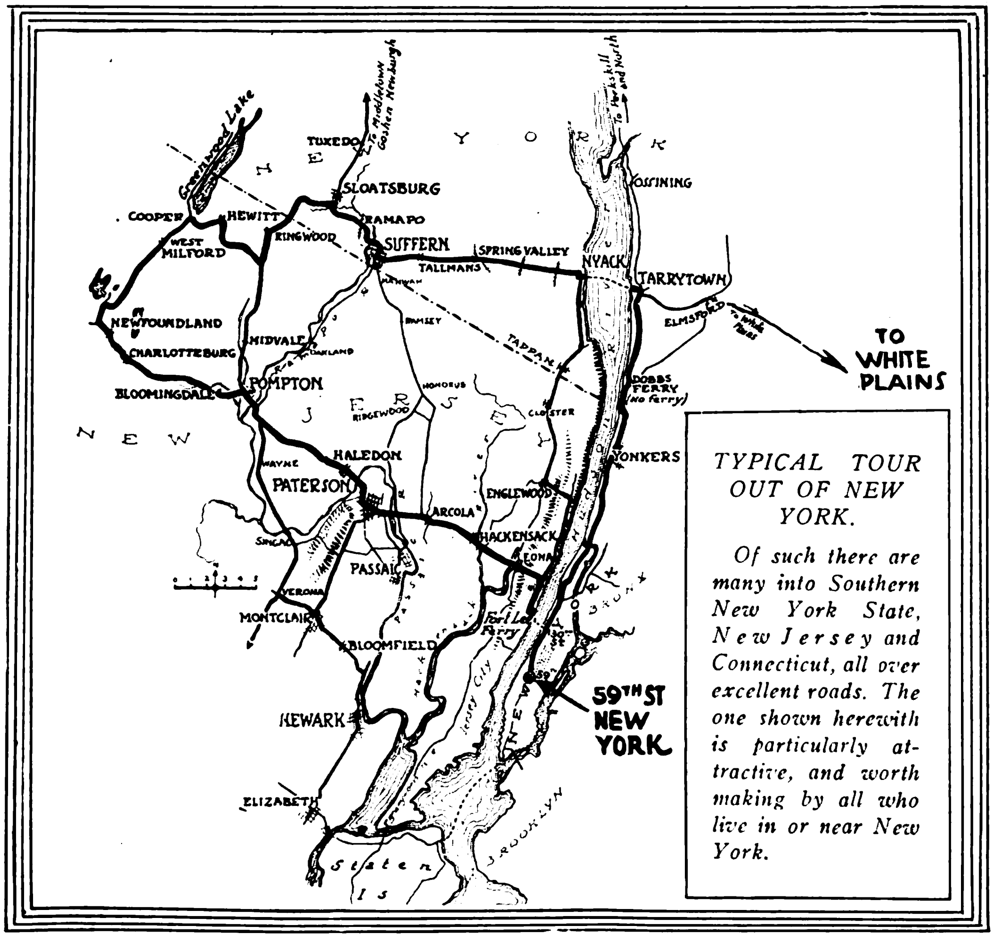
Mostly Macadam Roads; Some Poor Dirt.

0.0 New York. 16.7 New Rochelle. 18.5 Larchmont. 20.1 Mamaroneck. 23.8 Rye. 25.5 Pt. Chester. 28.6 Greenwich, Conn. 33.7 Stamford. 41.6 New Canaan. 52.2 Ridgefield. 62.1 Danbury. 66.5 Mill Plane. 72.4 Brewster. 76.8 Carmel. 81.7 Lake Mahopac. 86.0 Baldwin's Pl. 91.5 Amawalk. 96.6 Croton Lake. 100.8 Merritts Cor. 104.3 Briarcliff. 108.8 East View. 112.8 Elmsford. 116.5 Ardsley. 117.7 Dobbs Ferry. 123.7 Yonkers. 136.6 New York.

34. New York to Delaware Water Gap and Morristown; Returning via Port Jervis, 203.8 Miles.

First 60 Miles Good Macadam; 25 Miles Good Dirt Road; Balance Macadam to New York.

0.0 New York. Ferry to 1.4 Weehawken. 12.6 Newark. 16.8 Irvington. 21.4 Springfield. 25.6 Chatham. 28.0 Madison. 30.0 Convent. 32.6 Morristown. 45.0 Chester. 47.1 Milldale. 50.0 German Val. 56.4 Hackettstown. 60.4 Vienna. 68.1 Buttsville. 74.9 Delaware. 78.3 Portland, Pa. 80.1 Slateford. 83.8 Del. Water Gap. 87.2 Shawnee. 96.2 Bushkill. 108.3 Dingmans. 116.9 Milford. 124.1 Pt. Jervis. 135.5 S. Centerville. 143.1 Denton. 148.0 Goshen. 152.4 Chester. 159.4 Monroe. 162.0 Harrimans. 167.3 Southfields. 171.3 Tuxedo. 174.1 Sloatsburg. 177.8 Suffern. 184.1 Allendale. 186.5 Hohokus. 192.8 Arcola. 197.4 Hackensack. 200.6 Leonia. 201.8 Fort Lee. 203.8 Edgewater. Ferry to 203.8 New York.


Greenwood Lake
Tuxedo
To Middletown Goshen Newburgh
N E W Y O R K
Sloatsburg
Ramapo
Cooper
Hewitt
West Milford
Ringwood
Suffern
Spring Valley
Tallmans
Nyack
Tarrytown
Ossining
To Peekskill and North
Newfoundland
Midvale
Oakland
Charlotteburg
Bloomingdale
Pompton
N E W J E R S E Y
Tappan
Dobbs Ferry (No ferry)
Elmsford
TO WHITE PLAINS
Closter
Haledon
Wayne
Paterson
Singac
Passaic
Arcola
Englewood
Hackensack
Leonia
Yonkers
Verona
Montclair
Bloomfield
Fort Lee Ferry
59TH ST NEW YORK
Newark
Elizabeth
Staten Is
Brooklyn

TYPICAL TOUR OUT OF NEW YORK.

Of such there are many into Southern New York State, New Jersey and Connecticut, all over excellent roads. The one shown herewith is particularly attractive, and worth making by all who live in or near New York.

35. New York to Delaware Water Gap, via Newfoundland and Dingmans; Returning via Montclair and Lake Hopatcong, 198.4 Miles.

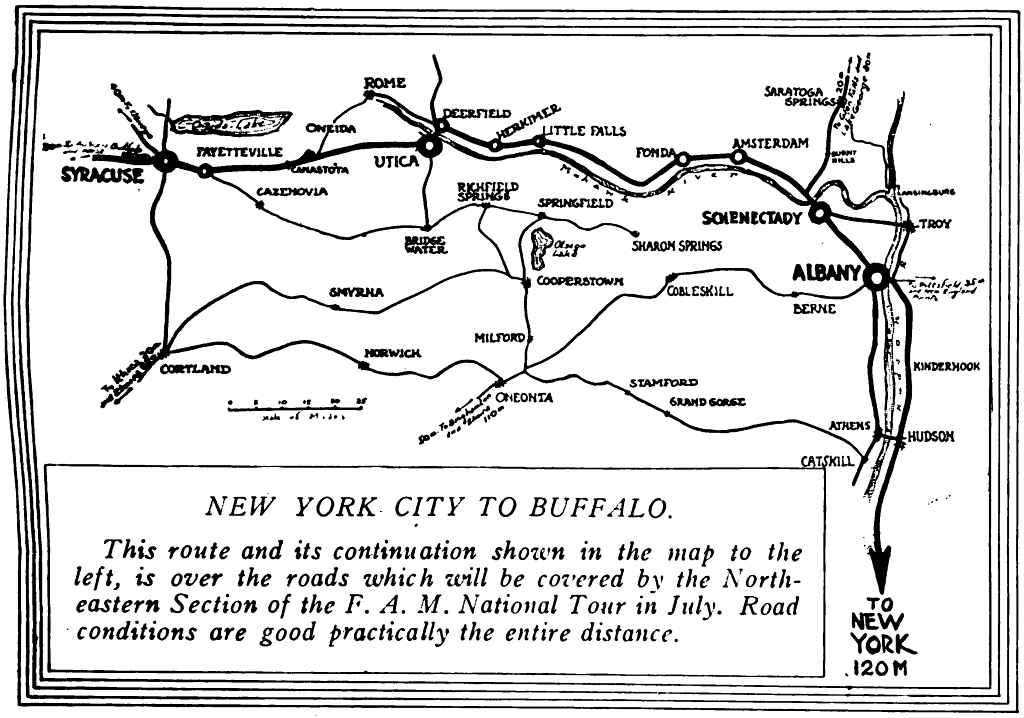
Mostly Macadam Roads.

0.0 New York. Ferry to 4.4 Undercliff, N. J. 6.4 Fort Lee. 7.8 Leonia. 11.1 Hackensack. 19.7 Paterson. 28.7 Pompton. 38.7 New Foundland. 47.5 Hopewell. 51.1 Sparta. 55.5 Ackerson. 62.6 Branchville. 71.0 Layton. 73.6 Dingmans Fy. 83.6 Riverside. 85.6 Bushkill. 91.7 Echo Valley. 94.6 Shawnee. 98.1 Del. Water Gap. Back to 133.7 Branchville. 141.1 Newton. 144.0 Springdale. 147.0 Andover. 153.6 Stanhope. 158.6 Lake Hopatcong. 162.8 Dover. 168.3 Denville. 171 Parsippany. 179.8 Caldwell. 181.6 Verona. 183.6 Montclair. 185.2 Bloomfield. 188.9 Arlington. 198.4 Weehawken. Ferry to 198.4 New York.

36. New York to Greenwood Lake, via Montclair; Returning via Suffern, 101.7 Miles.

Mostly Macadam Roads.

0.0 New York. Ferry to 1.4 Weehawken. 12.1 Arlington. 15.9 Bloomfield. 17.5 Montclair. 22.8 Singac. 25.1 Mtn. View. 25.9 Wayne. 31.1 Pompton. 35.1 Wanaque. 39.7 Boardville. 43.3 Hewitt. 46.0 Browns. 52.5 G'nwood Lake. 59.0 Browns. 65.4 B'rdville. 72.3 Sloatsburg. 74.8 Ramapo. Follow route (34) to 101.7 New York.


ROME
DEERFIELD
HERKIMER
LITTLE FALLS
ONEIDA
FAYETTEVILLE
SYRACUSE
CANASTOTA
UTICA
CAZENOVIA
RICHFIELD SPRINGS
SPRINGFIELD
FONDA
AMSTERDAM
SARATOGA SPRINGS
SCHENECTADY
TROY
BRIDGEWATER
SHARON SPRINGS
ALBANY
SMYRNA
COOPERSTOWN
COBLESKILL
BERNE
MILFORD
NORWICH
CORTLAND
KINDERHOOK
ONEONTA
STAMFORD
GRAND GORGE
ATHENS
HUDSON
CATSKILL
Scale of Miles
TO NEW YORK 120 M

NEW YORK CITY TO BUFFALO.

This route and its continuation shown in the map to the left, is over the roads which will be covered by the North-eastern Section of the F. A. M. National Tour in July. Road conditions are good practically the entire distance.

37. New York to Long Branch, Asbury Park and Lakewood; Returning via Freehold, 74.6 Miles.

Mostly Macadam Roads.

0.0 New York. Ferry to 5.0 St. George. Follow route (32) to 77.3 Lakewood. Return, 0.0 Lakewood. 9.5 Adelphia. 13.0 Freehold. 18.4 Englisht'n. 24.1 Jamesburg. 30.6 Old Bridge. 38.7 New Brunswick. 43.9 Metuchen. 47.2 Iselin Sta. 57.0 Elizabeth. 63.2 Newark. 69.1 Hudson Cy. Blvd. 74.6 Weehawken. Ferry to 74.6 New York.

38. New York to Lakewood, via Trenton; Returning via Freehold and Staten Island, 176.5 Miles.

Mostly Macadam Roads.

0.0 New York. 1.4 Weehawken. 12.6 Newark. 19.0 Elizabeth. 28.8 Iselin Sta. 32.1 Metuchen. 37.4 New Brunswick. 48.6 Monmouth Jc. 64.8 Trenton. 73.8 Edinburg. 78.8 Hightstown. 85.8 Manalapan. 88.7 Millhurst. 112.0 Adelphia. 117.2 Farmingdale. 125.5 Lakewood. 135.0 Adelphia. 138.5 Freehold. 142.5 Marlboro. 147.5 Morganville. 149.3 Mattewan. 156.9 South Amboy. 161.0 Perth Amboy. Ferry to 161.0 Tottenville. 170.0 New Dorp. 176.5 St. George. Ferry to 176.5 New York.

39. New York to Hartford, Conn., via New Haven; Returning via Litchfield and Danbury, 254.3 Miles.

Macadam to New Haven; Dirt to Danbury; Macadam to New York.

0.0 New York. 16.3 New Rochelle. 18.4 Larchmont. 20.2 Mamaroneck. 32.8 Rye. 25.6 Portchester. 28.6 Greenwich, Conn. 33.8 Stamford. 36.8 Noroton. 38.2 Darien. 42.5 Norwalk. 45.9 Westport. 50.1 Southport. 56.5 Bridgeport. 60.0 Stratford. 64.8 Milford. 74.0 New Haven. 82.3 North Haven. 87.5 Wallingford. 94.0 Meriden. 100.7 Berlin. 111.4 Hartford. 120.5 Farmington. 124.5 Unionville. 129.5 Canton. 135.3 Pine Meadow. 142.1 Winsted. 147.0 Burrville. 152.6 Torrington. 156.6 Bantam. 160.5 Woodville. 167.5 Northville. 171.8 New Milford. 179.0 Brookfield. 186.6 Danbury. 198.8 North Salem. 205.7 Cross River. 210.8 Bedford. 216.1 New Castle Cor. 222.0 Armonk. 230.0 White Plains. 239.7 Mt. Vernon. 254.3 New York.

40. New York to Princeton, N. J., via Staten Island; Returning via Somerville and Plainfield, 110.2 Miles.

Mostly Macadam Roads.

0.0 New York. Ferry to 5.6 St. George. Follow route (32) to 20.5 Perth Amboy. 26.8 Metuchen. 31.9 New Brunswick. 43.1 Monmouth Jc. 47.4 Kingston. 50.9 Princeton. 61.9 Belle Mead. 69.7 Somerville. 74.8 Bound Brook. 79.3 Dunellen Sta. 82.0 Plainfield. 86.9 Westfield. 89.6 Cranford. 90.9 Aldene. 94.4 Elizabeth. 100.0 Newark. 110.2 Weehawken. Ferry to 110.2 New York.

41. New York to Poughkeepsie, via Tarrytown; Returning via Lakeville and Dover Plains, 220.7 Miles.

Mostly Macadam Roads.

0.0 New York. 13.5 Yonkers. 19.8 Dobbs Ferry. 21.0 Irvington. 24.2 Tarrytown. 30.4 Ossining. 34.2 Croton. 41.7 Peekskill. 52.8 Cold Spr. 61.8 Fishkill. 66.7 Wappingers Falls. 74.0 Poughkeepsie. 85.3 Washington Hol. 89.0 Millbrook. 94.6 Lithgow. 99.5 Amenia. 107.9 Millerton. 111.7 Lakeville. 118.3 Sharon. 123.5 Amenia. 133.3 Dover Pl. 140.5 S. Dover. 147.7 Pawling. 152.0 Paterson. 160.7 Carmel. 166.0 Lake Mahopac. 171.6 Baldwin's Pl. 177.6 Amawalk. 181.8 Croton L. Sta. 188.0 Briarcliff. 193.5 East View. 199.4 Ardsley. 200.6 Dobbs Ferry. 206.9 Yonkers. 220.7 New York.

42. New York to Poughkeepsie, via Peekskill; Returning via Newburg and Tuxedo, 152.2 Miles.

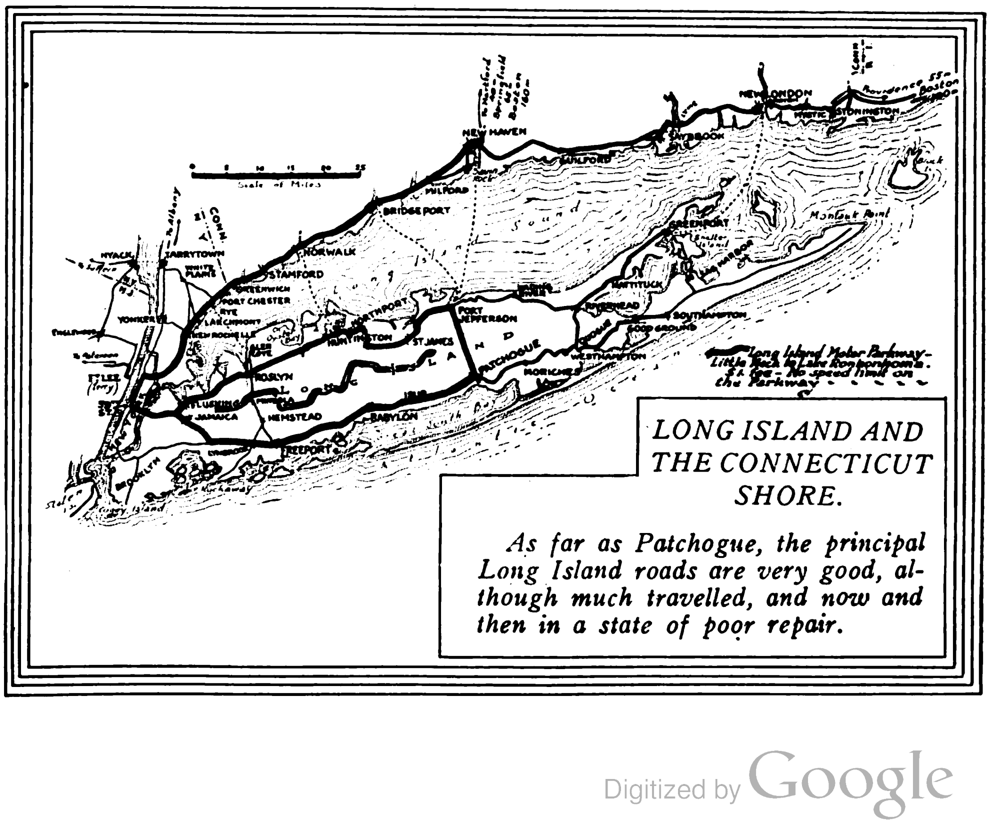
Mostly Macadam Roads.

0.0 New York. Route (41) to 74.0 Poughkeepsie. Ferry to 74.0 Highland. 78.6 Milton. 82.7 Marlboro. 90.9 Newburg. 95.9 Vails Gate. 100.0 M't'nville. 104.9 Highl'd Mills. 106.0 Central Val. 110.8 Arden. 113.3 S'thfields. 117.3 Tuxedo. Follow route (34) to 152.2 New York.

43. New York to Poughkeepsie, via Stamford; Returning via West Point and Nyack, 179.8 Miles.

Mostly Macadam Roads.

0.0 New York. Route (33) to 33.7 Stamford. 41.9 Long Ridge. 46.7 Bedford. 51.3 Bedford Mills. 52.3 Katonah. 60.2 Somers. 64.9 Brewster. 69.4 Carmel. 76.6 Ludingtonville. 82.7 Stormville. 89.0 Fishkill Pl. 92.6 New Hackensack. 100.0 Poughkeepsie. 107.7 Wappingers Falls. 115.2 Fishkill. 121.7 Cold Spring. 127.5 Garrison. Ferry to 127.5 West Point. 132.6 Ft. Montgomery. 137.6 Jones Pt. 145.3 Haverstraw. 149.3 Congers. 150.2 Rockland Lake. 155.6 Nyack. Ferry to 155.6 Tarrytown. 159.5 Irvington. 162.9 Hastings. 166.7 Yonkers. 179.8 New York.


NEW LONDON
STONINGTON
NEW HAVEN
SAYBROOK
MILFORD
BRIDGEPORT
NORWALK
STAMFORD
GREENWICH
PORT CHESTER
RYE
LARCHMONT
NEW ROCHELLE
NYACK
TARRYTOWN
WHITE PLAINS
YONKERS
NORTHPORT
HUNTINGTON
ST. JAMES
PORT JEFFERSON
PATCHOGUE
GREENPORT
MATTITUCK
RIVERHEAD
SOUTHAMPTON
GOOD GROUND
WESTHAMPTON
MORICHES
BABYLON
HEMPSTEAD
FREEPORT
JAMAICA
FLUSHING
ROSLYN
Montauk Point
Scale of Miles
Long Island Motor Parkway - Little Neck to Lake Ronkonkoma - $1 fee - No speed limit on the Parkway

LONG ISLAND AND THE CONNECTICUT SHORE.

As far as Patchogue, the principal Long Island roads are very good, although much travelled, and now and then in a state of poor repair.

44. New York to Waterbury, Conn., via Bridgeport; Returning via Danbury and White Plains, 190.2 Miles.

Macadam to Waterbury; Good Dirt Roads to Danbury; Balance State Roads.

0.0 New York. Route (39) to 60.0 Stratford. 70.2 Derby. 75.9 Seymour. 83.1 Naugatuck. 88.2 Waterbury. 94.0 Watertown. 102.0 Woodbury. 106. Southbury. 113.9 Newtown. 123.2 Danbury. 127.2 Mill Plain. 135.0 N. Salem. 147.4 Bedford. 152.6 New Castle Cor. 158.3 Armonk. 166.6 White Plains. 169.1 Hartsdale. 184.8 Central Bridge. 190.2 New York.

45. New York To Greenport, 110.4 Miles.

Fair to Good Dirt Roads; Some Macadam.

0.0 New York. 2.1 Long Island City. 6.6 Newtown. 12.7 Jamaica. 15.0 Queens. 17.1 Floral Park. 18.4 Hyde Park. 21.2 Mineola. 27.1 Jericho. 31.3 Woodbury. 35.9 Cold Spr. Har. 37.6 Huntington. 40.9 Centerport. 42.2 Northport. 44.1 Northport Sta. 48.1 Commack. 53.3 Smithtown. 56.4 St. James. 58.8 Stony Brook. 62.9 E. Setauket. 64.7 Pt. Jefferson. 69.2 Miller's Pl. 74.5 Shoreham. 77.8 Wading Riv. 88.9 Riverhead. 92.0 Jamesport. 98.3 Mattituck. 101.2 Cutchogue. 102.9 Peconic. 106.2 Southold. 110.4 Greenport.

46. New York to Coney Island, 16.6 Miles.

Asphalt and Macadam Surface.

0.0 New York, 59th St. and B'way. 4.1 Williamsburg Bridge. 5.5 Brooklyn, B'way. 5.7 Havemeyer St. 6.0 Bedford Ave. 8.7 Eastern P'kw'y. 9.5 Prospect Pk. 11.4 Ocean P'kw'y. 14.6 Gravesend Track. 16.4 Brighton Beach Track. 16.6 Coney Island.

47. Syracuse, N. Y., to Buffalo, via Rochester, 171.8 Miles.

Half Macadam, Half Fair Dirt Roads.

0.0 Syracuse. 9.3 Camillus. 16.0 Elbridge. 22.8 Sennet. 27.6 Auburn. 43.1 Seneca Falls. 46.7 Waterloo. 54.1 Geneva. 60.8 Flint. 70.3 Canandaigua. 78.4 Holcomb. 84.3 Inoa. 89.3 Mendon. 96.0 Pittsford. 103.1 Rochester. 107.1 Gates. 113.6 North Chili. 117.7 Churchville. 121.7 Bergen. 135.5 Batavia. 147.1 Corfu. 151.3 Crittenden. 154.8 Mill Grove. 161.7 Bowmansville. 171.8 Buffalo.

48. Syracuse to Watkins Glen, via Binghamton, 148.1 Miles.

Good Dirt Roads in Dry Weather. Beautiful Lake Region.

0.0 Syracuse. 5.5 Onondaga Castle. 12.1 Cardiff. 19.9 Tully Ctr. 32.4 Homer. 35.3 Cortland. 39.4 Blodgetts Mills. 42.9 Marathon. 52.8 Killawag. 59.3 Whitney Pt. 67.3 Castle Creek. 77.0 Binghamton. 86.4 Endicott. 93.4 Appalachin. 101.3 Owego. 106.0 Catatonk. 111.2 Candor. 120.9 Spencer. 133.8 Cayuta. 137.8 Alpine. 141.8 Odessa. 145.2 Montour Falls. 148.1 Watkins Glen.

49. Utica to Ithaca and Syracuse, 155.7 Miles.

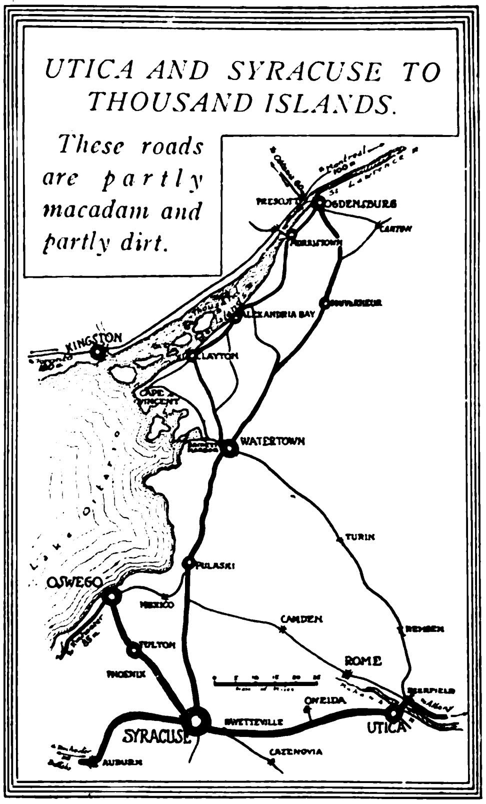
Half Macadam, Half Fair Dirt Roads.

0.0 Utica. 4.5 Washington Mills. 7.8 Sauquoit. 12.4 Cassville. 19.3 Waterville. 23.5 Oriskany Falls. 26.0 Lyon's Mills. 30.0 Bouckville. 34.3 Eaton. 37.0 W. Eaton. 42.5 Erieville. 48.0 Shed's Cor. 53.2 De Ruyter. 58.8 Truxton. 63.7 E. Homer. 70.1 Cortland. 73.3 S. Cortland. 80.0 Dryden. 87.7 Varna. 90.6 Ithaca. 103.8 N. Lansing. 113.3 Venice. 129.1 Auburn. 133.9 Sennett. 140.2 Elbridge. 146.8 Camillus. 155.7 Syracuse.

50. Utica to Ogdensburg, via Watertown and Alexandria Bay, 151.6 Miles.

Good Dirt Roads with Some Macadam.

0.0 Utica. 1.3 Deerfield. 9.5 S. Trenton. 13.5 Barneveld. 17.3 Remsen. 24.4 Alder Creek. 31.4 Boonville. 43.0 Turin. 53.6 W. Martinsburg. 65.8 Copenhagen. 79.8 Watertown. 84.0 Brownville. 90.0 Perch Riv. 93.3 Stone Mills. 99.5 Lafargev. 104.3 Omar. 112.2 Alexandria Bay. 119.3 Redwood. 130.7 Hammond. 136.5 Briar Hill. 140.4 Morristown. 151.6 Ogdensburg.


UTICA AND SYRACUSE TO THOUSAND ISLANDS.

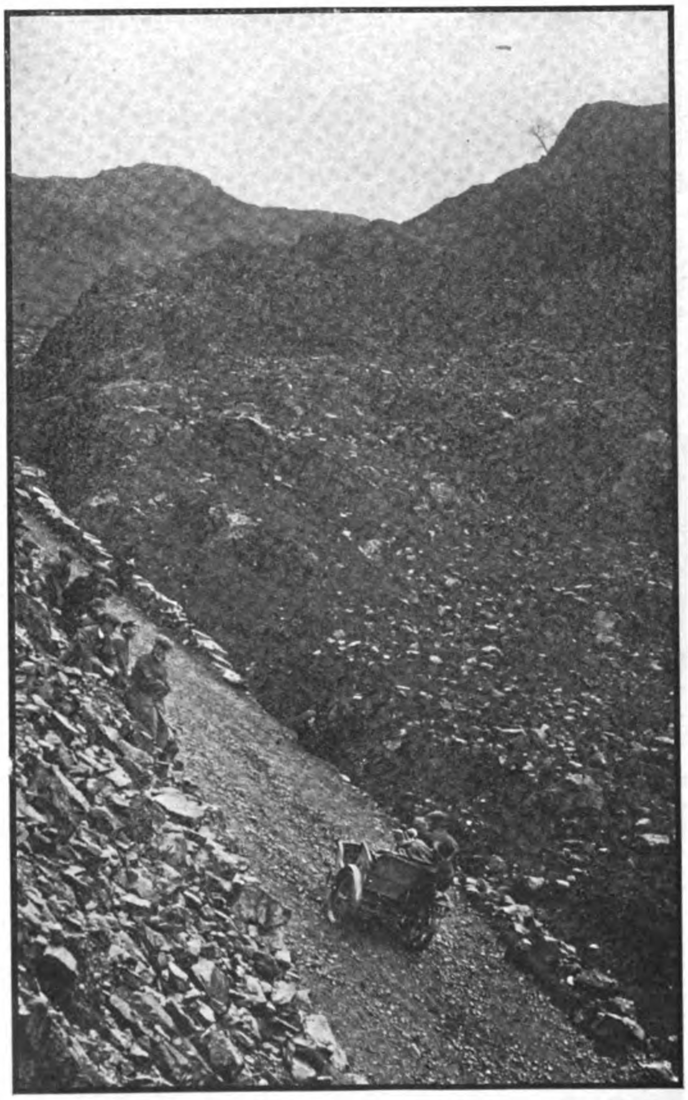
These roads are partly macadam and partly dirt.

TACOMA OUTINGS.

ARRANGEMENTS have been made by the Tacoma (Wash.) M. C. for a run to Centralia via. Grand Mound Prairie and return via. Tenino on May 26. The route covers about 130 miles. On April 14 the club held a run to Olympia; on April 28 a trip was made around the lakes, to Steilacum Asylum, Dupont, Hillhurst, Roy and return via Mt. Tacoma road, and on May 12 the club riders went to Buckley, Enumclaw and Deep Lake, returning via. Auburn. Beginning May 1 the club entered upon a series of night runs, one to be held every Friday evening, starting from Wright Park at 8 o'clock.

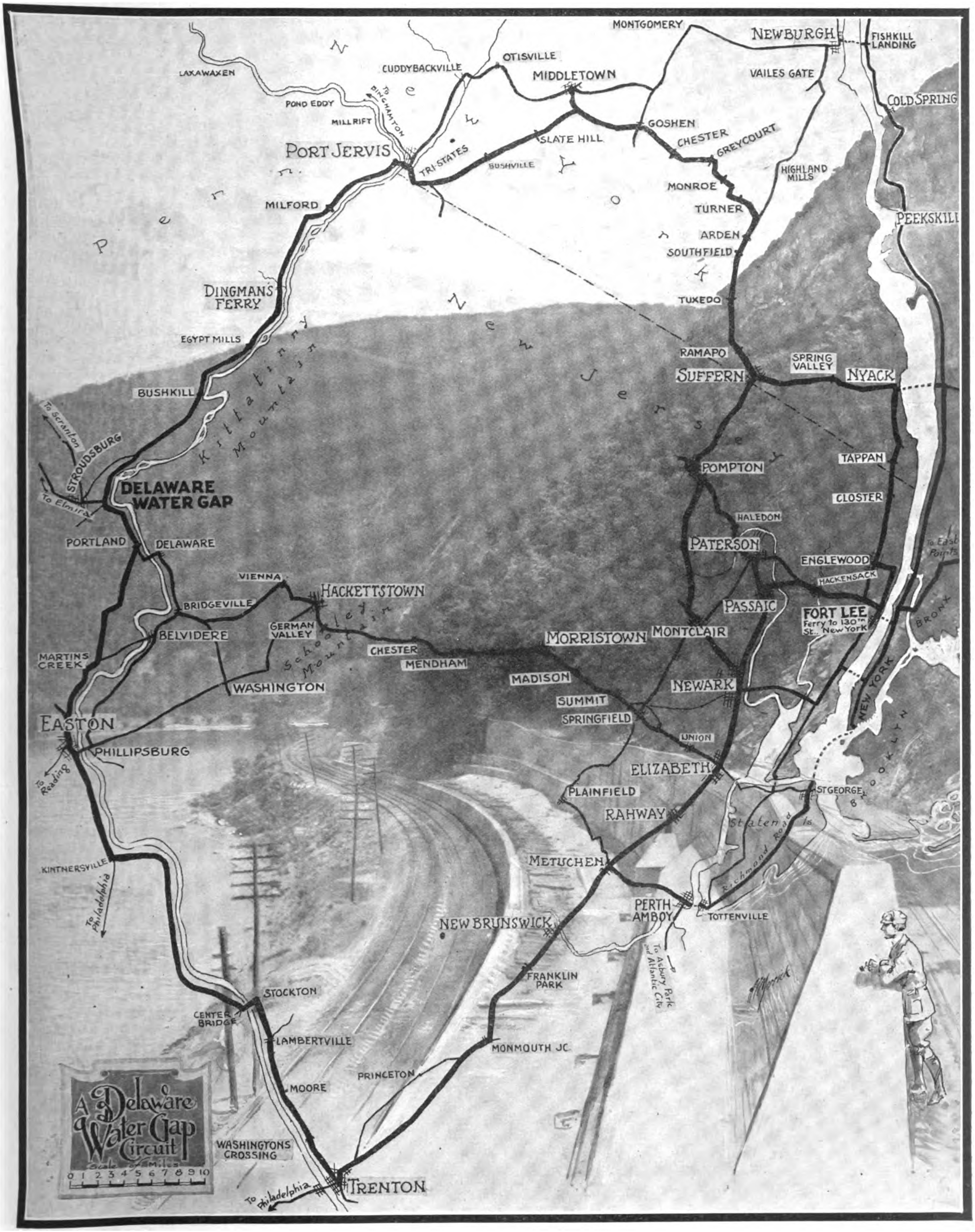
UP HONISTER PASS.

THAT all British roads are not level boulevards will be seen by reference to the accompanying photograph, which shows C. R. Collier, the well-known Matchless crack, climbing the 1-in-3 grade of Honister Pass, in Cumberland, England. The road is very popular with coaching parties, who leave the sprags down while they make the ascent, and the surface is therefore badly cut up. Collier used a single-geared twin Matchless, and his passenger stayed aboard during the entire ascent. American riders who are hesitating about fitting side-cars for fear that with the attachment they will be unable to negotiate steep hills should be convinced that, properly attached and equipped, the sidecar outfit will go anywhere that the wheels will hold. We are indebted to Messrs. H. Collier & Sons, Ltd., of 44 Plumstead road, Plumstead, London, for the photograph, etc.


C. R. Collier Taking Honister Pass.

INDIANA MEET.

A BIG meet of motorcyclists is planned to be held at Gary, Ind., some time next month. The purpose is to get together riders from all parts of Indiana in order to promote co-operation among Indiana motorists. The idea is being worked out by President Snyder of the South Bend Club.


A Delaware Water Gap Circuit
Scale of Miles
0 1 2 3 4 5 6 7 8 9 10
Penn.
New York
New Jersey
MONTGOMERY
NEWBURGH
FISHKILL LANDING
LAXAWAXEN
CUDDYBACKVILLE
OTISVILLE
MIDDLETOWN
VAILES GATE
COLD SPRING
POND EDDY
MILL RIFT
To BINGHAMTON
GOSHEN
CHESTER
GREYCOURT
SLATE HILL
PORT JERVIS
TRI-STATES
BUSHVILLE
HIGHLAND MILLS
MONROE
MILFORD
TURNER
PEEKSKILL
ARDEN
SOUTHFIELD
DINGMANS FERRY
TUXEDO
EGYPT MILLS
Kittatinny Mountain
RAMAPO
SUFFERN
SPRING VALLEY
NYACK
BUSHKILL
To Scranton
STROUDSBURG
To Elmira
DELAWARE WATER GAP
POMPTON
TAPPAN
CLOSTER
HALEDON
PORTLAND
DELAWARE
PATERSON
To East Points
ENGLEWOOD
HACKENSACK
VIENNA
HACKETTSTOWN
BRIDGEVILLE
PASSAIC
FORT LEE
Ferry to 130th St., New York
BRONX
BELVIDERE
GERMAN VALLEY
Schooley Mountain
MORRISTOWN
MONTCLAIR
MARTINS CREEK
CHESTER
MENDHAM
MADISON
NEWARK
WASHINGTON
SUMMIT
NEW YORK
EASTON
SPRINGFIELD
PHILLIPSBURG
UNION
BROOKLYN
To Reading
ELIZABETH
PLAINFIELD
ST GEORGE
RAHWAY
Staten Is.
Richmond Road
METUCHEN
KINTNERSVILLE
To Philadelphia
PERTH AMBOY
TOTTENVILLE
NEW BRUNSWICK
To Asbury Park and Atlantic City
FRANKLIN PARK
STOCKTON
CENTER BRIDGE
LAMBERTVILLE
MONMOUTH JC.
PRINCETON
MOORE
WASHINGTONS CROSSING
TRENTON
To Philadelphia

IN NEW JERSEY AND PENNSYLVANIA

NEW JERSEY and Pennsylvania offer the tourist a remarkable range of scenery and points of interest; in a day's run westward from the sandy beaches of the Jersey coast the traveler may climb into the mountains of Pennsylvania and look upon Nature in some of its most rugged and inspiring aspects. The rapidity with which the transition can be made from the comparatively flat shore region to the mountains contributes in no small way to the general charm of touring by motorcycle in these States. Not without justification has the Lehigh Valley in eastern Pennsylvania been referred to as "The Switzerland of America." At many points along the main routes sheer walls of rock, hundreds of feet high, meet the eye of the tourist; almost every stream, however small, has its rapids and miniature falls; rocky grottoes indenting the mountainsides are approached by winding roads which lead the explorer to dizzy heights and always there is the soothing, distant view of mountain rising behind mountain.

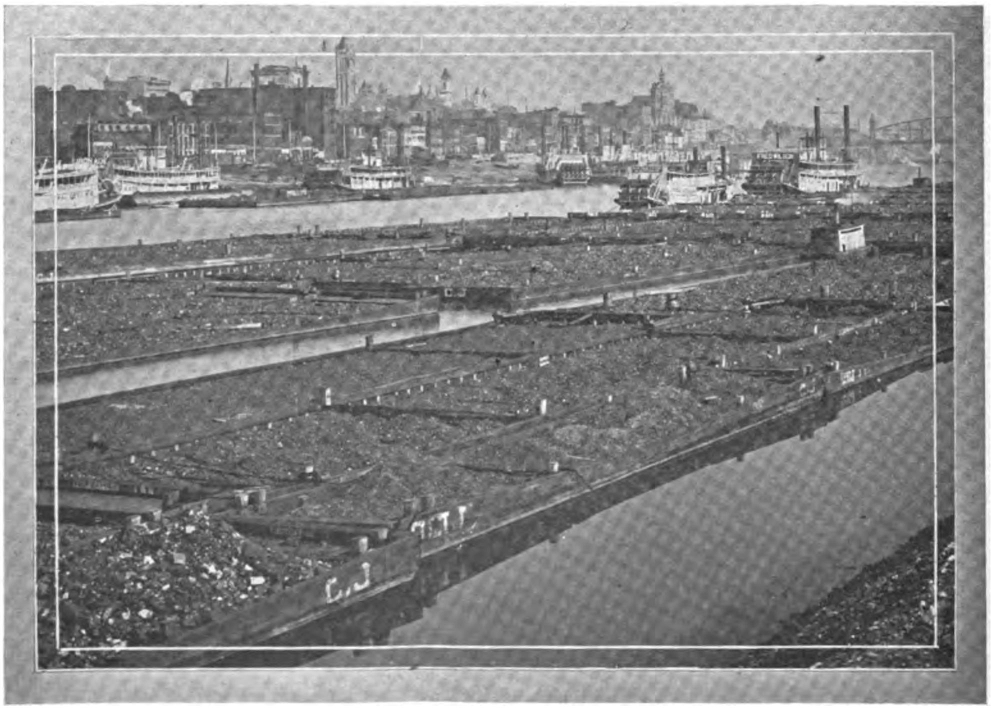
Throughout the valley there are excellent facilities for fishing, hunting and camping. Little villages nestle precariously on the mountainsides and at the base of the mountains, much after the fashion of crag-shadowed Swiss towns, and on all sides there is hospitality for the thoughful tourist. As might be inferred, the roads of eastern Pennsylvania are never of the boulevard type, although many of the best-known lines of travel are well kept. The rider in this region must expect hills, plenty of them; but it is safe to say that every climb has its compensations.

Philadelphia has many points of historical interest and not a few fine buildings. Fairmount Park is one of the show places, and this with numerous well-kept drives, will gladden the heart of the motoring visitor. Among the most popular sight-seeing points are the Betsy Ross House, Independence Hall, the Quaker meeting house, Girard College, the Quaker burying ground, the League Island navy yard and the zoological gardens. Going north from Philadelphia the tourist will pass Norristown, Allentown and a number of smaller places on the road to Bethlehem. The latter point is the American center of the Moravian Brothers, who settled there in 1740 under Count Zinzendorf. Many of the old Moravian schools and other buildings are still extant, offering features of unfailing interest for the visitor. Lehigh University, located above the town, ranks high for its work in engineering and metallurgy and is well worth an inspection. Its library contains 90,000 volumes. Bethlehem is also interesting as a manufacturing town, the Bethlehem Steel Co. (3,500 men) turning out a large quantity of armor plate and heavy ordnance. Silk-weaving and the manufacture of brass, zinc, steel and iron products are carried on extensively, and these plants are usually open to inspection. Throughout this entire district iron works are plentiful and interesting, although they do not improve the scenery. Slatington is the outlet for the most extensive slate quarries in America.

Mauch Chunk is one of the best-known resorts in the eastern section of the State. It is picturesquely situated on a rocky shelf on the brink of the river, with mountains towering behind it, and is visited annually by thousands of tourists because of the natural beauty of its location. The one great amusement feature in Mauch Chunk is the Switchback or gravity railroad, over which cars are drawn up on one side of the mountain to coast nine miles on a winding trip down the other side. The fare for the round trip is 75 cents. There are a number of good hotels and restaurants in Mauch Chunk. Linked closely with this town in the minds of Pennsylvania tourists is Glen Onoko, a beautiful little glen, traversed by a stream which makes a series of picturesque falls. The scenery here is rugged and unusually impressive. Motorcyclists will find heavy going through this section, but if the roads are at all presentable the rider should not forego viewing the scenic features which rise on all sides.

Wilkesbarre is the chief town in the beautiful Wyoming Valley. It is on the bank of the Susquehanna river and owes its prosperity mainly to the rich coal mines in the vicinity and to its manufactures of wire-rope, lace curtains and silk. The rider who passes through the fertile Wyoming Valley will find many points of interest, among them the obelisk marking the site of Fort Forty where the battle was fought which preceded the Wyoming massacre. Indian allies of the British at this point ravaged the valley and slaughtered no less than 300 men, women and children. One of the features pointed out in the valley is Queen Esther's Rock, where a half-breed queen of the Senecas tomahawked 14 defenseless prisoners. About 18 miles to the west of Wilkesbarre is the picturesque Harvey's Lake or Lake Shawanese, and in the same vicinity is beautiful Ganoga Lake. These lakes afford ideal stop-over points for the motorcycle tourist who wishes to make the most of the country through which he is passing. Hotel accommodations are good, and, as a rule, the rates are reasonable. Roads are only fair at best.

Williamsport is a



The Pittsburgh Water Front.

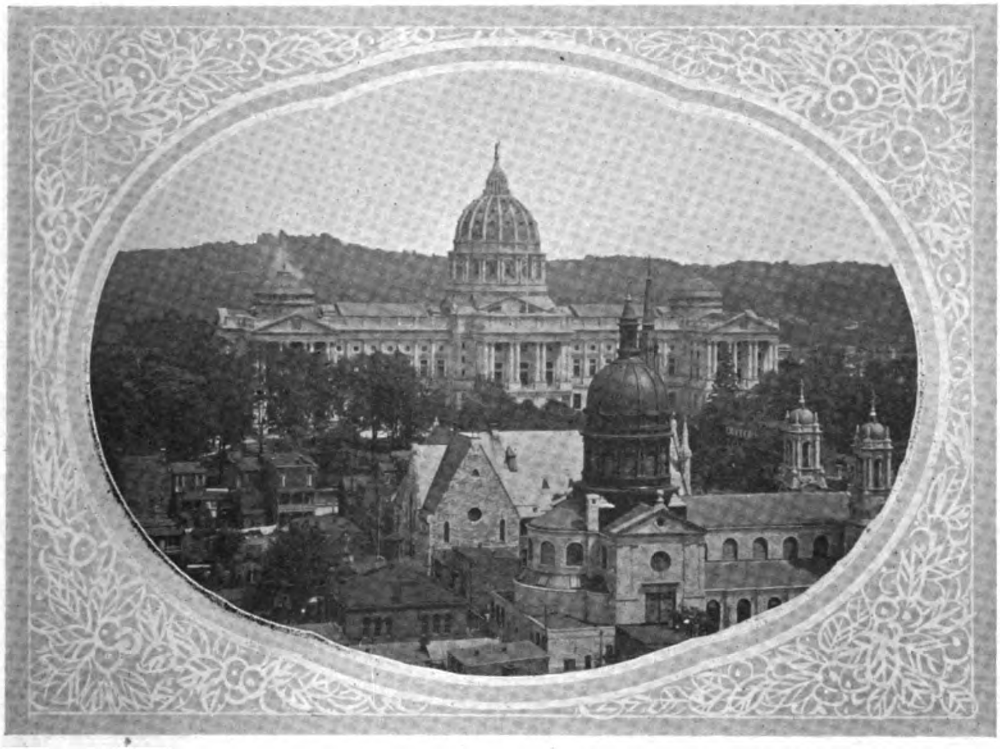
busy commercial city, chiefly engaged in the timber trade; Reading is known for its iron-making and Pottstown, Allentown, Lebanon, Shenandoah, Lancaster, Pittston and Shamokin all hold out inducements for the tourist who is capable of enjoying a combination of scenic and manufacturing interests. Harrisburg, the capital city, is featured by well laid out streets and parks and a number of handsome buildings. The new capitol, rebuilt some time ago at an outlay of $13,000,000, is one of the finest structures of its kind in the East. Visiting tourists should see the grave of John Harris, father of the founder of the town, and the stump of the tree to which he was tied by drunken Indians who meant to burn him alive. The grave and the tree relic are in Harris Park. At Harrisburg the Susquehanna river is crossed by four bridges.

To the southwest of Harrisburg the tourist will find Carlisle, seat of the government Indian training School Carlisle was Washington's headquarters during the "Whiskey War" of 1794, and it was captured by General Lee in 1863. Nearly every small town in this district has contributed in some way to history and the region is rich in war-time data. Hagerstown, just over the Pennsylvania line in Maryland, was a seat of military operations in the Civil War, and should not be overlooked by the tourist. One of the most fertile and widely cultivated farming sections of the State is the Juniata Valley. The scenery along the Juniata river, as the tourist crosses ridge after ridge of the Alleghenies, is of the most picturesque character. The story of this region is interwoven with historical reminiscences of the Scotch-Irish colonists who had to contend with the Indians. Huntington, the largest town on the Juniata river, occupies the site of "Standing Stone" where the Indians assembled for centuries to hold their councils. There is never failing interest in Johnstown and its surroundings. In 1889 this town and its inhabitants were wiped out by the bursting of a huge dam, above it, about 3,000 lives being lost. This catastrophe was made possible by the fact that the town is hemmed in by the high walls of the valley.

Forty miles to the southwest of Harrisburg lies Gettysburg, the scene of what is regarded as the chief battle of the Civil War. It may be reached over good roads. The battleground covers about 25 square miles and lies mainly to the southwest of the town. There are over 400 monuments on the field, erected with the utmost care as to localities, and more than $7,000,000 has been expended on the monuments and grounds. Several iron view-towers have been erected at the highest points. This battleground is probably better marked, both topographically and by art, than any other in the world.

Many manufacturing towns dot the western section of Pennsylvania and in this region oil is plentiful. In many districts the scenery is striking, but it rarely compares with that which features the Lehigh Valley in the eastern section. The country is rolling and often hilly with fair to poor roads. Hotels are not of the best except in the few large cities, but satisfactory accommodations can usually be obtained.

Turning his back on Pennsylvania and crossing the Delaware river the tourist finds himself in New Jersey, a State which crowds many points of manufacturing and historical interest into its comparatively small area. Trenton, Bordentown, Germantown, Camden, Princeton, Burlington, Paterson, Newark and Elizabeth are places which have war-time landmarks, but the interest of the casual tourist will probably run to the amusement resorts which mark the eastern shore of the State. The best known of these is Atlantic City, famous for its boardwalk and its fine hotels. It is the most frequented of American seaside resorts. Favorite side trips are to South Atlantic City over the Beach Drive (5 miles), to Longport, to Ocean City and over the New Boulevard to the mainland, an excellent road for motoring and driving. The Absecon lighthouse, 60 feet high, is open to visitors, and Brigantine Beach, an island to the north, may be visited by boat. Fishing and wild fowl shooting may be enjoyed close to Atlantic City, and the Country Club, near Pleasantville, includes excellent golf links, tennis courts and a polo field among its attractions. Five piers, ranging in length from 1,000 to 2,500 feet, extend into the ocean from the boardwalk and on them such attractions as roller skating, concerts and net-hauls are popular.



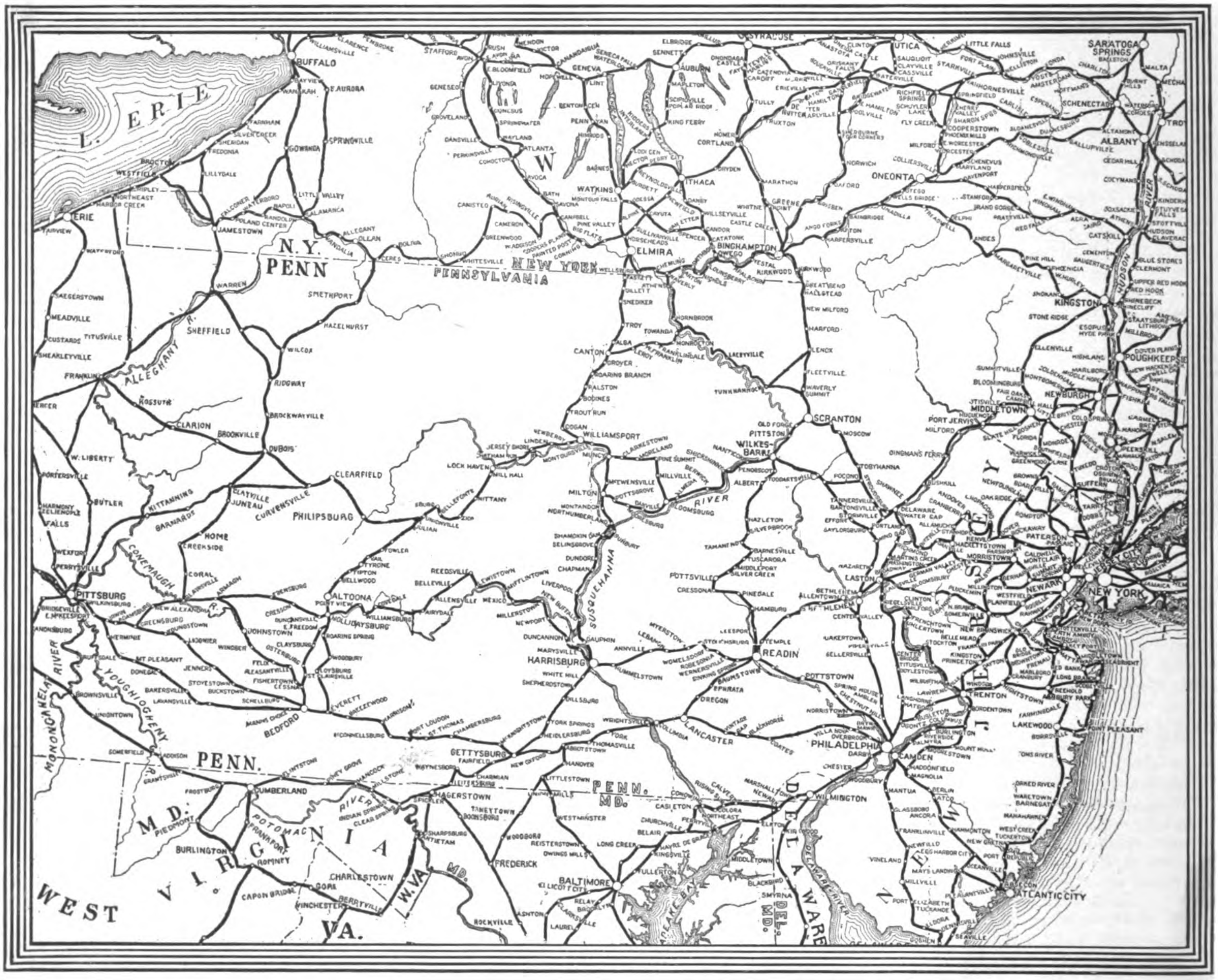
The Pennsylvania State Capitol in Harrisburg.

Ocean Grove is a well-known coast resort which was founded in 1870 by an association of the Methodist Episcopal Church. It is visited by thousands of persons yearly who elect to spend their summer vacations under the strict religious regulations of the place. It is worth a visit, but will provide no excitement for the tourist. Asbury Park is a prosperous town which has at least 50,000 visitors annually. It is largely frequented by those who object to the strict religious management of Ocean Grove, but who still desire a comparatively quiet resort. Sea Bright is one of the liveliest resorts on the coast and Point Pleasant is another popular watering place. Long Branch, taking its name from the long branch of the Shrewsbury river, draws many tourists annually. The original village lies inland about a mile, but the resort proper occupies a bluff looking out upon the sea over a remarkably fine beach. The chief amusements here are boating and fishing. Fine roads give the motoring visitor an opportunity to make the most of the vicinity. Few tourists overlook Lakewood on their trips through New Jersey. This little town nestles among the pines and is a favorite health resort. Georgian Court, the George Gould home, is the chief point of interest. Roads throughout this district are sandy, but usually negotiable without great difficulty. Lakehurst and Barnegat harbor summer colonies, and should be visited if convenient. Cape May City, on the extreme point of Cape May, is a small edition of Atlantic City.

Riding northward along the coast the tourist will find many quaint little fishing towns and a number of summer colonies. The roads are fair and the scenery pleasing, although not striking. This shore road may be followed to Perth Amboy from which point a ferry runs to Staten Island, giving easy access to New York City. Should the tourist turn to the northwest from Perth Amboy or a more southerly point he will encounter improved scenery as he approaches the Orange mountains. In the neighborhood of The Oranges there are excellent roads and fine estates. Princeton, seat of Princeton University, will well repay a visit, as will Paterson, one of the most productive silk-weaving cities in the country.

Roads in general throughout New Jersey are good, with some sand and a little clay in the central and southern districts. Some of the finest stretches are found along the eastern shore, which is followed by motorcyclists and automobilists in great numbers as they make their way from northern points to Atlantic City and adjacent resorts. Garages are plentiful.

NEW JERSEY AND KEYSTONE STATE TOURS


L. ERIE
BUFFALO
ERIE
SYRACUSE
UTICA
SARATOGA SPRINGS
ALBANY
SCHENECTADY
ONEONTA
ITHACA
ELMIRA
BINGHAMPTON
N.Y.
PENN
NEW YORK
PENNSYLVANIA
KINGSTON
POUGHKEEPSIE
HUDSON RIVER
ALLEGHANY R.
CLARION
CLEARFIELD
PHILIPSBURG
WILLIAMSPORT
WILKES-BARRE
SCRANTON
MIDDLETOWN
NEWBURGH
SUSQUEHANNA
RIVER
PITTSBURG
ALTOONA
HARRISBURG
READIN
EASTON
PATERSON
NEWARK
NEW YORK
TRENTON
PHILADELPHIA
CAMDEN
LANCASTER
GETTYSBURG
CONEMAUGH
MONONGAHELA RIVER
YOUGHIOGHENY
BEDFORD
PENN.
CUMBERLAND
HAGERSTOWN
PENN.
MD.
FREDERICK
BALTIMORE
WILMINGTON
DEL.
MD.
DELAWARE
ATLANTIC CITY
LAKEWOOD
WEST VIRGINIA
MD.
POTOMAC
RIVER
W. VA.
MD.
VA.
CHARLESTOWN

51. Altoona, Pa., to Williamsport, Pa., 103.9 Miles.

Rough Dirt Roads.

0.0 Altoona. 15.9 Tyrone. 29.7 Pt. Matilda. 37.3 Juliana. 41.6 Fleming. 47.2 Milesburg. 49.9 Bellefonte. 55.0 Zion. 60.2 Hublersburg. 63.9 Clintonville. 65.7 Lamar. 71.0 Cedar Spr. 74.8 Flemington. 76.5 Lock Haven. 84.4 Avis. 88.6 Jersey Shore. 95.9 Linden. 103.9 Williamsport.

52. Franklin, Pa., to Jamestown and Buffalo, N. Y., 147.9 Miles.

Macadam, Good Gravel and Dirt Roads.

0.0 Franklin. 4.9 Reno. 8.1 Oil City. 11.0 Rousev. 14.7 Plummer. 22.5 Pleasantville. 25.0 Enterprise. 35.0 Tidioute. 56.0 Warren. 63.4 Russell. 76.1 Jamestown. 84.9 Kennedy. 91.9 Clear Creek. 97.6 Cherry Creek. 107.4 Markhams. 109.7 Dayton. 114.0 Gowanda. 119.6 Lawton. 128.1 Eden Ctr. 134.2 Hamburg. 139.9 Blasdell. 147.9 Buffalo.

53. Gettysburg, Pa., to Bedford Springs, Pa., and Return, 202.5 Miles.

0.0 Gettysburg. 8.1 Fairfield. 15.2 Charman. 21.6 Waynesboro. 27.0 Leitersburg. 33.3 Hagerstown. 44.9 Clear Spr. 60.6 Hancock. 87.5 Flint Stone. 92.7 Cumberland. 107.7 Centerville. 116.6 Burning Bush. 124.6 Bedford Spr. 131.3 Mt. Dallas. 139.1 McGraws. 144.2 McIlvaines. 148.8 Reamers. 158.6 McConnellsburg. 164.5 Ft. Loudon. 170.5 St. Thomas. 178.0 Chambersburg. 184.0 Fayetteville. 196.8 McKnightstown. 202.5 Gettysburg.

54. Gettysburg, Pa., to Winchester and Staunton, Va., 177.8 Miles.

Mostly Macadam and Good Dirt Roads.

0.0 Gettysburg to Hagerstown, Md., via route (53). 45.3 Tilghmantown. 47.3 Sharpsburg. 60.1 Halltown. 63.6 Charlestown, W. Va. 76.2 Berryville, Va. 86.9 Winchester. 105.4 Strassburg. 112.8 Maurert'n. 114.5 Woodstock. 119.7 Edinburg. 127.1 Mt. Jackson. 134.6 New Market. 143.3 Lacy Spr. 151.7 Harrisonburg. 159.8 Mt. Crawford. 167.6 Mt. Sidney. 170.8 Verona. 177.8 Staunton.

55. Hagerstown, Md., to Wheeling, W. Va., 203.1 Miles.

Fair to Poor Dirt Roads; Many Water-bars.

0.0 Hagerstown. 11.6 Clear Spr. 27.3 Hancock. 54.2 Flint Stone. 67.4 Cumberland. 79.0 Eckhardt. 92.4 Frostburg. 100.0 Keysey's Ridge. 106.0 Petersburg. 109.4 Somerfield. 145.0 Brownsville. 151.3 Beallsville. 157.6 Scenery Hill. 169.9 Washington, Pa. 180.6 Claysville. 186.9 W. Alexander. 203.1 Wheeling.

56. Harrisburg to Altoona, Pa., 131.0 Miles.

Dirt Roads, Some Very Bad.

0.0 Harrisburg. 4.0 Fairview. 9.0 Maysville. 16.0 Duncannon. 28.5 Newport. 36.0 Thompsontown. 40.0 Centerville. 46.0 Mt. Pleasant. 52.0 Grahamville. 60.0 Lewistown. 65.0 Reedville. 73.0 Belleville. 80.0 Allenville. 84.0 Airydale. 89.0 Mill Creek. 96.0 Ardenheim. 103.5 Alexander. 110.0 Williamsburg. 120.0 Frankstown. 123.5 Hollidaysburg. 128.8 Allegheny Furn. 131.0 Altoona.

57. Harrisburg, Pa., to Hagerstown, Gettysburg and Return, 153.6 Miles.

Macadam and Good Pike.

0.0 Harrisburg. 7.7 Mechanicsburg. 17.5 Carlisle. 31.2 Stoughstown. 38.5 Shippensburg. 44.7 Green Village. 49.6 Chambersburg. 55.2 Marion. 60.3 Greencastle. 72.4 Hagerstown. 79.0 Leitersburg. 85.1 Waynesboro. 91.5 Charman. 98.6 Fairfield. 106.7 Gettysburg. 117.4 Bendersville. 120.0 Mt. Tabor. 126.9 Mt. Holly. 134.8 Churchtown. 140.7 Mechanicsburg. 148.7 Lemoyne. 153.6 Harrisburg.

58. Philadelphia to Atlantic City, via Hammonton; Returning via Mays Landing, 129.1 Miles.

All Macadam Roads.

0.0 Philadelphia. 1.3 Camden. 6.0 Audobon. 11.8 Kirkwood. 17.1 Berlin. 25.2 Ancora. 30.8 Hammonton. 42.0 Egg Harbor City. 53.1 Absecon. 55.6 Pleasantville. 62.3 Atlantic City. 70.0 Pleasantville. 81.4 Mays Landing. 89.5 Richland. 93.8 Landisville. 100.5 Malaga. 106.8 Clayton. 113.9 Hurffville. 115.8 Fairview. 122.1 Westville. 127.8 Camden. 129.1 Philadelphia.

59 Philadelphia to Cape May, New Jersey, 88.1 Miles.

Mostly Macadam Roads.

0.0 Philadelphia. 1.3 Camden, N. J. 5.3 Gloucester. 7.0 Westville. 13.3 Fairview. 15.2 Hurffville. 19.3 Glassboro. 24.9 Franklinville. 28.6 Malaga. 34.7 Vineland. 41.0 Millville. 50.4 Mauricetown. 54.4 Leesburg. 67.0 Dennisville. 75.8 Cape May C. H. 88.1 Cape May (city).

60. Philadelphia to Delaware Water Gap, Pa., via Easton, 82.1 Miles.

Half Macadam and Half Dirt Roads.

0.0 Philadelphia. 13.8 Willow Grove. 26.7 Doylestown. 30.4 Danboro. 35.3 Pipersville. 40.5 The Harrows. 44.2 Fernedale. 48.8 Riegelsville. 58.1 Easton. 65.6 Howell's Sta. 75.6 Mt. Bethel. 82.1 Delaware Water Gap.

61. Philadelphia to Lancaster, York and Gettysburg, 118.5 Miles.

Mostly Macadam Roads.

0.0 Philadelphia. 6.1 Overbrook. 8.6 Ardmore. 10.7 Bryn Mawr. 14.4 Wayne. 19.9 Paoli. 25.5 Glen Lock. 29.0 Whitford. 31.6 Dowingtown. 39.1 Coatesville. 47.9 Mt. Vernon. 52.4 Kinzer. 55.7 Paradise. 60.8 Soudersburg. 65.7 Lancaster. 72.2 Mountainville. 76.6 Columbia. 84.6 Stony Brook. 89.5 York. 96.6 Thomasville. 104.4 Abbottstown. 108.6 New Bedford. 118.5 Gettysburg.

62. Philadelphia to Reading and Harrisburg, Pa., 109.8 Miles.

Pike Road All the Way.

0.0 Philadelphia. 23.7 Fairview. 32.7 Limerick. 39.8 Pottstown. 44.2 Douglassville. 48.6 Baumstown. 56.7 Reading. 61.7 Sinking Springs. 67.9 Robesonia. 71.0 Womelsdorf. 82.5 Avon. 84.7 Lebanon. 89.5 Annville. 94.0 Palmyra. 100.6 Hummelstown. 109.8 Harrisburg.

63. Philadelphia to Wilmington and Havre de Grace, Md., 77.9 Miles.

Macadam to Newark, Del.; Balance Clay, Fair to Bad in Dry Weather.

0.0 Philadelphia. 7.1 Darby. 13.6 Chester. 21.5 Chelsea. 31.2 Wilmington, Del. 36.2 Price's Corners. 44.4 Newark. 55.3 Elkton. 60.3 Leads. 65.6 Bayview. 71.6 Woodlawn. 76.0 Aiken. 77.6 Perryville. Ferry to 77.9 Havre de Grace.

64. Philadelphia to Lakewood, N. J., via Lakehurst, 63.2 Miles.

Good Roads to Brown's Mills, Then Bad to Lakehurst, Balance Macadam.

0.0 Philadelphia. 1.3 Camden. 8.6 Ellsburg. 13.8 Moorestown. 20.2 Hainesport. 29.4 Pemberton. 35.3 Brown's Mills. 47.4 Whiting. 53.6 Lakehurst. 58.6 Whitesville. 63.2 Lakewood.

65. Philadelphia to Easton, Pa., via Trenton and Morristown, 133.9 Miles.

Partly Macadam and Dirt Roads.

0.0 Philadelphia. 10.6 Ryers. 14.1 Bustleton. 24.0 Langhorne. 29.5 Fallsington. 33.0 Trenton. 39.1 Lawrenceville. 44.0 Princeton. 48.0 Kingstown. 57.3 Harlingen. 59.0 Belle Mead. 66.8 Somerville. 72.9 Pluckemin. 76.1 Far Hills. 80.3 Bernardsville. 87.5 Morristown. 94.4 Mendham. 99.9 Chester. 104.9 German Valley. 111.8 Beatystown. 117.3 Anderson. 120.5 Washington. 128.7 Cooksville. 133.5 Phillipsburg. N. J. 133.9 Easton.

66. Philadelphia to Bethlehem and Wilkesbarre, Pa., 124.0 Miles.

Macadam and Good Dirt Roads.

0.0 Philadelphia. 10.7 Chestnut Hill. 16.7 Ambler. 20.6 Montgomery. 33.0 Sellersville. 42.4 Coopersburg. 47.7 Friedensville. 53.6 South Bethlehem. 54.6 Bethlehem. 58.6 Newberry. 64.3 Nazareth. 69.3 Belfast. 76.0 Wind Gap. 84.5 Brodheadsville. 105.0 Stodartville. 114.0 Bear Creek. 124.0 Wilkesbarre.

67. Reading, Pa., to Williamsport, Pa., 124.4 Miles.

Good Dirt Roads with Some Macadam.

0.0 Reading. 8.8 Leesport. 12.3 Shoemakersville. 16.8 Hamburg. 20.0 Pt. Clinton. 27.3 Orwigsburg. 36.1 Pottsville. 45.1 Frackville. 52.5 Ashland. 58.3 Locust Gap. 66.0 Shamokin. 71.6 Paxinos. 8.30 Sunbury. 85.5 Northumberland. 96.8 Milton. 101.1 McEwensville. 111.0 Muncy. 119.8 Montoursville. 124.4 Williamsport.

68. Scranton, Pa., to Watkins Glen, N. Y., 129.3 Miles.

Best Route; Macadam and Dirt Roads.

0.0 Scranton. 7.3 Clark's Summit. 13.8 Wallsville. 20.1 Glenwood. 30.1 Hartford. 37.6 New Milford. 44.5 Gt. Bend, Pa. 50.0 Kirkwood, N. Y. 59.2 Binghamton. 68.4 Endicott. Follow Route (48) to 129.3 Watkins Glen.

69. Wilkesbarre to Northumberland and Harrisburg, Pa., 118.3 Miles.

Fair Dirt Roads, Some Narrow Stretches.
Many Dangerous R. R. Crossings.

0.0 Wilkesbarre. 7.4 Nanticoke. 17.7 Shickshinny. 25.1 Beach Haven. 28.3 Berwick. 38.1 Espy. 40.8 Bloomsburg. 50.6 Danville. 62.6 Northumberland. 69.9 Sellinsgrove. 76.0 Treverton. 79.1 Independence. 88.6 Liverpool. 94.0 Montgomery's Fy. 109.9 Dauphin. 114.2 Coxtown. 118.3 Harrisburg.

70. Wilkesbarre to Reading, Pa., 86 Miles.

Fair to Poor Dirt Roads.

0.0 Wilkesbarre. 5.5 Fairview. 10.0 Albert. 17.5 Drums. 23.5 Hazelton. 26.0 Audenried. 32.0 Tamanend. 36.0 Tuscarora. 44.0 Cumbola. 48.0 Pottsville. 56.0 Landingville. 66.0 Port Clinton. 73.0 Shoemakersville. 80.0 Ontelaunee. 86.0 Reading.

71. Wilkesbarre to Watkins Glen, N. Y., 134.4 Miles.

Macadam and Good Dirt Roads.

0.0 Wilkesbarre. 2.7 Luzerne. 9.0 Dallas. 19.5 Beaumont. 32.4 Tunkhannock. 42.5 Meshoppen. 50.6 Laceyville. 58.1 Wyalusing. 64.0 Durrell. 73.7 Towanda. 81.7 Ulster. 89.8 Athens. 93.4 Waverly. 98.4 Chemung. 104.2 Lowman. 112.4 Elmira. 118.8 Horseheads. 123.2 Pine Valley. 131 Montour Falls. 134.4 Watkins Glen.

72. Wilkesbarre, Pa., to Waverly, N. Y., 93.4 Miles.

Macadam With Good Dirt Roads.

0.0 Wilkesbarre. Follow Route (71) to 93.4 Waverly, N. Y.

73. Williamsport, Pa., to Elmira, N. Y., 74.9 Miles.

Good Dirt Roads.

0.0 Williamsport. 9.0 Coogan Valley Sta. 14.9 Trout Run. 25.8 Ralston. 30.1 Roaning Branch. 40.1 Canton. 50.6 Troy. 54.9 Columbia Cross Roads. 63.5 Gillett. 66.9 Fassett. 72.8 Southport, N. Y. 74.9 Elmira.

74. Wilmington, Del., to Cape Charles, Va., 211.3 Miles.

Mostly Sandy Roads.

0.0 Wilmington. 14.7 Kirkwood. 24.0 Middletown. 30.4 Blackbird. 47.4 Dover. 59.1 Felton. 65.7 Harrington. 79.3 Bridgeville. 87.1 Seaford. 93.4 Laurel. 108.0 Salisbury. 115.9 Eden. 123.6 Princess Anne. 133.8 Costen. 137.7 Pocomoke City. 146.3 New Church, Va. 156.1 Mappsville. 166.7 Accomac. 177.8 Keller. 185.0 Bellehaven. 191.4 Franktown. 200.0 Shadyside. 207.7 Sunnyside. 211.3 Cape Charles.

75. Wilkesbarre to Mauch Chunk, Pa., and Reading, 114.6 Miles.

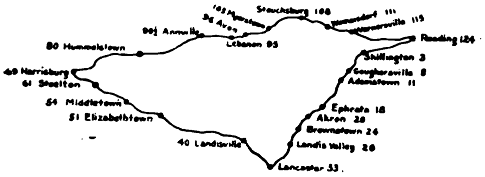
Fair to Poor Dirt Roads.

0.0 Wilkesbarre, by Route (70.) to 32.0 Tamanend. 33.0 Barnesville. 36.0 Tuscarora. 47.0 Mauch Chunk. 51.0 Lehighton. 63.0 Slatington. 68.0 Schnecksville. 78.0 Allentown. 86.5 Trexlertown. 92.4 Maxawana. 97.9 Kutztown. 103.2 Kirbyville. 108.9 Temple. 114.6 Reading.

READING TO HARRISBURG AND RETURN.

START from Reading and pass through Shillington (3 miles) over State road to Ganglessville (8 miles), to Adamstown (11 miles), to Ephrata (18 miles), to Akron (20 miles), to Brownstown (24 miles), and into Landis Valley (28 miles). This part of the route is through rolling country, and is fairly good. There is a good-sized hill between Akron and Brownstown, but it should cause no serious trouble. Most of the roads in this district have a clay base and afford good riding when dry. From Landis Valley the route extends to Lancaster (33 miles), to Landisville (40 miles), to Elizabethtown (51 miles), to Middletown (54 miles), to Steelton (61 miles), and into Harrisburg (69 miles). The road from Landis Valley through Lancaster to Landisville is over a good pike. Between Elizabethtown and Middletown there is a macadam road, fair to poor, but the scenery is excellent. At Steelton the rider gets his first glimpse of the Susquehanna river.

At Harrisburg the homeward trip is taken up. From the capital proceed over the Lebanon and Reading pike through Hummelstown (80 miles), to Annville (90 miles), to Lebanon (95 miles), through Avon, Myerstown, Stoughtburg, Womesdorf and Wernersville into Reading. The total distance is about 124 miles. The latter section of the route has a few hills, but the pike is in fair condition and the grades should cause no trouble. While there are points of interest in nearly every town along this route the motorcyclist will derive his greatest satisfaction from the scenery which is inspiring at times and always pleasant.—*Submitted by I. D. Gechter, Reading, Pa.*



TWO FLANDERS WINNERS.

IN the first endurance run which Flanders "4" motorcycles have ever entered they carried away two perfect scores. The event was the 200 mile reliability contest from Brooklyn to Southampton and return, under the auspices of the Invincible Club. Only two Flanders motorcycles were entered; they were ridden by Fred Voelker and Eugene Miller, both private owners.

A JAPANESE RIDER.

FRED L. BROWN, manager of the Pacific Coast branch of the Pierce Cycle Company in Oakland, Cal., reports that the motorcycle is rapidly gaining in popularity among the Japanese of his district. The accompanying photograph shows H. Fujii, of Alameda, Cal., a Pierce rider who has made some long trips over California roads. Fujii experienced no difficulty in getting "the hang" of his mount, and in this connection Manager Brown states that the Japanese riders take excellent care of their machines. They are willing to pay a fair price, but are exacting buyers, and look into the features of their prospective mounts with great care.

H. Fujii, Alameda, Cal.

WISCONSIN CLUB'S FIRST RUN.

THE inaugural run of the Wisconsin Motorcycle Club will be held June 2 to Chicago and return. The F. A. M. championships at Hawthorne track will be contested on that day, terminating a four-day race meet held by the North Shore Motorcycle Club of Chicago. Much local interest is being shown, and many unattached riders are expected to make the run with the Wisconsin club.

Milwaukee followers of the sport will also have an opportunity to see the speed boys in action at the State fair track on June 8, the racing board announcing that date as the first of a series of races to be held there this summer.

EARLY TRAINING.

IN the accompanying photograph a nephew of Caesar Haravey, an enthusiast of Douglas, Ariz., is shown occupying the saddle of his uncle's machine. The lad, who is only three years old, insists upon playing around the motorcycle a great part of his time and is never so well satisfied with life as when he can view it from his perch in the saddle.

NORTHWEST NEWS.

ANNOUNCEMENT has been made by the Tacoma Automobile Club that races will be held on the prairie near Tacoma, July 5 and 6, and the club has given permission to the Tacoma Motorcycle Club to hold races on this new course July 4. It is expected that a number of motorcyclists from the large centers in the Northwest will take part in these events.

Theodore Tremper, Flying Merkel agent in Seattle, has remodeled his salesrooms and repair shop, the latter being fitted with free lockers, free work bench and tools for Merkel riders, which they are permitted to use at any time. A large bulletin board has also been installed.

At the present time there are upward of 500 motorcycles in use in Seattle. Between 200 and 300 machines are now ridden in Tacoma, and by the end of the present season this number will probably be doubled.

YOUNGSTOWN, OHIO, wants more rigid law enforcement and has added a motorcycle for the use of one of the police.

YOUNGSTOWN CARRIERS.

GAD DAVIS and James Ockerman, who appear in the accompanying photograph—Davis on the left—are the recently appointed delivery carriers for the post office in Youngstown, Oho. They are mounted on Emblem machines, Davis using a single and Ockerman a twin. The machines were purchased from Henry W. Hagen, Emblem agent in Youngstown. During the daylight rush hours both men will be on duty, and they will take shifts in handling the deliveries at night. As their trips take them to all parts of the city and suburbs, they often encounter bad going, but their machines have given no trouble.

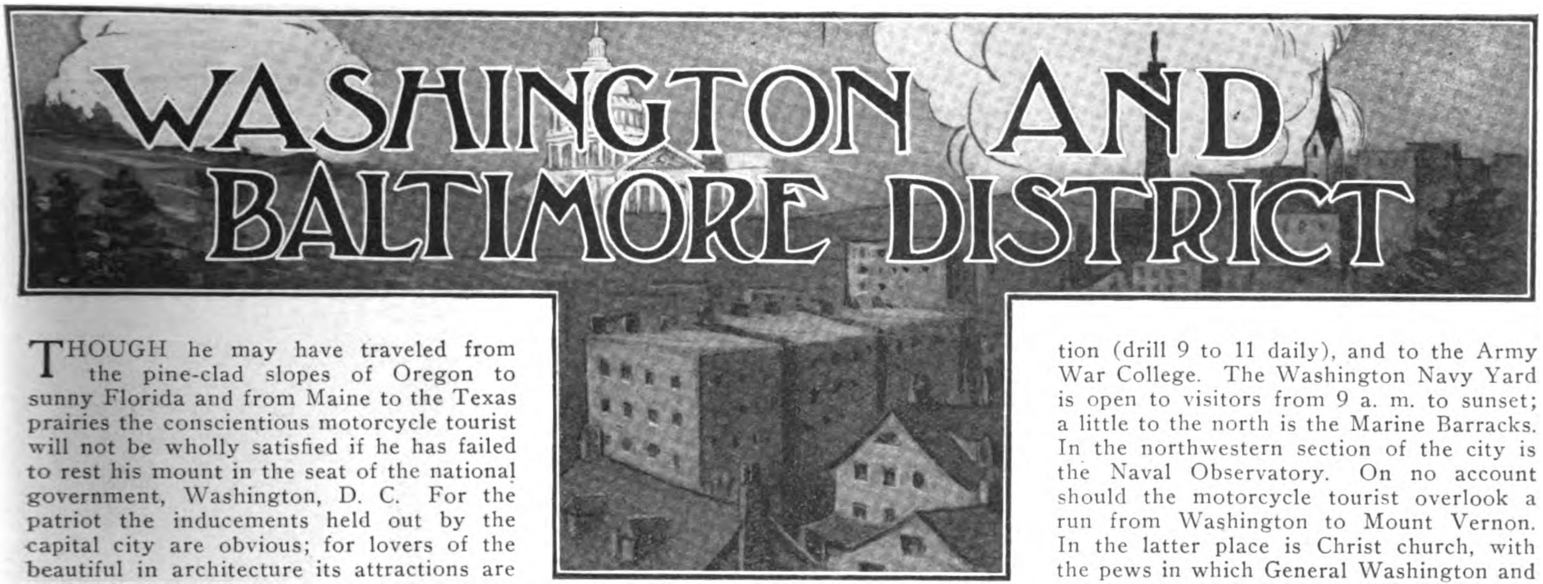
NOVEL X-RAY OUTFIT.

A NEW use has been found for motorcycles, and if the expectations of the designer are realized his plan will prove of immense value, not only as an adjunct to the medical staffs of armies, but the same idea could also be adopted with advantage by many large hospitals.

A prominent army surgeon has had an Indian motorcycle especially arranged and equipped not only for transporting a full-sized X-ray outfit, but he also uses the motor to produce the electric current required by the apparatus.

The 4 h. Indian in question was provided with an especially strong and rigid luggage carrier, upon which is fitted a substantial wooden platform, and on this platform was placed a dynamo, coils and all of the other apparatus necessary for X-ray work. A special pulley was fitted to the clutch of the machine for driving the dynamo. By means of the motorcycle the apparatus will be carried in the field where it can closely follow the operations of the army, and will enable the surgeons to perform many important operations immediately on the spot, and this will be the means of saving many a life which would be sacrificed if it was necessary to delay the operations until the sufferers could be conveyed to some established hospital.

To operate the apparatus the motorcycle is placed on its stand, and a belt slipped over the special countershaft pulley and the pulley on the dynamo. On letting in the clutch the dynamo is started and the necessary exposures can be made in a very short time.



WASHINGTON AND BALTIMORE DISTRICT

THOUGH he may have traveled from the pine-clad slopes of Oregon to sunny Florida and from Maine to the Texas prairies the conscientious motorcycle tourist will not be wholly satisfied if he has failed to rest his mount in the seat of the national government, Washington, D. C. For the patriot the inducements held out by the capital city are obvious; for lovers of the beautiful in architecture its attractions are innumerable and for the rider who delights in simply making his way through broad avenues, lined by beautiful estates and the finest example of the landscape gardener's art, it is equally alluring. Washington is a city of never-failing charm, and from a scenic viewpoint its environs rank high in the estimation of tourists.

Washington lies on the left bank of the Potomac river and covers an area of about 10 square miles. It is well laid out and its wide asphalted streets open up vistas of handsome public buildings, monuments and leafy squares with the Capitol and the Washington Monument dominating the entire view. Its plan may be described as that of a wheel laid on a gridiron, the rectangular arrangement of the streets having superimposed upon it a system of radiating avenues, lined with trees and named for the different States of the Union. The streets running north and south are numbered and those extending east and west are named by the letters of the alphabet. The circles formed by the intersection of the streets and avenues are among the most charming features of the city. Pennsylvania avenue, between the Capitol and the White House, is the principal thoroughfare.

Government Buildings.

It goes without saying that the Capitol and government buildings are the chief points of interest. The former ranks as one of the most beautiful structures in the world. The main building was completed in 1827 and the wings and the new dome were added in 1851-65. At all times during visiting hours guides may be obtained to escort tourists through the Capitol and other government departments. The motorcycle visitor who desires to view all the main points of interest in a limited time will do well to follow one of the "Seeing Washington" automobiles, as the routes followed by these machines cover the ground quite thoroughly.

To the southeast of the Capitol stands the Library of Congress, an enormous structure in the Italian Renaissance style, which was erected at an outlay of over $6,000,000. At the foot of the steps descending from the terrace on the west side of the Capitol is a heroic statue of Chief Justice Marshall; the broad walk to the north leads to the Naval or Peace Monument, and a similar walk to the south leads to the statue of President Garfield. The first part of the Reservation is occupied by the Botanic Gardens and the famous Bartholdi fountain. Passing through two small parks to the west of this point the visitor comes upon the buildings of the United States Fish Commission. Nearby stands the Army Medical Museum and a number of fine statues. Just to the west of the Medical Museum stands the National Museum, which is worthy of all the time and attention the tourist can give.

Smithsonian Institution.

To the west of the National Museum is the Smithsonian Institution (free admission on week days) erected at a cost of $450,000. It was founded with the proceeds of a legacy left by an Englishman, James Smithson, who never visited America and who was moved to make the bequest simply out of regard for the democratic principles involved in the government of the United States. However, the philanthropist's remains were brought to this country in 1904 and placed in the Smithsonian Institution. On the opposite side of the Mall, facing the Smithsonian, is the New National Museum, a large and dignified building in white granite. The next section of the Mall, beyond Twelfth street, contains the building of the Department of Agriculture. Near the southwest corner of the Agricultural Grounds is the Bureau of Printing and Engraving, where the processes of manufacturing paper money, bonds and stamps are shown to visitors. The tourist now finds himself in the open grounds in which the Washington Obelisk rears its lofty shaft to the skies. It was built at a total cost of $1,300,000 and stands 555 feet high. From the top a wonderful view may be had of the city and its surroundings.

The Treasury Building, the huge building of the State, War and Navy Departments, the Corcoran Art Gallery, the public library, the post office and minor government buildings should all be visited. In Tenth street the tourist will find Ford's Theatre (now used by the government) in which President Lincoln was assassinated by Booth on April 14, 1865. It is one of the most interesting historical points in the city. A visit may be made to the Washington Barracks, now used as an artillery station (drill 9 to 11 daily), and to the Army War College. The Washington Navy Yard is open to visitors from 9 a. m. to sunset; a little to the north is the Marine Barracks. In the northwestern section of the city is the Naval Observatory. On no account should the motorcycle tourist overlook a run from Washington to Mount Vernon. In the latter place is Christ church, with the pews in which General Washington and General Robert Lee used to worship. The old Carlyle House is another point of interest. Col. Ellsworth, the first man to die in the Civil War, was killed in the Marshall House at the corner of King and Pitt streets, Mount Vernon. Adjoining the city is a national cemetery with 4,000 graves. There is a refreshment room at the terminus of the electric railway. Mount Vernon, an old-fashioned wooden mansion, stands on a bluff above the river. It was inherited by George Washington in 1752 from his brother Lawrence. The central part of the house was built by Lawrence and General Washington added the wings. The house and grounds are preserved as nearly as possible in the condition which prevailed during Washington's lifetime.

After becoming sated with fine architecture the motorcyclist will welcome the opportunities offered for many excellent side runs out of the capital city, one of the best being the trip to Mount Vernon. Other jaunts to points of historical interest may be made over fair roads which are well marked, as a rule. Fair garage service may be obtained, even in the outlying districts, and small hotels and boarding houses provide for meals and stop-overs. The rider who passes through this section will do well to read up a bit on history and obtain a good guide book of Washington proper. It will also be advisable to inquire into the traffic regulations and motoring provisions of the capital city as it has been found necessary there to place motorists under a rather strict set of ordinances. Special information should be obtained as to tandem riding in view of the fact that legislation has been pending of late relative to passenger-carrying on motorcycles.

Virginia Landmarks.

The tourist who crosses the Potomac river into Virginia finds himself in a region which abounds in historical landmarks and fine scenery. Nearly every quaint little town has its war-time story to tell, and in some districts the villages have undergone little or no change in half a century. Fredericksburg (Exchange Hotel; $2 a day) is a quaint old town on the Rappahannock, founded in 1727. It was the scene of a hard-fought battle in 1862, when the Confederates under Lee defeated the Union troops under Burnside. The huge national cemetery on Marye's Heights contains 15,000 graves and is well worth a visit. There is also a large Confederate cemetery. The suburbs of Fredericksburg are rich in historical data. At Chancellorsville, 11 miles to the west, "Stonewall" Jackson was mortally wounded in a memorable battle, and a little to the south is Spottsylvania Court House, the center of some of Grant's operations in 1864. George Washington spent his boyhood near Fredericksburg and his mother died there. At Guinea the house in which "Stonewall" Jackson died is still standing, and Doswell, another picturesque town, is the birthplace of Henry Clay. For those who wish to visit an all-year-around resort Glen Allen is recommended. It is a popular rendezvous for Richmondians.

Richmond, the capital of Virginia, is built on seven low hills rising on the north bank of the James river. The city was founded in 1737 on the site of the home of the famous Indian chief Powhatan. At various national crises it was chosen as the meeting-place of important conventions. In 1861 it became the seat of government for the seceding States, and ultimately it was the chief objective point of the Union troops. When finally compelled to evacuate Richmond the Confederates set fire to the tobacco warehouses and other stores and a large part of the city was destroyed. A heavy trade in tobacco, machinery, locomotives, flour and shipbuilding is carried on. No visitor should leave the city without inspecting the large tobacco factories, which are among the most interesting sights of the district. Capitol Square is one of the show places of the city; it contains a fine statue of George Washington and statues of other notables. To the east of the Capitol is the State Library, which contains 80,000 volumes.

In Twelfth street, at the corner of Clay, the visitor will find the Jefferson Davis Mansion, or "White House of the Confederacy." It is now fitted as a museum for Confederate relics. In St. John's church the Virginia convention was held in 1775, and the pew is pointed out in which Patrick Henry made his famous "give me liberty or give me death" speech. Large tobacco factories are to be seen, and at the corner of Main and Fifth streets is the site of the house in which Edgar Allan Poe spent his boyhood. From Gamble's Hill Park the visitor will obtain a good view of the river with its numerous falls and islands. Below lie the great Tredegar Iron Works, where most of the cannon of the Confederate government were made. During the last three years of the Civil War battles raged all around Richmond, and the suburbs of the city have many historic landmarks. Short side trips should be made to these points of interest.

Drewry Bluff, about 10 miles south of Richmond, has remains of the old fortifications, and Chaffin Bluff, the Dutch Gap Canal, Varina, Meadowville, Curle's Neck, Pickett's and Malvern Hill are other points worth visiting. City Point, at the mouth of the Appomattox river, was General Grant's headquarters in 1864-65. Jamestown was the seat of the earliest English settlement in America. The only remains of the original town are the tower of the church (in which Pocohontas was married in 1614), and a few tombstones. Newport News is a busy manufacturing town from which it is only a short jaunt to Hampton and Old Point Comfort, the famous health resort. At this point is Hampton Roads, one of the best harbors on the Atlantic coast. It was here that the Confederate ironclad *Virginia* (the old *Merrimac*) nearly annihilated the wooden fleet of the Union prior to the arrival of the famous turret-ship *Monitor* from New York.

The Treasury Building in the National Capitol.

Norfolk has numerous points of interest for the tourist. Its trade is mainly in cotton, coal, oysters and fruits and a visit should be paid to its shipping quarter. Some time may also be spent to advantage at the Norfolk navy yard. Petersburg is of interest as the scene of the final operations of the Civil War; Charlottesville was the home of Thomas Jefferson and is the site of the University of Virginia; Hot Springs and Greenbrier White Sulphur Springs are frequented by health-seekers and tourists. Throughout the central and western sections of the State manufacturing interests are not so well developed as in the east, but there are many thriving towns lying in picturesque surroundings. The roads are reported to be only fair, and not always marked, but motorcyclists who have toured that region feel well repaid for their efforts. On the whole few States offer greater inducements than Virginia for the rider with a leaning toward war-time romance and historical data, and considerable time should be given to side trips.

The tourist who finds himself in the vicinity of Baltimore, Md., should not fail to visit the city and inspect its show places. As it lay just outside the main battle zones of the Civil War and the Revolution the city was not ravaged as some other southern cities were and as a result its progress was not seriously retarded. The natural center of the city for the visitor is Mt. Vernon Place, a small square beautifully laid out and marked by monuments. In the middle rises the Washington Monument, a shaft 130 feet high. The huge courthouse, the City Hall, the Johns Hopkins University, the Woman's College and Bryn Mawr School and Johns Hopkins Hospital are among the city's finest buildings. Druid Hill Park, a pleasure ground of 700 acres, holds out many inducements for the motorcycle tourist. It is beautifully laid out and has many striking views. From Baltimore many good roads offer opportunities for delightful side trips, one of which should be to Annapolis, the seat of the United States Naval Academy. Owing to the manner in which it is divided by Chesapeake Bay the State of Maryland provides a remarkable diversity of scenery, and scores of small watering places furnish ideal stopover points for the rider who is in a position to rest a few days from road work.

WASHINGTON, D. C., MARYLAND, THE VIRGINIAS AND NORTH CAROLINA TOURS.

76. Baltimore to Cumberland, Md., 141.4 Miles.

Mostly Macadam Roads.

0.0 Baltimore. 12.0 Ellicott City. 25.0 Cooksville. 33.3 Ridgeville. 40.0 Newmarket. 47.5 Frederick. 53.5 Braddock Heights. 63.0 Boonsboro. 71.2 Funkstown. 74.0 Hagerstown. 85.6 Clear Spr. 101.3 Hancock. 128.2 Flintstone. 141.4 Cumberland.

77. Baltimore to Gettysburg, Pa., 56 Miles.

Good Pike Road; Many Water-bars.

0.0 Baltimore. 9.0 Pikesville. 18.5 Reisterstown. 22.5 Finkburg. 27.4 Carlton. 36.1 Mt. Pleasant. 39.0 Union Mills. 45.8 Littlestown, Pa. 56.0 Gettysburg.

78. Baltimore to Harrisburg, Pa., 75.2 Miles.

Some Macadam and Dirt Roads.

0.0 Baltimore. 8.4 Towson. 26.3 Parkton. 35.7 Shrewsbury, Pa. 41.8 Loganville. 50.2 York. 56.9 Zion View. 60.0 Strinestown. 71.3 New Market. 73.7 Lemoyne. 75.2 Harrisburg.

79. Baltimore to Laurel and Washington, D. C.; Returning via Ellicott City, 91.1 Miles.

Macadam and Good Dirt Roads.

0.0 Baltimore. 13.2 Elkridge. 25.1 Laurel. 30.6 Beltsville. 37.1 Hyattsville. 43.1 Washington. 50.8 Silver Spr. 57.6 Colesville. 63.1 Ednor, Ashton. 70.1 Clarksville. 76.1 Columbia. 79.1 Ellicott City. 91.1 Baltimore. Many landmarks are to be seen.

80. Baltimore to Winchester, Va., 116 Miles.

Good Dirt Roads with Some Macadam.

0.0 Baltimore. 11.9 Ellicott City. 25.0 Cooksville. 33.3 Ridgeville. 40.0 New Market. 47.5 Frederick. Follow Route (76) to 74.0 Hagerstown. 77.6 Halfway. 86.1 Falling Water. 89.3 Haynesville. 94.0 Martinsburg. 101.0 Darkesville. 108.0 Clear Brook. 116.0 Winchester.

81. Charlotte to Wilmington, N. C., 218.2 Miles.

Some Good Dirt Roads with Many Stretches of Sand.

0.0 Charlotte. 12.2 Mathews. 25.8 Monroe. 37.3 Marshville. 47.2 Polkton. 54.7 Wadesboro. 68.2 Walls Ferry—cross river. 75.7 Rockingham. 81.8 Hamlet. 93.4 Laurel Hill. 99.3 Laurinburg. 108.5 Maxton. 131.5 Lumberton. 151.7 Evergreen. 159.9 Chadborn. 167.4 Whiteville. 174.1 Hallsboro. 180.0 Wananish. 199.0 Cronly. 210.6 Phoenix. 218.2 Wilmington.

82. Cumberland, Md., to Wheeling, W. Va. 135.7 Miles.

Bad and Hilly Roads with Many Water-bars.

0.0 Cumberland. 12.0 Eckhardt. 26.0 Grantsville. 32.6 Keysey's Ridge. 38.6 Petersburg. 42.0 Somerfield. 77.6 Brownsville. 83.9 Bealsville. 90.2 Scenery Hill. 113.2 Claysville. 102.5 Washington, Pa. 120.6 West Alexander. 135.7 Wheeling.

83. Greensboro, N. C., to Raleigh, N. C., 94.6 Miles.

Mostly Macadam Roads.

0.0 Greensboro. 13.8 Whitsett Crossroads. 16.5 Gibsonville. 23.3 Burlington, N. C. 26.2 Graham. 38.3 Saxapahaw. 57.0 Chapel Hill. 69.0 Durham. 94.6 Raleigh.

84. Hagerstown, Md., to Staunton, Va., 135.2 Miles.

Mostly Macadam Roads.

0.0 Hagerstown. 3.6 Halfway. 7.1 Williamsport. 16.1 Bessimer. 20.0 Martinsburg. 27.0 Darkesville. 34.0 Clear Brook. 42.0 Winchester. 60.6 Strasburg. 66.3 Tom's Brook. 71.9 Woodstock. 77.1 Edinburg. 84.5 Mt. Jackson. 92.0 Newmarket. 100.8 Lacy Spr. 109.1 Harrisonburg. 117.2 Mt. Crawford. 120.0 Burkstown. 125.0 Mt. Sidney. 129.3 Verona. 135.2 Staunton.

85. Raleigh, N. C., to Pinehurst and Columbia, S. C., 259.7 Miles.

Good to Fair Roads.

0.0 Raleigh. 3.8 Method. 8.6 Cary. 15.2 Apex. 21.4 New Hill. 24.0 Bonsal. 30.8 Haywood. 32.8 Moncure. 46.2 Sanford. 48.6 Jonesboro. 54.2 Lemon Spr. Sta. 61.1 Cameron Sta. 69.1 Lakeview. 75.8 Southern Pines. 81.7 Pinehurst. 93.3 Jackson Spr. 117.8 Rockingham. 137.0 Kollock's, S. C. 139.9 Cheraw. 154.0 Society Hill. 172.4 Hartsville. 179.1 Lydia. 189.2 Bishopville. 194.9 Manville. 216.3 Camden—cross ferry, 219.3. 222.3 Lugoff. 233.8 Blaney. 259.7 Columbia.

86. Raleigh to Pinehurst, N. C., 81.7 Miles.

Good to Fair Dirt Roads.

0.0 Raleigh. 3.6 Method. 8.6 Cary. Follow Route (85) to 81.7 Pinehurst.

87. Roanoke, Va., to Leesville and Danville, Va., 103.6 Miles.

Rough Dirt Road with Many Hills.

0.0 Roanoke. 3.8 Vinton. 25.7 Thaxton Switch. 31.6 Bedford City. 45.7 Bedford Spr. 63.0 Leesville. 76.1 Ward Spr. 76.7 Franklin Jc. 87.6 Chatham. 103.6 Danville.

88. Roanoke, Va., to Winston-Salem, N. C., 125.8 Miles.

Bad Road Crossing the Mountains; Good Macadam from Martinsville Onward.

0.0 Roanoke. 28.6 Rock Mount. 38.8 Sydnorsville. 48.6 Oak Level. 58.0 Waller. 61.6 Martinsville. 71.6 Ridgeway. 76.9 Price. 82.8 Stoneville. 89.8 Madison. 94.9 Ellesboro. 102.5 Stokesdale. 113.6 Kernersville. 125.8 Winston-Salem.

89. Richmond to Norfolk, Va., 119.6 Miles.

Good Gravel and Clay Roads.

0.0 Richmond. 21.6 Petersburg. 29.7 Estes. 36.8 Disputana. 48.5 Waverly. 57.9 Wakefield. 66.7 Ivoe. 75.5 Zuni. 83.3 Windsor. 90.7 Kings Forks. 97.1 Suffolk. 100.5 Stevers. 105.4 Morris Fork. 109.1 Shoulder Hill. 112.8 Hodges Ferry. 117.0 West Branch. 119.6 Norfolk.

90. Richmond to Old Point Comfort, Va., 96.5 Miles.

Fair Dirt Roads.

0.0 Richmond. 9.0 Seven Pines. 32.3 Slatersville. 40.1 Brownsville. 46.0 Toano. 56.8 Williamsburg. 65.1 Halstead's Pt. 72.8 Warrick. 78.8 Morrison. 86.8 Newport News. 92.6 Hampton. 95.7 Phoebus. 96.5 Old Point Comfort.

91. Richmond, Va., to Raleigh, N. C., 185.2 Miles.

Poor Dirt Roads. Some Parts Impassable in Wet Weather.

0.0 Richmond to 22.5 Petersburg via Route (89). 32.5 Reams. 37.5 Carson. 44.5 Stony Creek. 56.5 Jarratt. 66.5 Emporia. Take guide through 74.5 Brink. 87.5 Roanoke Rapids to 105.1 Littleton. 111.1 Vaughan. 116.5 Macon. 122.3 Warrenton. 138.5 Henderson. 156.8 Franklinton. 171.5 Falls. 185.2 Raleigh.

92. Richmond, Virginia, to Staunton, Virginia, 123 Miles.

Good to Fair Dirt Roads.

0.0 Richmond. 26.3 Montpelier. 33.3 Locust Creek. 42.8 Cuckoo. 50.8 Louisa. 55.5 Trevillian's. 62.9 Mechanicsville. 67.4 Whitlock's. 71.6 Cismont. 77.5 Shadwell Sta. 83.7 Charlotteville. 90.6 Ivy Sta. 105.2 Afton. 110.6 Basic City. 116.5 Fishersville. 123.0 Staunton.

93. Staunton to Roanoke, Va., 92.7 Miles.

Mostly Macadam.

0.0 Staunton. 7.1 Mint Spr. 12.5 Greenville. 18.7 Midway. 24.6 Fairfield. 29.6 Timber Ridge. 36.9 Lexington. 51.9 Natural Bridge. 63.9 Buchanan. 78.6 Troutville. 82.9 Cloverdale. 86.9 Bonsacks. 92.7 Roanoke.

94. Washington, D. C., to Annapolis, Md., 69.7 Miles.

Mostly Macadam Roads.

0.0 Washington. 6.8 Blagdensburg. 19.2 Contee Sta. 20.3 Laurel. 31.0 Elkridge. 36.1 Katonsville. 44.8 Lansdowne Sta. 47.7 Pumphrey Sta. 62.8 Boone Sta. 65.8 Arnold Sta. 69.7 Annapolis.

95. Washington to Gettysburg, Pa., via Frederick, 79.5 Miles.

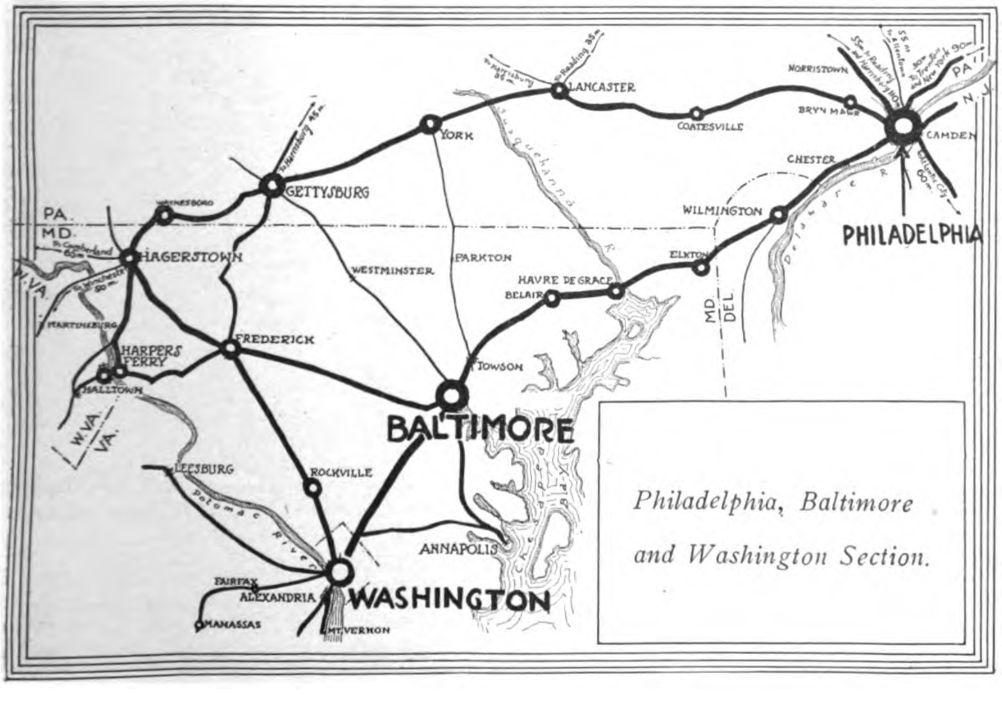
Fair to Good Pike with Stretches of Poor Dirt; Bad When Wet.

0.0 Washington. 15.6 Rockville. 20.5 Gaithersburg. 25.5 Clarksburg. 33.0 Hyattstown. 46.5 Frederick. 53.0 Lewistown. 60.0 Thurmont. 68.5 Emmittsburg. 79.5 Gettysburg.

96. Washington to Harrisburg, Pa., via Hagerstown, 146.4 Miles.

Fair to Good Pike, Best Between Hagerstown and Harrisburg. Toll Route.

0.0 Washington. Follow Route (95) to 46.5 Frederick. 53.5 Braddock Heights. 63.0 Booneboro. 71.2 Funkstown. 74.0 Hagerstown. 79.3 Cearfoss. 86.2 Greencastle. 91.3 Marion. 96.9 Chambersburg. 101.8 Green Village. 107.9 Shippensburg. 128.8 Carlisle. 138.6 Mechanicsburg. 146.4 Harrisburg.


To Harrisburg 36 m
To Reading 35 m
LANCASTER
To Harrisburg 45 m
YORK
GETTYSBURG
COATESVILLE
NORRISTOWN
BRYN MAWR
55 m to Reading and Harrisburg
55 m to Allentown
90 m To Trenton and New York
PA
N.J.
CAMDEN
CHESTER
To Atlantic City 60 m
Delaware R.
PHILADELPHIA
WILMINGTON
PA.
MD.
WAYNESBORO
To Cumberland 65 m
HAGERSTOWN
W.VA.
To Winchester 30 m
MARTINSBURG
WESTMINSTER
PARKTON
Susquehanna R.
HAVRE DE GRACE
BELAIR
ELKTON
MD.
DEL.
FREDERICK
HARPERS FERRY
HALLTOWN
TOWSON
BALTIMORE
W.VA.
VA.
LEESBURG
ROCKVILLE
Potomac River
Chesapeake Bay
ANNAPOLIS
FAIRFAX
ALEXANDRIA
WASHINGTON
MANASSAS
MT. VERNON

Philadelphia, Baltimore and Washington Section.

97. Washington, D. C. to Richmond, Va., 124.3 Miles.

Very Poor to Fair Dirt Roads.

0.0 Washington. 7.0 Alexandria. 23.8 Occoquan. 34.3 Dumfries. 62.7 Fredericksburg. 72.1 Massaponax. 107.0 Ashland. 124.3 Richmond.

98. Washington to Richmond, Va., via Warrenton, 182.6 Miles.

Fair to Poor Dirt Roads.

0.0 Washington. 13.2 Annandale. 19.4 Fairfax. 34.9 Chantilly. 39.7 Aldie. 45.9 Middleburg. 48.5 Halfway. 61.7 Bethel. 65.6 Warrenton. 72.1 White Sulphur Spr. 74.6 Jeffersonton. 81.0 Rixeyville. 89.0 Culpeper. 100.3 Locustdale. 107.6 Orange. 117.4 Gordonsville. 120.5 Melton. 131.1 Louisa. 139.0 Cuckoo. 146.0 Jackson. 155.3 Montpelier. 160.2 Goodall. 182.6 Richmond.

99. Washington, D. C., to Pittsburgh, Pa., via Hagerstown and Cumberland, 256.6 Miles.

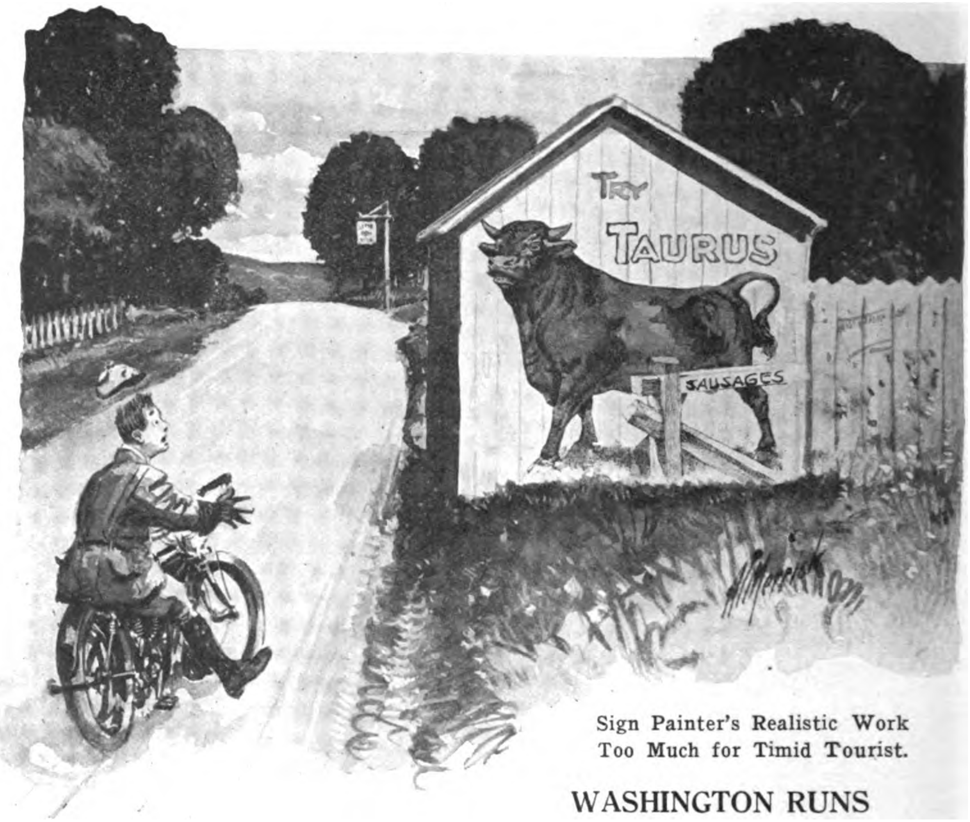
Fair Pike to Cumberland Over National Pike to Beallsville, Fair to Poor Roads to Pittsburgh.

0.0 Washington. Follow Route (96) to 74.0 Hagerstown. 85.6 Clear Spr. 100.9 Hancock. 111.1 Belle Grove. 119.6 Fifteen-Mile Creek. 127.0 Flintstone. 139.7 Cumberland. 151.3 Frostburg. 165.4 Grantsville. 177.2 Addison, Pa. 202.8 Uniontown. 214.8 Brownsville. 223.7 Beallsville. 228.1 Bentleyville. 239.1 Finleyville. 249.3 Castle Shannon. 256.6 Pittsburgh.

100. Winston-Salem to Charlotte, N. C., 137.6 Miles.

Good Macadam and Fair Dirt Roads.

0.0 Winston-Salem. 12.2 Kernersville. 18.6 Oak Ridge. 24.2 Summerfield. 36.1 Greensboro. 52.8 High Pt. 61.5 Thomasville. 73.3 Lexington. 91.3 Salisbury. 101.0 Chine Grove. 107.4 Kanapolis. 113.8 Concord. 129.8 Newell. 137.6 Charlotte.



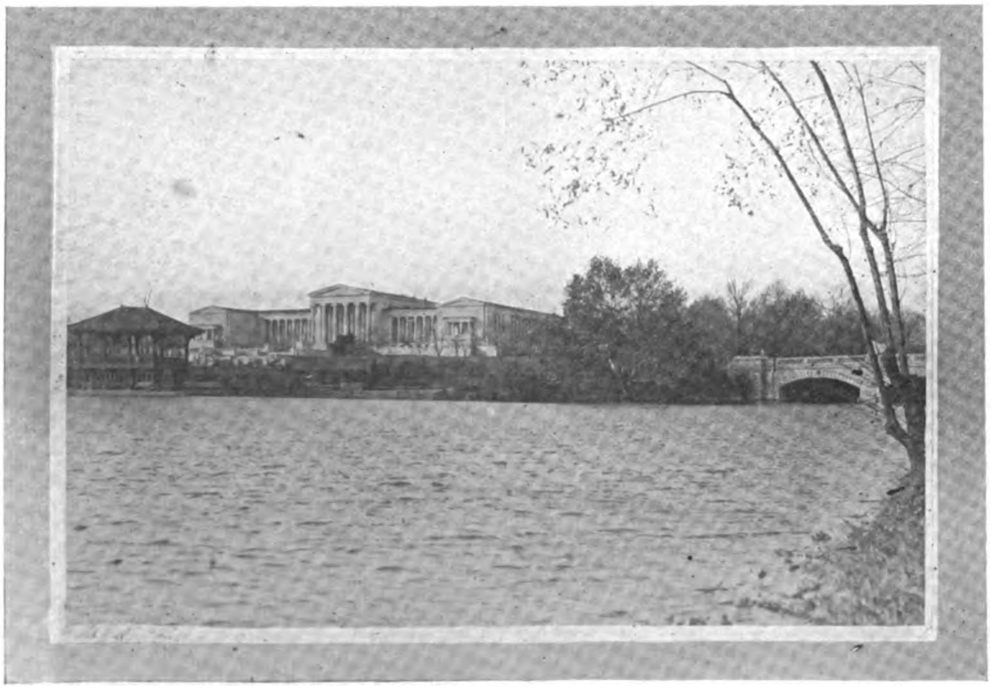
Sign Painter's Realistic Work Too Much for Timid Tourist.

ERECTING CLUB QUARTERS.

THE clubrooms at Luna Park, Cleveland, in connection with the new Motordrome are under way and it is announced that they will be completed in about ten days. The Motordrome management has received six new racing machines for use on the big bowl.

ANOTHER UNIVERSITY CLUB.

ANOTHER motorcycle squad has been organized in a State university. This time it's the University of Maryland Club at Baltimore. Other clubs have been formed at the University of Illinois, at Champaign, and Ohio State University, at Columbus.



The Albright Art Gallery in Buffalo, N. Y.

WASHINGTON RUNS

Clubs of the Capital City Are Making Weekly Trips Over Fair Roads to Points in Maryland.

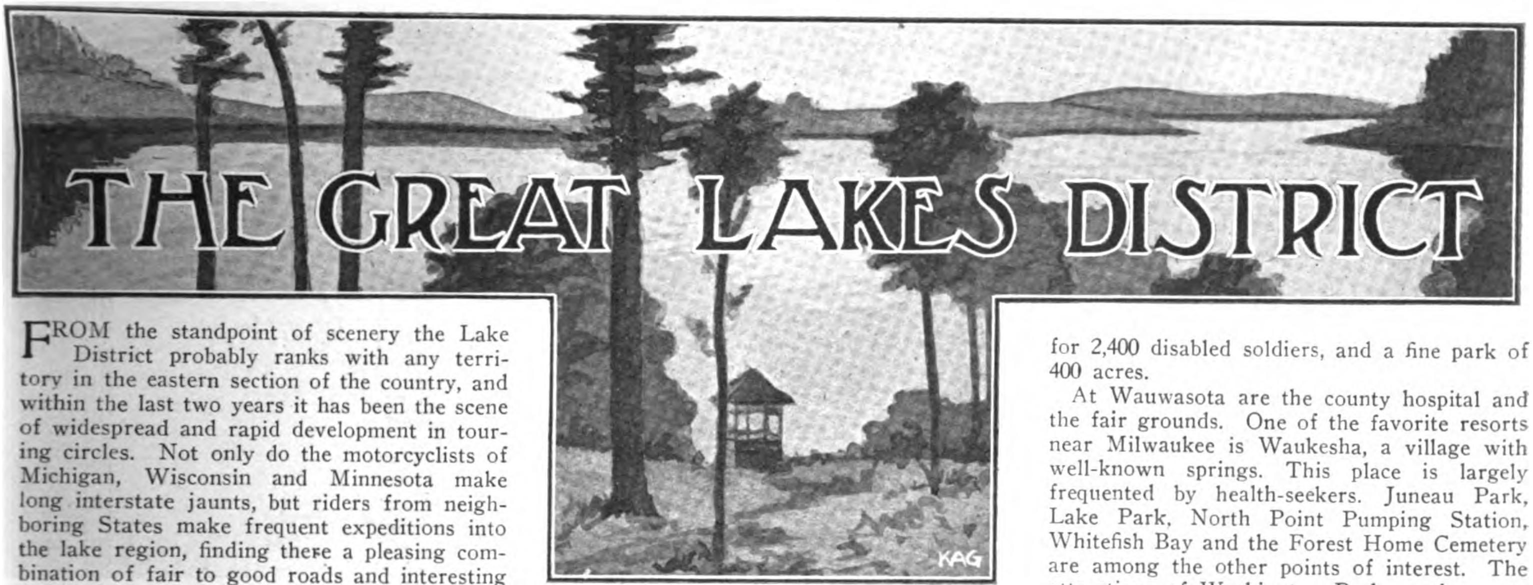
WASHINGTON, MAY 15.—Judging by present indications the year 1912 will be a banner one in local motorcycle circles, as the sales, up to this time, are surpassing all records. It is significant, in view of the signal recognition of the motorcycle for business and pleasure purposes, that most buyers are demanding the twin cylinder machine. One local agency had sold sixty-two machines up to May 1.

The two clubs here are in excellent conditon and the members are taking full advantage of the long delayed fair weather. Spins to surrounding towns, in a body, are taken every Sunday, and even during the week individuals may be seen starting off on runs into Maryland or Virginia. The Washington Motorcycle Club made a most enjoyable run on Sunday, May 12, to Leonardstown, in Southern Maryland. The National Capital Motorcycle Club also inaugurated club runs early, and these are being kept up. The roads out of Washington, through Virginia are not in good condition, and as a result the Maryland tours are favored.

EDITOR CAPPER UP-TO-DATE.

THE Kansas Short Grass M. C. (which is in reality the Kansas M. C. on account of its State-wide scope) now has an official State organ in the Topeka *Daily Capital,* published in the capital city of the Sunflower State. Arthur Capper, the editor, is one of the most enthusiastic motorists in the State, and he generously gives the boys a whole page in each Sunday issue, the news being supplied by the publicity men of the various Kansas clubs.

W. K. GERKEN has been elected president of the Port Arthur M. C., of Port Arthur, Tex., which was recently organized with a good charter list of hustling riders.



THE GREAT LAKES DISTRICT

FROM the standpoint of scenery the Lake District probably ranks with any territory in the eastern section of the country, and within the last two years it has been the scene of widespread and rapid development in touring circles. Not only do the motorcyclists of Michigan, Wisconsin and Minnesota make long interstate jaunts, but riders from neighboring States make frequent expeditions into the lake region, finding there a pleasing combination of fair to good roads and interesting towns. Few cities in the country hold out greater inducements for the motorcyclist than Detroit, which has the production of motorcars as one of its chief industries. Among the points worth visiting are the huge soda ash plants of the Solvay Process Company, J. B. Ford & Company and the Michigan Alkali Company. About three miles from the city lies Belle Isle, 700 acres in extent and forming a beautiful public park, which retains many of its most impressive natural features. Among the city's points of interest are Elmwood Cemetery, Fort Wayne, on the river; Water Works Park, Palmer Park and Clark Park. There are numerous popular fishing and shooting resorts within easy riding distance of Detroit and the tourist who elects to make a two or three-day stop-over need not remain idle.

Lansing, the capital of Michigan, is a manufacturing city, and Grand Rapids is featured by no less than 100 furniture factories; the most beautiful building in the city is the Ryerson Free Library. Mackinac Island, a rocky and wooded little islet, has become a favorite summer resort and the tourist who enjoys a day's fishing will do well to head in that direction. Throughout the summer there are few sections of the country more satisfying than Detroit and its environs. All along the lake shores of Michigan, in fact, the tourist will find amusements and points of scenic interest, and little difficulty should be experienced with the roads in good weather.

Resorts Near Milwaukee.

Tourists hardly need to be told that Milwaukee is the city of excellent beer, and when touring Wisconsin they should make the most of the opportunity to inspect the huge breweries. These plants turn out over 4,000,000 barrels of lager beer annually, at an estimated value of more than $30,000,000. Pork packing is also carried on extensively, and other staple manufactures are leather goods and tobacco products. One of the favorite thoroughfares is Sheridan Drive, skirting the lake front for two miles to the south. About three miles to the west of the center of the city is the National Soldiers' Home, with accommodations for 2,400 disabled soldiers, and a fine park of 400 acres.

At Wauwasota are the county hospital and the fair grounds. One of the favorite resorts near Milwaukee is Waukesha, a village with well-known springs. This place is largely frequented by health-seekers. Juneau Park, Lake Park, North Point Pumping Station, Whitefish Bay and the Forest Home Cemetery are among the other points of interest. The attractions of Washington Park on the western side of the city include a large herd of deer. This State, like Michigan, has numerous picturesque resorts on its lake shores and fishing, boating and hunting are favorite pastimes. Tourists who move westward into Minnesota should stop at Duluth and inspect the great flour factories and grain elevators. Minneapolis is also a flour-manufacturing city, and St. Paul is not without its points of interest for the tourist who leans toward the practical. It is primarily a manufacturing city. Throughout this entire region there is a pleasing diversity of scenery, ranging from the wooded lake shores to the attractive cities and towns of the interior sections.

Roads in Wisconsin range are not invariably good; in fact, some are very poor, but they are being improved gradually. Michigan roads in general are in better condition than those of Wisconsin, and the average struck should be quite satisfactory to the rider who does not attempt to go too far off the touring routes and away from the cities.

A Michigan Logging Camp.

101. Cleveland, O., to Lima, O., via Mansfield, 178.5 Miles.

Fair Dirt Roads.

0.0 Cleveland. 21.3 Ridgeville. 27.1 Elyria. 34.7 Oberlin. 42.9 Wellington. 52.3 Sullivan. 58.1 Polk. 62.9 Mankin. 67.4 Ashland. 80.9 Mansfield. 87.5 Ontario. 95.9 Galion. 106.9 Bucyrus. 113.7 Osceola. 133.2 Upper Sandusky. 148.0 Forest. 149.7 Patterson. 159.5 Ada. 178.5 Lima.

102. Cleveland to Lima, O., via Norwalk, 159.3 Miles.

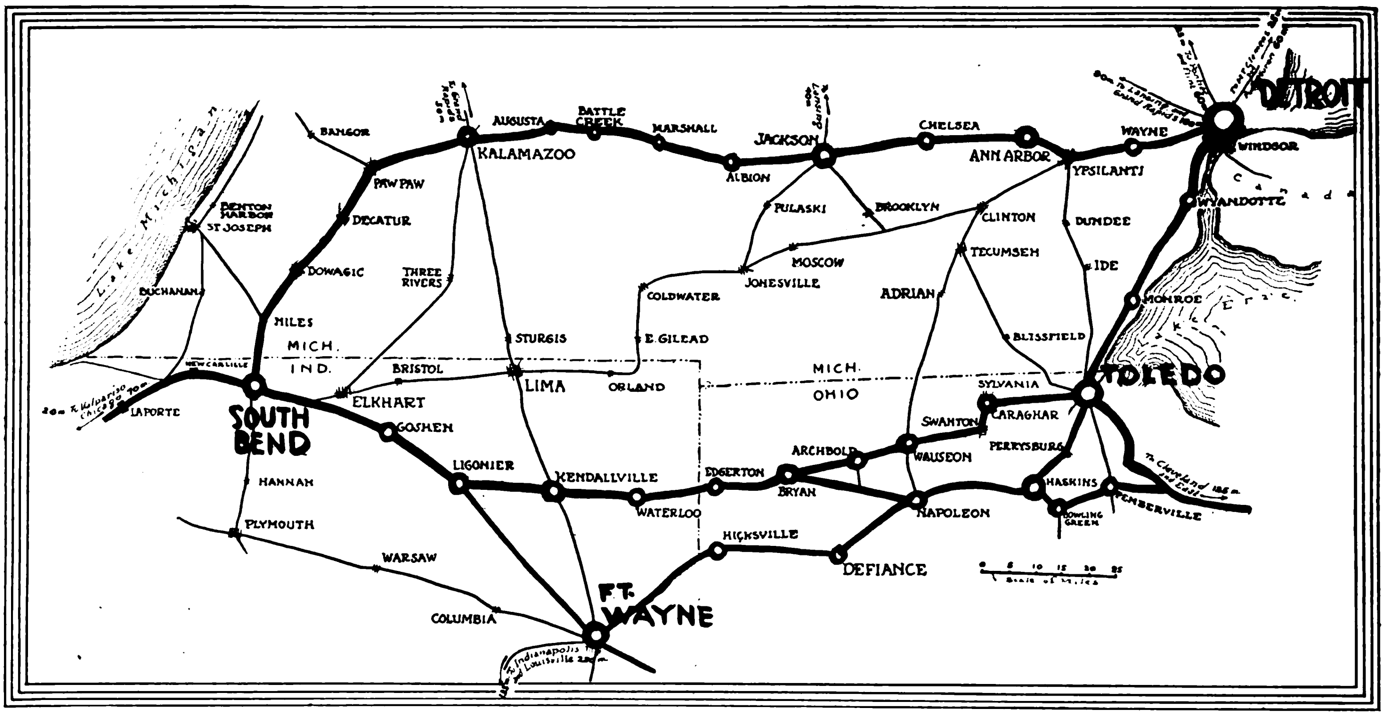
Fair Dirt Roads.

0.0 Cleveland to 26.2 Elyria via route (101). 33.7 Amherst. 42.7 Florence. 48.2 Berlinville. 55.0 Norwalk. 60.1 Monroeville. 68.4 Bellevue. 75.8 Clyde. 95.0 Tiffin. 104.4 Bascom. 115.1 Arcadia. 123.9 Findlay. 137.8 Mt. Cory. 142.8 Bluffton. 149.4 Beaver Dam. 159.3 Lima.

103. Cleveland to Toledo, O., via Sandusky, 125.9 Miles.

Macadam and Good Gravel Roads.

0.0 Cleveland. 8.1 Rocky River Sta. 20.0 Beach Pk. 27.2 Lorain. 38.0 Vermillion. 42.8 Ashmont. 49.2 Huron. 60.1 Sandusky. 75.3 Bellevue. 82.8 Clyde. 91.0 Fremont. 105.8 Woodville. 112.6 Lemoyne. 114.6 Stony Ridge. 125.9 Toledo.


Lake Michigan
BANGOR
KALAMAZOO
AUGUSTA
BATTLE CREEK
MARSHALL
JACKSON
ALBION
CHELSEA
ANN ARBOR
YPSILANTI
WAYNE
DETROIT
WINDSOR
Canada
WYANDOTTE
PAW PAW
DECATUR
BENTON HARBOR
ST JOSEPH
DOWAGIC
THREE RIVERS
BUCHANAN
NILES
PULASKI
BROOKLYN
CLINTON
DUNDEE
MOSCOW
JONESVILLE
TECUMSEH
IDE
ADRIAN
COLDWATER
MONROE
Lake Erie
STURGIS
E. GILEAD
BLISSFIELD
MICH.
IND.
NEW CARLISLE
BRISTOL
LIMA
ORLAND
MICH.
OHIO
SYLVANIA
TOLEDO
LAPORTE
SOUTH BEND
ELKHART
GOSHEN
CARAGHAR
SWANTON
ARCHBOLD
WAUSEON
PERRYSBURG
LIGONIER
KENDALLVILLE
EDGERTON
BRYAN
HASKINS
BOWLING GREEN
PEMBERVILLE
NAPOLEON
To Cleveland 185 m. and East
HANNAH
WATERLOO
PLYMOUTH
HICKSVILLE
DEFIANCE
WARSAW
0 5 10 15 20 25
Scale of Miles
COLUMBIA
FT. WAYNE
To Indianapolis and Louisville

104. Cleveland to Toledo, O., via Norwalk, 116.3 Miles.

Macadam and Good Dirt Roads.

0.0 Cleveland. Follow route (102) to 75.8 Clyde. 83.0 Fremont. 97.6 Woodville. 116.3 Toledo.

105. Cleveland, O., to Wheeling, W. Va., 146.7 Miles.

Good Dirt and Clay Roads, with Some Macadam.

0.0 Cleveland. 10.2 Independence. 14.8 Brecksville. 26.2 Ghent. 34.6 Akron. 45.2 Uniontown. 52.7 New Berlin. 57.2 Canton. 61.5 Richville. 65.7 Navarre. 75.2 Strasburg. 81.3 Canal Dover. 90.1 Beidler. 92.6 Tuscarawas. 97.6 Dennison. 107.8 Cappan. 122.7 Cadiz. 129.8 Georgetown. 133.7 Harrisville. 145.6 Bridgeport. 146.7 Wheeling.

106. Detroit, Mich., to Fort Wayne, Ind., 173.1 Miles.

Good Gravel Roads.

0.0 Detroit. 10.2 Dearborn. 17.5 Wayne. 29.7 Ypsilanti. 39.7 Saline. 51.3 Clinton. 66.7 Adrian. 81.6 Lyons. 91.7 Ottokee. 95.3 Wauseon. 107.3 Napoleon. 114.7 Okalona. 126.3 Defiance. 147.3 Hicksville. 157.8 Maysville, Ind. 173.1 Fort Wayne.

107. Detroit to Grand Rapids, Michigan, 156.4 Miles.

Good Dirt Roads.

0.0 Detroit. 19.7 Farmington. 51.5 Howell. 60.3 Fowlersville. 71.5 Williamstown. 86.3 Lansing. 97.5 Grand Ledge. 105.1 Mulliken. 119.7 Lake Odessa. 128.4 Clarksville. 156.4 Grand Rapids.

108. Detroit, Mich., to London, Ont., Canada, 143.1 Miles.

Macadam and Good Gravel Roads.

0.0 Detroit. Cross ferry to 0.0 Windsor (Canadian Customs). 9.1 Old Castle. 13.1 Maidstone. 17.3 Essex. 22.5 Cottam. 28.8 Ruthven. 34.3 Leamington. 42.2 Wheatly. 62.5 Dealtown. 73.0 Blenheim. 82.9 Ridgetown. 89.4 Highgate. 97.1 Clachan. 104.6 Wardsville. 110.4 Strathburn. 120.1 Melbourne. 129.6 Delaware. 136.1 Lambeth. 143.1 London.

109. Detroit, Mich., to South Bend, Ind., via Jackson, 214.5 Miles.

Fair Dirt Roads.

0.0 Detroit. 10.3 Dearborn. 17.4 Wayne. 29.1 Ypsilanti. 38.3 Ann Arbor. 49.3 Lime Cent. 53.5 Chelsea. 64.7 Grass Lake 76.7 Jackson. 87.3 Parma. 95.8 Albion. 107.6 Marshall. 120.1 Battle Creek. 129.5 Augusta. 133.5 Galesburg. 143.4 Kalamazoo. 156.5 Almena. 162.3 Paw Paw. 172.8 Decatur. 188.3 Dowagiac. 195.1 Pokagon. 203.3 Somerville. 207.1 Bertrand. 214.5 South Bend.

110. Detroit, Mich., to South Bend., Ind., via Coldwater, 186.8 Miles.

0.0 Detroit. Follow route (109) to 29.8 Ypsilanti. 39.3 Saline. 51.4 Clinton. 72.6 Somerset. 79.1 Moscow. 88.5 Jonesville. 100.1 Quincy. 106.3 Coldwater. 116.4 Bethel. 127.3 Orland. 134.7 Brighton. 140.3 Lima. 150.4 Shipshewanna. 156.8 Middlebury. 170.8 Elkhart. 177.3 Osceola. 182.7 Mishawaka. 186.8 South Bend.

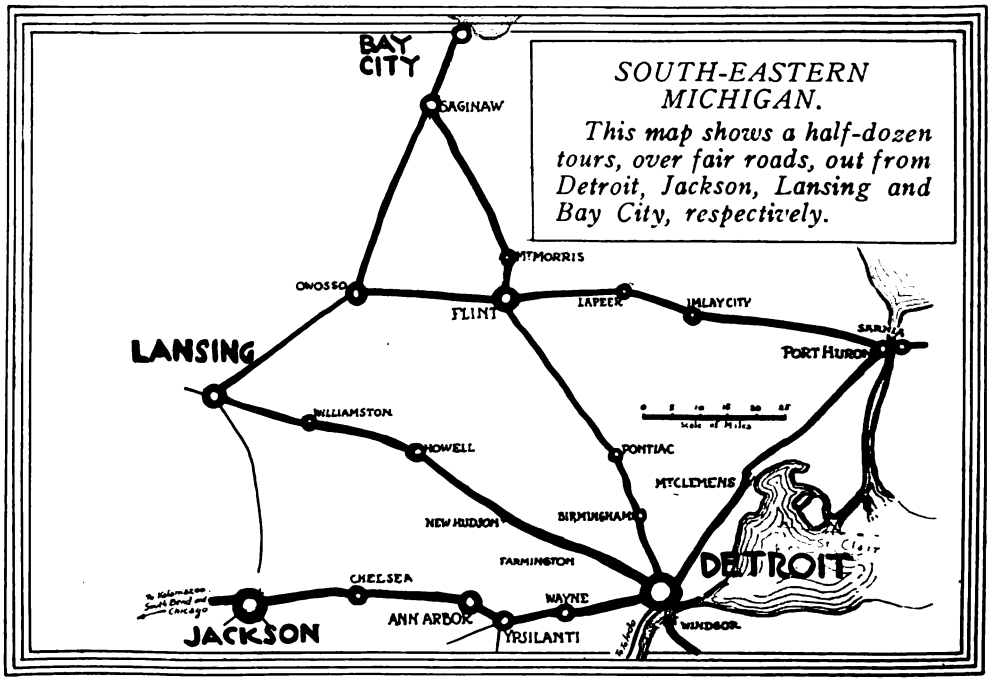
111. Detroit, Mich., to La Salle and Toledo, O., 60.3 Miles.

Fair Dirt Roads.

0.0 Detroit. 3.6 Ft. Wayne. 8.2 River Rouge. 13.3 Wyandotte. 18.3 Trenton. 30.5 Old Port. 40.3 Monroe. 44.1 La Salle. 49.6 Erie. 60.3 Toledo.

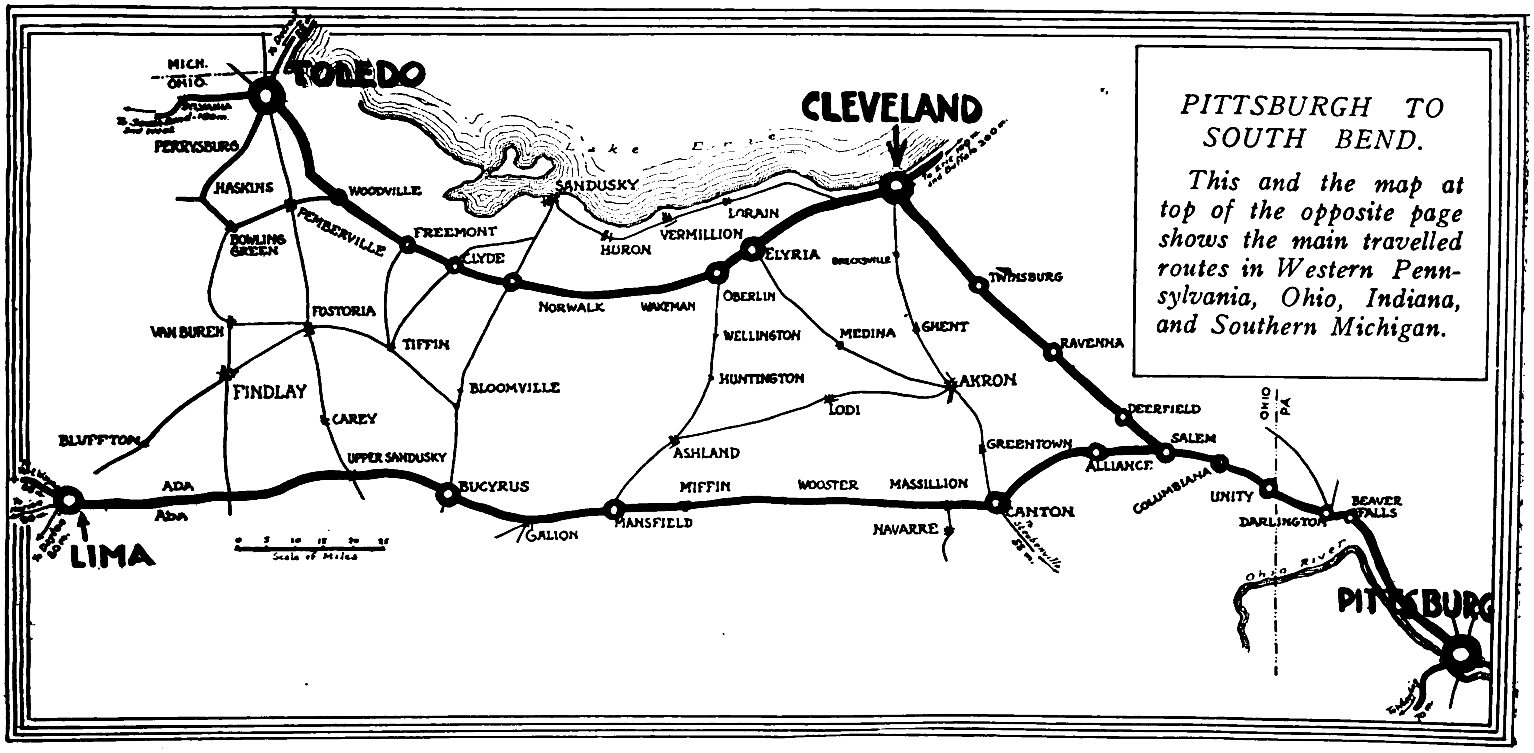
112. Fort Wayne, Ind., to Cincinnati, O., 168.3 Miles.

0.0 Ft. Wayne. 14.8 Ossian. 24.6 Bluffton. 30.6 Reefsburg. 37.7 Fiat. 41.8 Pennville.


SOUTH-EASTERN MICHIGAN.

This map shows a half-dozen tours, over fair roads, out from Detroit, Jackson, Lansing and Bay City, respectively.

BAY CITY
SAGINAW
MT. MORRIS
OWOSSO
FLINT
LAPEER
IMLAY CITY
SARNIA
PORT HURON
LANSING
WILLIAMSTON
HOWELL
Scale of Miles
PONTIAC
MT. CLEMENS
NEW HUDSON
BIRMINGHAM
FARMINGTON
Lake St. Clair
DETROIT
CHELSEA
JACKSON
ANN ARBOR
WAYNE
YPSILANTI
WINDSOR


TOLEDO
MICH.
OHIO
PERRYSBURG
HASKINS
WOODVILLE
BOWLING GREEN
PEMBERVILLE
FREEMONT
CLYDE
SANDUSKY
Lake Erie
HURON
VERMILLION
LORAIN
ELYRIA
CLEVELAND
NORWALK
WAKEMAN
OBERLIN
WELLINGTON
MEDINA
GHENT
TWINSBURG
RAVENNA
AKRON
HUNTINGTON
LODI
FOSTORIA
VAN BUREN
TIFFIN
BLOOMVILLE
FINDLAY
CAREY
BLUFFTON
UPPER SANDUSKY
ASHLAND
DEERFIELD
GREENTOWN
ALLIANCE
SALEM
COLUMBIANA
UNITY
DARLINGTON
BEAVER FALLS
OHIO
PA
LIMA
ADA
BUCYRUS
GALION
MANSFIELD
MIFFIN
WOOSTER
MASSILLION
CANTON
NAVARRE
Ohio River
PITTSBURG
Scale of Miles

PITTSBURGH TO SOUTH BEND.

This and the map at top of the opposite page shows the main travelled routes in Western Pennsylvania, Ohio, Indiana, and Southern Michigan.

51.8 Red Key. 62.1 Ridgeville. 72.5 Winchester. 82.0 Lynn. 93.7 Chester. 97.9 Richmond. 108.3 Hope. 114.0 Eaton. 122.6 Camden. 131.8 Collinsville. 143.3 Hamilton. 164.3 Avondale. 168.3 Cincinnati.

113. Fort Wayne to Valparaiso, Indiana, 115.6 Miles.

Good Gravel Roads.

0.0 Ft. Wayne. 20.2 Columbia City. 27.7 Larwell. 32.9 Pierceton. 42.1 Warsaw. 49.4 Atwood. 58.9 Bourbon. 70.4 Plymouth. 77.8 Donaldson. 86.2 Hamlet. 98.0 Hanna. 115.6 Valparaiso.

114. Grand Rapids, Mich., to Fort Wayne, Ind., 146.6 Miles.

Good Gravel Roads.

0.0 Grand Rapids. 8.4 Cutlerville. 20.7 Wayland. 30.1 Martin. 41.4 Coppers Cor. 48.0 Kalamazoo. 71.9 Mendon. 86.9 Sturgis. 96.4 Lima. 107.0 Valentine. 112.7 Wolcottville. 124.2 Lisbon. 131.0 Swan. 136.6 Huntertown. 146.6 Fort Wayne.

115. Grand Rapids, Mich., to South Bend, Ind., 125.6 Miles.

Fair to Good Dirt Roads.

0.0 Grand Rapids. Follow route (114) to 47.6 Kalamazoo; then route (109) to 125.6 South Bend.

116. Grand Rapids to Traverse City, Mich., 205.7 Miles.

Good to Fair Gravel Roads.

0.0 Grand Rapids. 12.3 Ballard Cor's. 21.0 Kent City. 46.4 Muskegon. 62.2 Whitehall. 86.2 Hart. 110.6 Ludington. 118.8 Scottville. 140.1 Manistee. 169.2 Yates Cor's. 173.2 Copemish. 196.2 Grawn. 205.7 Traverse City.

117. Grand Rapids to Traverse City, Mich., via Cadillac, 162.8 Miles.

Good Gravel Roads.

0.0 Grand Rapids. 15.8 Rockford. 33.1 Piersons. 39.8 Howard City. 47.2 Morley. 53.4 Stanwood. 63.0 Big Rapids. 76.3 Reed City. 94.0 Tustin. 108.3 Cadillac. 119.8 Manton. 135.3 Sherman. 150.0 Monroe Cent. 162.8 Traverse City.

118. Lima, O., to Fort Wayne and South Bend, Ind., 144.7 Miles.

Good Gravel and Macadam Roads.

0.0 Lima. 6.7 Elida. 17.3 Delphos. 31.0 Van Wert. 59.0 New Haven. 66.3 Ft. Wayne. 80.9 Churubusco. 93.0 Wolf Lake. 98.2 Kimmel. 103.8 Ligonier. 114.2 Benton. 121.4 Goshen. 127.1 Dunlap. 135.2 Osceola. 140.6 Mishawaka. 144.7 South Bend.

119. Muskegon, Mich., to South Bend, Ind., 143.2 Miles.

Fair Dirt Roads.

0.0 Muskegon. 13.6 Grand Haven. 43.9 Holland. 57.4 Saugatuck. 77.7 South Haven. 93.9 Watervliet. 106.8 Benton Har. 108.3 St. Joseph. 122.6 Berrien Spr. 132.3 Niles. 143.2 South Bend.

120. Port Huron to Grand Rapids, Mich., 212.7 Miles.

Good Gravel and Dirt Roads.

0.0 Pt. Huron. 21.6 Brockway. 35.3 Imlay City. 57.6 Lapeer. 80.0 Flint. 105.0 Owosso. 125.9 St. Johns. 146.5 Lansing. 157.2 Grand Ledge. 178.7 Lake Odessa. 203.0 Cascade. 212.7 Grand Rapids.

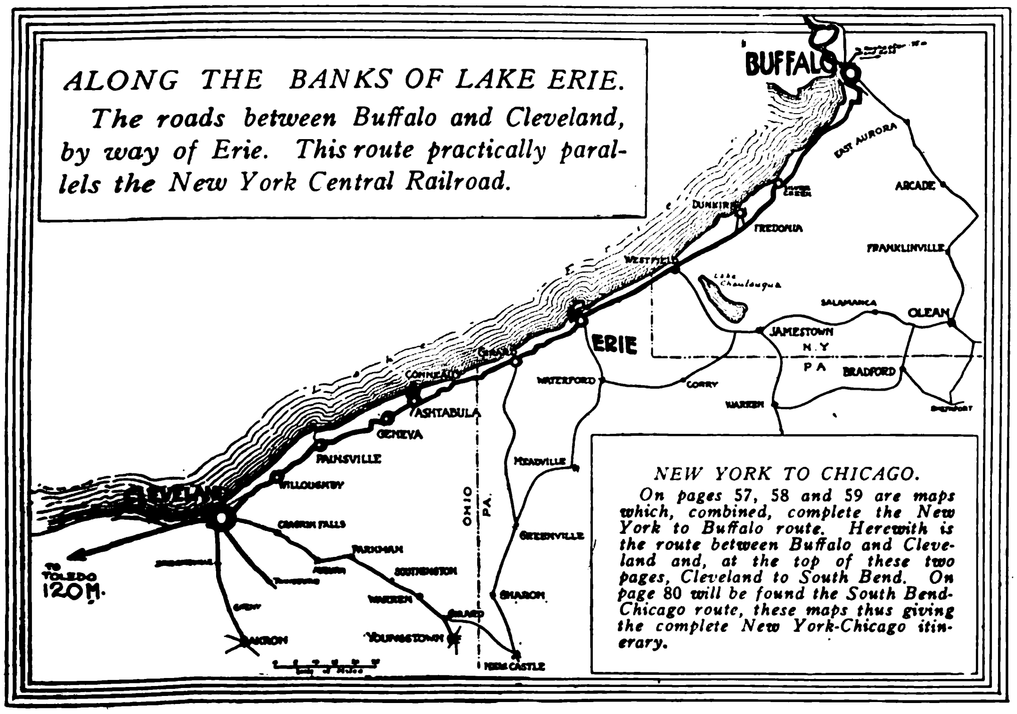
121. Toledo to Springfield, Dayton and Cincinnati, O., 209.3 Miles.

Good Dirt Roads.

0.0 Toledo. 9.8 Perrysburg. 18.6 Haskins. 25.8 Bowling Green. 40.8 N. Baltimore.

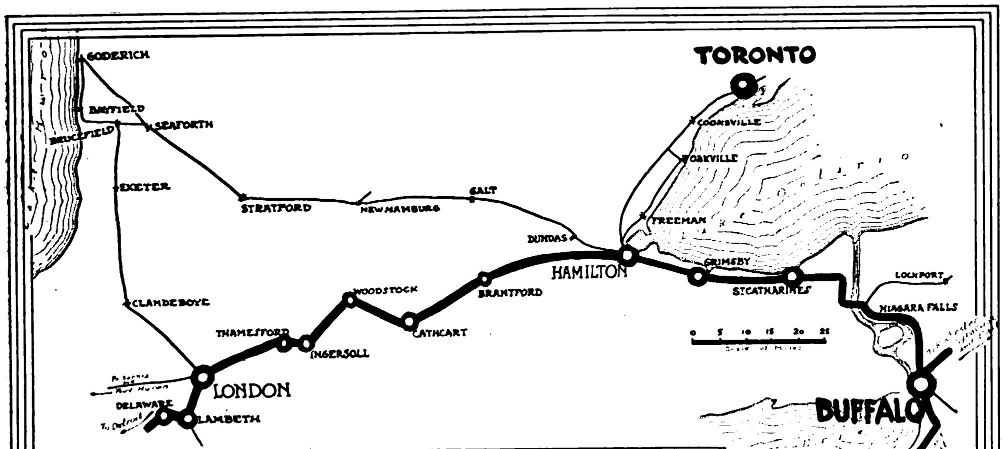
ALONG THE BANKS OF LAKE ERIE.

The roads between Buffalo and Cleveland, by way of Erie. This route practically parallels the New York Central Railroad.


BUFFALO
EAST AURORA
ARCADE
DUNKIRK
FREDONIA
FRANKLINVILLE
WESTFIELD
Lake Chautauqua
SALAMANCA
OLEAN
JAMESTOWN
N.Y.
PA
BRADFORD
ERIE
WATERFORD
CORRY
WARREN
SMETHPORT
CONNEAUT
ASHTABULA
GENEVA
PAINSVILLE
MEADVILLE
WILLOUGHBY
OHIO
PA.
CLEVELAND
CHAGRIN FALLS
GREENVILLE
GARRETTSVILLE
SOUTHINGTON
WARREN
SHARON
GIRARD
YOUNGSTOWN
AKRON
NEW CASTLE
TO TOLEDO 120 M.

NEW YORK TO CHICAGO.

On pages 57, 58 and 59 are maps which, combined, complete the New York to Buffalo route. Herewith is the route between Buffalo and Cleveland and, at the top of these two pages, Cleveland to South Bend. On page 80 will be found the South Bend-Chicago route, these maps thus giving the complete New York-Chicago itinerary.


GODERICH
BAYFIELD
BRUCEFIELD
SEAFORTH
EXETER
STRATFORD
NEW HAMBURG
GALT
DUNDAS
TORONTO
COOKSVILLE
OAKVILLE
FREEMAN
Ontario
HAMILTON
GRIMSBY
ST. CATHARINES
LOCKPORT
NIAGARA FALLS
CLANDEBOYE
WOODSTOCK
BRANTFORD
THAMESFORD
INGERSOLL
CATHCART
0 5 10 15 20 25
Scale of Miles
LONDON
DELAWARE
LAMBETH
To Detroit
BUFFALO

ALONG THE CANADIAN BORDER.

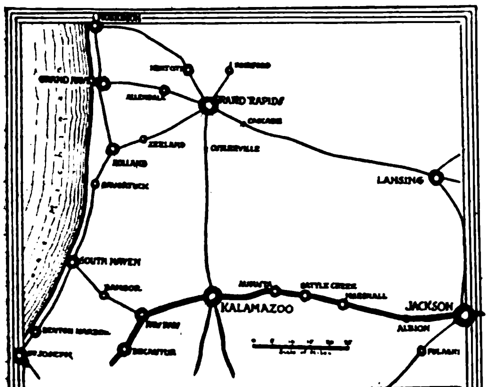
Toronto is one of the leading motorcycle towns this side of the Atlantic. Hamilton and London are also deserving of places of honor on the motorcycle map.

44.9 Van Buren. 51.9 Findlay. 61.8 Arlington. 69.4 Dunkirk. 79.5 Kenton. 93.7 Northwood. 101.8 Bellefontaine. 109.2 W. Liberty. 119.6 Urbana. 133.1 Springfield. 141.5 Enon. 153.7 Harshman. 158.0 Dayton. 167.6 Centerville. 180.7 Lebanon. 191.4 Pisgah. 195.5 Sharon. 205.8 Avondale. 209.3 Cincinnati.

122. Toledo to Lima, Vandalia and Dayton, Ohio, 163.2 Miles.

Good Dirt Roads.

0.0 Toledo. Then route (121) to 51.9 Findlay. 69.5 Bluffton. 75.8 Beaver Dam. 85.8 Lima. 93.7 Cridesville. 101.6 Wapakoneta. 113.8 Anna. 121.5 Sidney. 134.2 Piqua. 142.7 Troy. 153.2 Vandalia. 163.2 Dayton.


GRAND HAVEN
ALLENDALE
GRAND RAPIDS
ZEELAND
HOLLAND
LANSING
SOUTH HAVEN
BANGOR
PAW PAW
KALAMAZOO
BATTLE CREEK
MARSHALL
JACKSON
ALBION
BENTON HARBOR
ST. JOSEPH
DECATUR

SOUTH-WESTERN MICHIGAN.

This is a continuation of the Detroit-to-Jackson tour shown at the bottom of page 72. It completes the best available route across the Southern part of Michigan.

123. Toledo, Ohio, to Fort Wayne, Ind., 116.3 Miles.

Good Dirt Roads with Some Macadam.

0.0 Toledo. 9.6 Perrysburg. 18.7 Haskins. 50.1 Napoleon. 57.5 Okolona. 69.3 Defiance. 90.4 Hicksville. 101.0 Maysville, Ind. 116.3 Ft. Wayne.

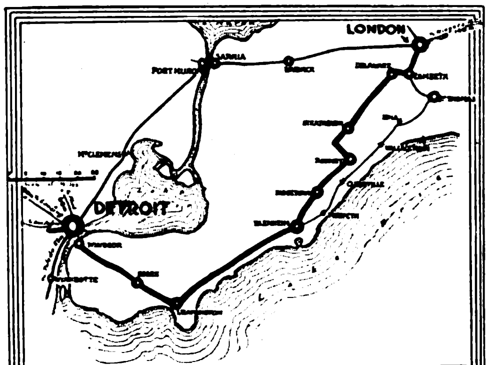
124. Toledo, Ohio, to Lansing, Mich., 108 Miles.

Macadam and Fair Dirt Roads.

0.0 Toledo. 10.0 Sylvania. 22.2 Blissfield. 37.0 Tecumseh. 55.9 Brooklyn. 59.8 Napoleon. 70.1 Jackson. 93.8 Mason. 100.8 Holt. 108.0 Lansing.

125. Toledo, Ohio, to South Bend, Ind., 171.3 Miles.

0.0 Toledo. 20.4 Caraghar. 27.2 Swanton. 34.1 Delta. 42.7 Wauseon. 53.3 Archbold. 59.8 Stryker. 68.3 Bryan. 80.1 Edgerton. 95.5 Waterloo. 109.8 Kendallville. 122.2 Wawaka. 128.4 Ligonier. Take route (118) to 171.3 South Bend.


LONDON
SARNIA
PORT HURON
DETROIT

DETROIT TO LONDON.

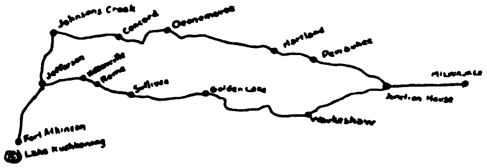
Western half of the Detroit-to-Toronto tour. The balance of the route, from London to Toronto, is shown at the top of this page.

A WISCONSIN TOUR.

FROM Fort Atkinson proceed to Jefferson and there take the east road to Helenville; from that point go through Sullivan to Rome and on to Golden Lake. The next leg brings the rider into Waukesha, from which point the jaunt to Milwaukee is taken up. For the return go back over the same route as far as Junction House and then take the north road. This leads through Pewaukee, and from there to Hartland, from which point there is a fair road to Oconomowoc. From the latter place proceed to Concord, and from there to Johnson's Creek. The next town worthy of note is Jefferson, and from this point the route to Fort Atkinson is over the same roads followed on the out trip. The total distance is about 132 miles.

From Fort Atkinson to Jefferson the roads are good; gravel and hard clay bottom nearly all the way; Jefferson to Golden Lake, sandy roads and numerous hills; Golden Lake to Waukesha, level road in good condition; Waukesha to Milwaukee, good country road. On the return the route from Junction House to Oconomowoc is over macadam roads; from the latter point to Johnson's Creek sandy stretches are encountered, and from the creek to Jefferson two sandy hills are the only obstacles to be overcome.

Several of the towns on the route offer points of interest. In Fort Atkinson there are the big plants of the James Mfg. Co. and the Northwestern Mfg. Co., and the factory of the C. L. & G. Creamery Package Co., each worth a visit; Lake Koshkonong, six miles south of the city, is an attractive summer resort. At Waukesha the great springs will prove interesting, and in Milwaukee there are plenty of amusement features. Oconomowoc is a pretty summer resort.—*Submitted by Clarence Mussehl.*


Johnsons Creek
Concord
Oconomowoc
Hartland
Pewaukee
Milwaukee
Jefferson
Helenville
Rome
Sullivan
Golden Lake
Junction House
Waukeshaw
Fort Atkinson
Lake Kushkonong

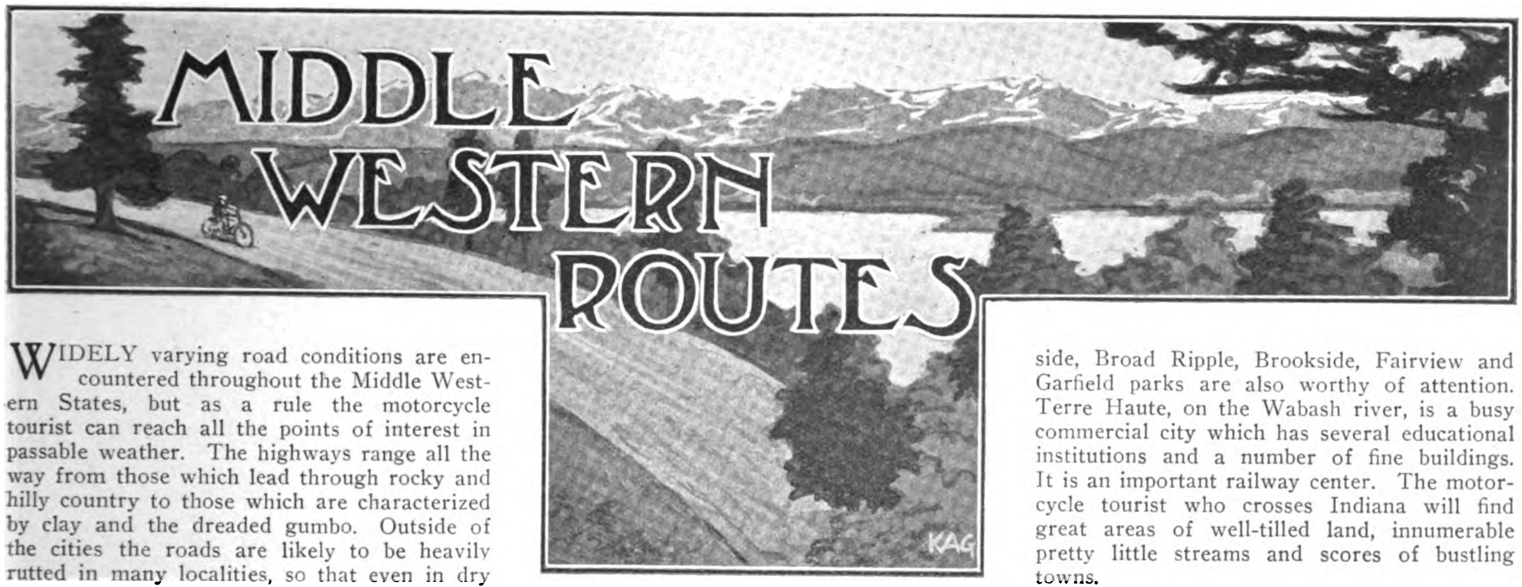
WASHINGTON CLUB ADOPTS COLORS.

AT a meeting held Wednesday, the 1st inst., the Washington M. C. decided upon orange and blue as its club colors, and ordered ribbons embodying these colors and suitable for affixing to the handlebars of members' machines. In all probability the club will enter a team in the Bennings Meet on Decoration Day, a local newspaper having announced its willingness to donate a cup for a club contest.

The Washington Club has set a precedent in posting on the walls of its club rooms photographs of every well-known make of machine, this having been done largely to demonstrate the truth of its claim that the club was not organized in the interest of any one make of motorcycle.

The club voted in favor of Cleveland for the 1912 F. A. M. Meet.

MIDDLE WESTERN ROUTES



WIDELY varying road conditions are encountered throughout the Middle Western States, but as a rule the motorcycle tourist can reach all the points of interest in passable weather. The highways range all the way from those which lead through rocky and hilly country to those which are characterized by clay and the dreaded gumbo. Outside of the cities the roads are likely to be heavily rutted in many localities, so that even in dry weather there is bound to be some rough going.

The tourist in Ohio will find busy little towns marking all the touring routes and no difficulty should be experienced in arranging for stop-overs and garage service. Toledo, Columbus, Cleveland, Youngstown, Akron, Mansfield, Canton, Dayton, Springfield and Cincinnati are the cities most popular with tourists, and in nearly every case these are approached by good roads. The visitor in Cleveland will be interested in visiting the iron and steel works and the foundries and machine shops which annually produce goods to the value of $85,000,000. Among other manufactures are wire, gas-stoves, motor-cars, electric lamp carbons and paints. The tourist may put in half a day to advantage at any of the city's big plants. The most interesting buildings are the City Hall, the new Federal building, the Western Reserve University structures and the Colonial Arcade. Wade Park, which contains monuments and statues, and Lake View Cemetery are points which should be visited. The city has many fine drives, beautiful parks and striking residences. Numerous side trips may be made over good roads, and delightful boating trips are to be enjoyed on the lake. Plenty of garages and repair shops and all classes of hotels are at hand.

Toledo, on the Maumee river, is a railway and manufacturing center, and some time should be devoted to inspecting its shipping district and its public buildings. Cincinnati is the second city in size in the State. Among its points of interest are Tyler Davidson Fountain, the U. S. Government building, the Chamber of Commerce, Eden Park, the Art Museum, Spring Grove Cemetery, the Zoological Garden and Suspension Bridge, which connects Cincinnati with Covington. Dayton lies at the confluence of the Mad and the Great Miami rivers and has manufactures of machinery, flour, paper, etc., to the value of about $40,000,000 annually. The National Cash Register Company's arrangements for the welfare of its 2,000 employees are extremely interesting and this plant is well worth a visit. Springfield is chiefly interesting for its manufactures, as is Columbus. It turns out iron and steel products, carriages and agricultural implements in great quantities, and any one of its big factories will repay the tourist for the time devoted to a visit. The streets of Columbus are broad and well paved. The State Capitol is a large and imposing building surrounded by a park which is full of tame grey squirrels. Other important buildings are the Ohio State University, the Deaf and Dumb Asylum, the State Penitentiary, the U. S. Barracks, Starling Medical College and the Board of Trade. Goodale Park lies at the north end of the city and should be visited.

Indiana roads are generally fair and the tourist through this State will be impressed chiefly by the scenery. Indianapolis, the capital city, is a great railway center; an extensive trade is carried on in live stock. The focus of the city is Monument Place from which four wide avenues run diagonally to the four corners of the city. In the center of this place rises the Soldiers and Sailors Monument, 285 feet high. The State Capitol was erected at a cost of $2,000,000 and is worth a leisurely inspection. Important buildings are the John Herron Art Institute, the Blind Asylum, the Propylaeum, the Deaf and Dumb Asylum and the Winona Technical Institute. The Riverside, Broad Ripple, Brookside, Fairview and Garfield parks are also worthy of attention. Terre Haute, on the Wabash river, is a busy commercial city which has several educational institutions and a number of fine buildings. It is an important railway center. The motorcycle tourist who crosses Indiana will find great areas of well-tilled land, innumerable pretty little streams and scores of bustling towns.

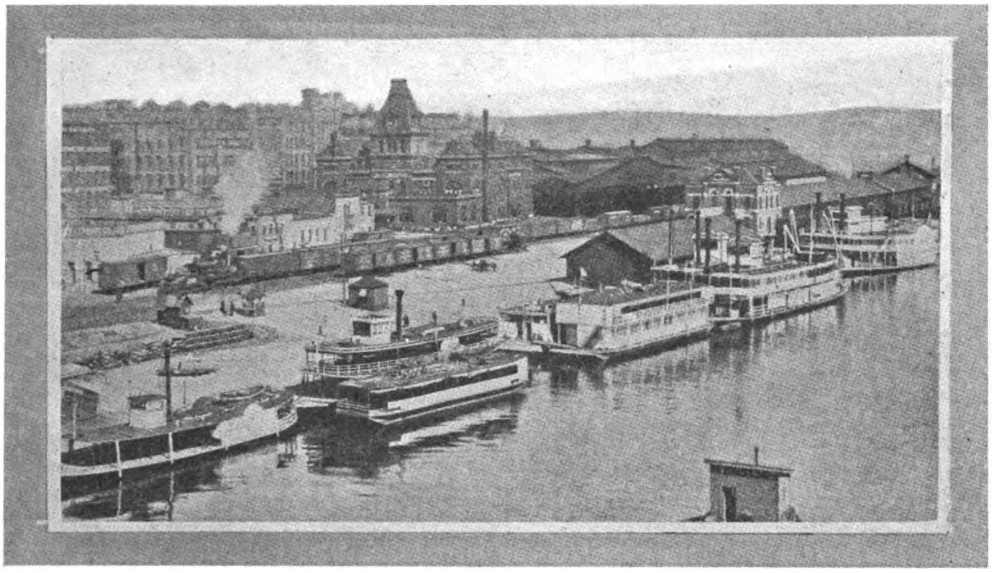
Soldiers' Monument in Indianapolis.

The road conditions prevailing in Indiana will be found to a great extent in Illinois, and the character of the towns and scenery is much the same. From Chicago interesting touring routes run to all sections of the State, passing through busy little manufacturing towns and in many cases following streams of more than ordinary beauty. While in Chicago the tourist should visit the Auditorium (built at cost of $3,500,000), Grant Park, the Art Institute of Chicago, the Public Library, City Hall and the County Building, the Board of Trade and the Federal Building. The public parks of Chicago cover about 3,000 acres in all and afford over 100 miles of driveways within the city limits. The Lake Shore Drive is one of the show places of the city, and few visitors overlook Michigan avenue, Drexel boulevards and Grand boulevard. Washington and Jackson parks are connected by a wide boulevard known as the Midway Plaisance. The visiting motorcyclist who can spare the time should make the most of these excellent thoroughfares, many of which are lined by handsome residences.

A visiting point of never-failing interest is the stockyard district. Tourists will experience no difficulty in gaining admittance to the yards, but an introduction will probably have to be obtained in order to go through any of the large packing houses, the processes of which are extremely interesting. Another trip may be made to one of the big grain elevators, of which there are about fifty. It will be advisable to obtain a good guidebook of the city and then arrange for trips according to individual leanings, all tastes being provided for somewhere in the big city.

Tourists who find themselves in Rockford, Ottowa, LaSalle, Bloomington, Peoria, Quincy, Springfield, Danville and other cities of this class will be interested chiefly in the manufactures; machinery, carriages and agricultural implements figure heavily as articles of trade. Many of the Illinois roads are of gravel and these afford fair going under all weather conditions.

Iowa routes carry the tourist through some exceptionally fine farming country and the scenery is pleasing. Des Moines, Fort Dodge, Cedar Falls, Cedar Rapids, Clinton and Council Bluffs are points at which the rider may make pleasant stops, Des Moines being the capital city. There are some gravel roads and a few sections in which gumbo is encountered; on the whole the traveling is fair. According to reports from riders in Nebraska that State



The Mississippi Water Front at St. Paul.

should be scratched off the list of tourable districts. Its roads are bad. Conditions are about the same in nothern Kansas, but in the eastern and southeastern sections of this State there are some touring routes over which motocyclists have made pleasant trips. Topeka, the capital of Kansas, has large mills which invite inspection and among the interesting buildings are the Capitol, the Reform School, the State Insane Asylum, Grace Church Cathedral, Washburn College and Bethany College. The smaller cities hold out few inducements for the tourist but they are often picturesquely located.

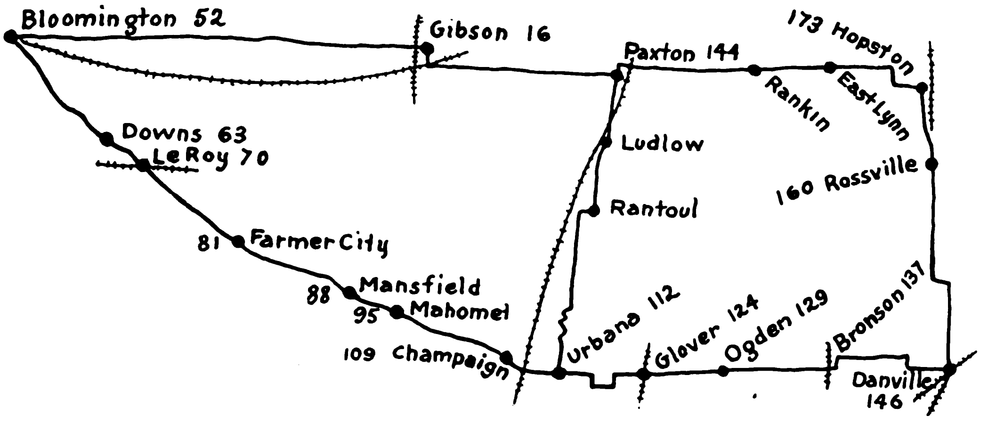
Comparatively few tours run into Oklahoma owing to the fact that the roads are only fair at best and because the scenery is monotonous. This State is pre-eminently an agricultural and cattle-breeding district, but it also has valuable coal fields. It is estimated that there are 50,000 Indians within its borders and the redmen are probably the most picturesque features to be seen. Ponca City is the White Eagle Agency of the Ponca Indians and should be visited if presentable roads are found in that section.

Kansas City is the touring center for Missouri, and St. Joe is also the objective point of many motorists. Under favorable weather conditions roads are likely to be fair to good in the eastern section. They are fair in the central district and rather poor in the western parts. Aside from quite pleasing scenery there is little to entice the visitor off the main touring lines. Kansas City is a railway center and its manufactures represent more than $40,000,000 annually. The Missouri river is crossed here by three fine bridges. Among the most attractive features of the city's extensive system of parks and boulevards are the Paseo, Swope Park and Penn Valley Park. St. Louis and Jefferson City are also the starting points for touring routes which pass through many small prosperous towns.

BLOOMINGTON-CHAMPAIGN-DANVILLE.

GO northward from Paxton three-quarters of a mile and turn westward; route is then 15 miles due west to Gibson City, with only one jog. Leaving Gibson City go up hill northward three-quarters of a mile and then proceed due west 36 miles to Bloomington. Take old State road to Champaign, passing through Downs, Leroy, Farmer City, Mansfield and Mahomet. Leave Champaign for Urbana, following interurban line closely to Danville; slight jog to southward a few miles from Champaign, then back on old course a few miles farther on. Leave Danville north on Vermillion street; 27 miles to Hoopeston; Rossville only town of importance on this leg.

Road almost straight, having one little jog just north of Danville. From Hoopeston leave west on the street south of Main street; go west one mile, jog north one-half mile and then ride over 22 miles of straight road back into Paxton, staying about one-half mile north of L. E. & W. R. R. the whole distance. Total distance, 196 miles. Two days may well be given to the trip.



For a shorter trip of one day a short cut can be made from Champaign to Paxton by going north past Big 4 depot in Urbana and taking several turns through Rantoul and Ludlow, making a total of 144 miles on the circuit through Bloomington, or a total of 119 miles on the route through Danville.

Roads from Paxton to Gibson are very good the greater part of the time, being traveled very much (about eight miles of good gravel). About four miles of good gravel out of Gibson toward Bloomington; dirt roads to within a few miles of the city, then gravel. Old State road from Bloomington to Champaign almost always good, but in the dry season very dusty. Several strips are fine. Road from Champaign to Danville mostly dirt, but is well traveled and follows interurban line closely. Roads from Danville to Hoopeston are fine, gravel greater part of way. From Hoopeston to Paxton there is not much gravel, but road is always in good condition. On the short cut there is very little gravel until within five miles of Paxton, then fine roads into town.

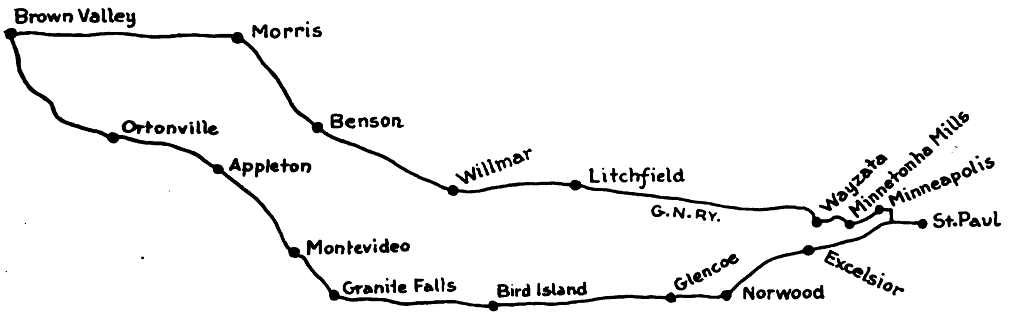
Hotels: Paxton, The Middlecoff; Bloomington, Illinois, or Hills (half block west of South side of Square); Champaign, The Beardsly (N. Niel street); Danville, Aetna (on the Square); Hoopeston, The Cunningham.

At Paxton there are many miles of pavements and a pretty little park; a large canning factory (Yours Truly Pork & Beans), and a model Township H. S. building and grounds at Gibson City. Beautiful residences and Wesleyan University at Bloomington make that town very attractive. The University of Illinois at Champaign and Urbana, is a big drawing card. The campus is very pretty and there are many miles of beautiful drives through the twin cities. The big attraction at Danville is the Old Soldiers' Home two miles East.—*Submitted by W. C. Gilmore, Champaign, Ill.*

TOUR OUT OF ST. PAUL.

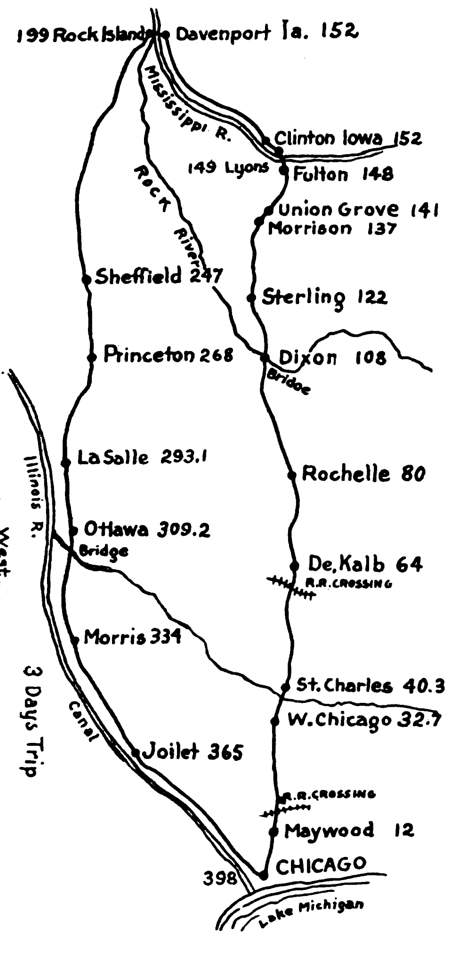
START from the St. Paul Hotel, St. Paul, Minn., and proceed as follows: Up 6th street to Summit avenue, to Mississippi boulevard; turn right and follow boulevard to Marshall avenue bridge; cross bridge and turn left on Minneapolis side, taking boulevard to Minnehaha Park; Minnehaha boulevard to Lake Harriet; turn right, go around Lake Harriet and cross bridge between Lake Harriet and Lake of the Isles. Here is found the most picturesque natural park in Minneapolis. Go out Hopkins road to Mississippi boulevard and turn right, following boulevard to Minnetonka Mills. There turn right and follow same boulevard to Wayzata; turn right at Wayzata post office and follow the only road—rather sandy—to Long Lake, 27 miles from St. Paul.

Turn right in middle of village of Long Lake, cross G. N. tracks, turn right on first road and proceed into Delano. Follow good, main road (few grades and no steep ones), through towns of Waverly, Howard Lake, Cokato, Dassel into Litchfield for


Brown Valley
Morris
Ortonville
Benson
Appleton
Willmar
Litchfield
G. N. RY.
Wayzata
Minnetonka Mills
Minneapolis
St. Paul
Montevideo
Glencoe
Excelsior
Granite Falls
Bird Island
Norwood

dinner. G. N. tracks in sight nearly all the way from Long Lake to Litchfield. Latter place 76 miles from St. Paul. Lenhart Hotel there is a good one; rates $2 a day. Sign boards show way out of town; good roads through Atwater to Willmar, situated near fine lake for crappie and bass fishing. Leaving Willmar, route runs along Great Northern tracks to Benson, and to Morris, where night stop may be made. La Grande Hotel, rates $2 a day, gives fine service. This point 157 miles from St. Paul.

Pass through Graceville to Brown's Valley, 47 miles from Morris, follow good road along Big Stone Lake 20 miles to Ortonville; continue to Appleton, 22 miles from Ortonville, and dine at St. James Hotel; rates $2 a day. Follow C. M. & St. P. R. R. through Milan and Watson to Montevideo; turn right at depot and follow same tracks to Myers; cross bridge and follow Minnesota river to Granite Falls. Few hills, but good roads. Cross bridge at latter city, turn right and follow tracks again through to Sacred Heart, Renville, Olivia and into Bird Island for second night. Van Dyke is good hotel here; rates $2 a day. Third morning follow tracks over fine roads to Hector, Buffalo Lake, Stewart, Brownton, Glencoe, Norwood and Cologne; continue northward over some bad hills through Chaska; turn left here and continue out main street to Excelsior; then return to Minneapolis will be made over same boulevard used at start. Instead of continuing into St. Paul on Summit avenue, branch off on Lexington avenue to Como Park; thence to Rice street to St. Paul Hotel for finish. Run covers about 400 miles; should be made in two and a half days.—*Submitted by E. J. Megow, of St. Paul.*


199 Rock Island
Davenport Ia. 152
Mississippi R.
Clinton Iowa 152
149 Lyons
Fulton 148
Rock River
Union Grove 141
Morrison 137
Sheffield 247
Sterling 122
Princeton 268
Dixon 108
Bridge
Rochelle 80
LaSalle 293.1
Illinois R.
West
Ottawa 309.2
Bridge
De.Kalb 64
R.R. CROSSING
Morris 334
3 Days Trip
Canal
St. Charles 40.3
W. Chicago 32.7
Joilet 365
R.R. CROSSING
Maywood 12
398
CHICAGO
Lake Michigan

Chicago to Davenport.

CHICAGO TO DAVENPORT.

GO from Chicago to St. Charles over good road, easy to follow; from this point to DeKalb there are a few turns but the road surface is satisfactory. Then comes Dixon where the rider crosses the Rock river; picturesque scenery. Follow car line to Sterling; beyond Sterling road is of black loam, bad in rainy weather; at Fulton the Mississippi river is crossed; bridge toll, five cents. The next town is Lyons and from this point to Clinton, Iowa, there is a brick pavement. The Lafayette Inn is a good place to stop in Clinton; garage opposite. From Clinton to Davenport road is along Mississippi river; scenery beautiful; cross Mississippi at Davenport, riding back into Illinois. Toll on bridge. After leaving Rock Island good road is encountered to Princeton; American House gives satisfactory service at this point; Ennis & Pearson garage on Main street. From Princeton the route extends westward through La Salle to the Fox river, which is crossed at Ottawa. The road then continues along the Illinois river and drainage canal to Joliet. From this point the route is easily followed into Chicago. Total distance, 398 miles. Trip can be made with pleasure in three days, but more time can be given profitably to the outing.—*Submitted by Ray Blomgren, Chicago, Ill.*

BEWARE NEBRASKA "ROADS."

EDITOR MOTORCYCLE ILLUSTRATED:

My advice to any rider who is considering a tour through Nebraska is to make a very careful investigation before attempting to use a motorcycle here. The reason is painfully obvious: Practically speaking, *there are no roads in Nebraska.* In this section of the "wild and woolly" a motorcyclist who knew anything about a real road would be something of a curiosity. For several months in the summer—provided the dust and sand are not too deep—the so-called "main-traveled" roads are passable, but for the remainder of the year they are beyond description.

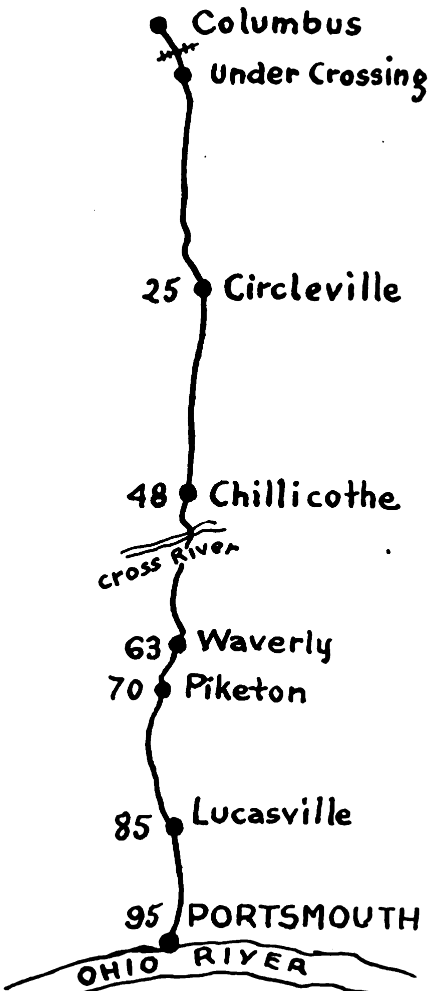
Farmers used to "work" these alleged roads some ten or twelve years ago and they were then in better condition. Since the farmer has been taxed for road maintenance, however, and the actual work has been taken out of his hands, county commissioners have been in charge and the results have been sad. From time to time these officials have the roads scraped and quite often the dirt is left in hummocks in the middle of the driveway. There it hardens and the effect of trying to ride over it on a motorcycle is similar to what might be expected in piloting a single-tracker over a log-jam. It beggars words. I have encountered these conditions for more than a mile at a stretch. We would welcome an opportunity to extend our hospitality to visiting motorcyclists, but under existing road conditions we do not see how a rider of a power two-wheeler is going to get in to pay us a visit.

A NEBRASKAN.

Lincoln, Neb.

COLUMBUS TO PORTSMOUTH.

LEAVE Columbus on High street, going south, and after riding about 25 miles pass through Circleville; continue over same road to Chillicothe, and there take the main street out of the city, turning to the left and following the same route to Waverly. Take the first road south out of Waverly for 10 miles and cross river to Piketon;


Columbus
Under Crossing
25 Circleville
48 Chillicothe
Cross River
63 Waverly
70 Piketon
85 Lucasville
95 PORTSMOUTH
OHIO RIVER

turn left after leaving Piketon to Lucasville and then ride on to Portsmouth.

Roads from Columbus to Portsmouth are fine; in fact, there are no better in Ohio. The scenery is beautiful, and all the conditions are conducive to a most enoyable trip. The run can be made on a 4 h. machine in about four hours, and the hills are not so steep that the machine should have trouble in pulling double.—*Submitted by H. L. Berlin, Columbus, Ohio.*

126. Canton to Lima, Ohio, 153.2 Miles.

Good Dirt Roads with Some Macadam.

0.0 Canton. 8.0 Massillon. 23.5 E. Union. 30.3 Wooster. 39.2 Reedsburg. 48.4 Hayesville. 62.2 Mansfield. 77.3 Leesville. 87.6 Bucyrus. 94.3 Osceola. 104.3 Upper Sandusky. 118.1 Forest. 125.9 Dunkirk. 136.3 Ada. 153.2 Lima.

127. Cincinnati to Chillicothe and Dayton, O., 166.8 Miles.

Good Gravel Road.

0.0 Cincinnati. 8.4 Madisonville. 14.3 Milford. 28.1 Monterey. 37.0 Fayetteville. 45.5 Dodsonville. 54.2 Hillsboro. 64.4 Rainsboro. 80.0 Bourneville. 92.1 Chillicothe. 105.0 Frankfort. 122.1 Washington C. H. 140.7 Jamestown. 151.6 Xenia. 166.8 Dayton.

128. Cincinnati to Lima, O., 131.6 Miles.

Good Gravel Roads.

0.0 Cincinnati. 13.8 Sharon. 20.0 Pisgah. 30.4 Lebanon. 37.5 Ridgeville. 42.6 Centerville. 54.3 Dayton. 64.3 Vandalia. 74.8 Troy. 83.3 Piqua. 103.2 Anna. 115.9 Wapakoneta. 123.8 Cridesville. 131.6 Lima.

129. Cincinnati, O., to Lexington and Louisville, Ky., 166 Miles.

Mostly Macadam and Good Dirt Roads.

0.0 Cincinnati. Cross to 1.0 Covington, Ky. 20.9 Walton. 39.7 Williamstown. 52.0 Corinth. 76.0 Georgetown. 88.0 Lexington. 114.4 Frankfort. 135.2 Shelbyville. 155.5 Middletown. 166.0 Louisville.

130. Cincinnati to Winchester and Portsmouth, O., 109.5 Miles.

0.0 Cincinnati. 9.1 Madisonville. 14.2 Milford. 25.4 Owensville. 32.1 Williamsburg. 42.0 White Oak. 46.5 Sardinia. 55.9 Winchester. 61.4 Youngsville. 71.0 Marble Furnace. 84.3 Rarden 93.1 Henley. 105.2 Dry Run. 109.5 Portsmouth.

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131. Cincinnati to Somerset and Zanesville, O., 160.1 Miles.

Good Gravel Roads.

0.0 Cincinnati. 7.8 Pleasant Ridge. 13.1 Montgomery. 30.4 Morrow. 39.6 Clarksville. 49.1 Wilmington. 59.8 Sabina. 70.8 Washington C. H. 98.1 Circleville. 109.4 Amanda. 118.9 Lancaster. 128.1 Rushville. 136.8 Somerset. 146.2 Fultonham. 160.1 Zanesville.

132. Columbus to Bellevue, O., 100.4 Miles.

Mostly Macadam and Good Pike.

0.0 Columbus. 8.8 Worthington. 16.9 Lewis Ctr. 24.5 Delaware. 34.2 Norton. 45.2 Marion. 63.3 Bucyrus. 74.9 Lykens. 80.9 Bloomville. 100.4 Bellevue.

133. Columbus to Dayton and Cincinnati, O., 122.4 Miles.

Good Gravel Roads.

0.0 Columbus. 9.6 Alton. 14.6 W. Jefferson. 26.9 Summerford. 33.4 Vienna. 44.2 Springfield. 52.1 Enon. 58.2 Fairfield. 68.7 Dayton. 78.2 Centerville. 85.2 Ridgeville. 92.4 Lebanon. 100.4 Mason. 104.6 Pisgah. 108.8 Sharon. 119.0 Avondale. 122.4 Cincinnati.

134. Columbus, O., to Indianapolis, Ind., 172.3 Miles.

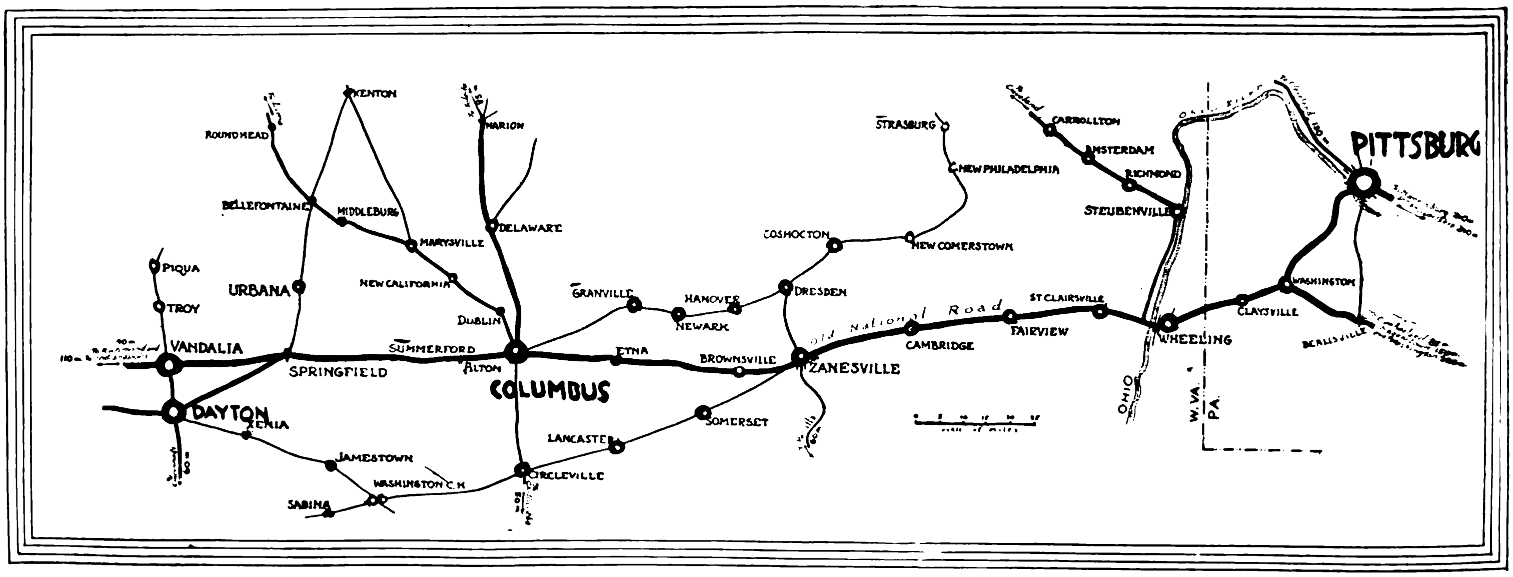
Good Gravel Roads.

0.0 Columbus. Then Route (133) to 44.2 Springfield. 51.8 Donnelsville. 59.4 Brandt. 65.8 Vandalia. 84.1 Lewisburg. 103.6 Richmond, Ind. 118.8 Cambridge City. 128.8 Lewisville. 138.1 Knightstown. 144.7 Cleveland. 151.3 Greenfield. 161.3 Cumberland. 172.3 Indianapolis.

135. Columbus, O., to Parkersburg, W. Va., 113.3 Miles.

Good Gravel Roads.

0.0 Columbus. 14.2 Canal Winchester. 20.7 Carroll. 29.6 Lancaster. 40.8 Rockbridge. 48.7 Logan. 61.3 Nelsonville. 75.0 Athens. 86.3 Guysville. 97.4 Coolville. 104.8 Little Hocking. 112.8 Ohio river ferry. 113.3 Parkersburg.



KENTON
ROUNDHEAD
MARION
BELLEFONTAINE
MIDDLEBURG
DELAWARE
MARYSVILLE
PIQUA
URBANA
NEW CALIFORNIA
TROY
DUBLIN
GRANVILLE
HANOVER
NEWARK
COSHOCTON
NEW COMERSTOWN
STRASBURG
NEW PHILADELPHIA
CARROLLTON
AMSTERDAM
RICHMOND
STEUBENVILLE
PITTSBURG
DRESDEN
VANDALIA
SUMMERFORD
SPRINGFIELD
ALTON
COLUMBUS
ETNA
BROWNSVILLE
ZANESVILLE
Old National Road
CAMBRIDGE
FAIRVIEW
ST CLAIRSVILLE
WHEELING
CLAYSVILLE
WASHINGTON
BEALLSVILLE
DAYTON
XENIA
JAMESTOWN
WASHINGTON C.H
SABINA
CIRCLEVILLE
LANCASTER
SOMERSET
OHIO
W. VA.
PA.
Ohio River
0 5 10 15 20 25

136. Columbus to Sandusky, O., 189.8 Miles.

Good Gravel and Stone Pike.

0.0 Columbus. 14.0 Dublin. 22.3 New California. 31.6 Marysville. 44.5 Middleburg. 50.5 Zanesfield. 55.5 Bellefontaine. 62.2 Huntsville. 70.6 Roundhead. 82.6 Westminster. 90.0 Lima. 99.9 Beaver Dam. 106.2 Bluffton. 123.8 Findlay. 132.6 Arcadia. 138.8 Fostoria. 152.7 Tiffin. 165.4 Green Spr. 171.2 Clyde. 183.2 Castalia. 189.8 Sandusky.

137. Columbus to Toledo, O., 143 Miles.

Good Pike Road.

0.0 Columbus. Follow Route (136) to 31.5 Marysville. 43.3 Somersville. 47.7 Byhalia. 54.3 Mt. Victory. 63.7 Kenton. 73.8 Dunkirk. 81.3 Arlington. 91.3 Findlay. 100.7 N. Baltimore. 109.0 Bays. 117.5 Bowling Green. 124.8 Haskins. 133.6 Perrysburg. 143.0 Toledo.

138. Erie, Pa., to Cleveland, O., 101.8 Miles.

Good Gravel Roads.

0.0 Erie. 12.7 Fairview. 16.6 Girard. 30.5 Conneaut, O. 44.6 Ashtabula. 54.7 Geneva. 60.3 Madison. 72.4 Painesville. 78.6 Mentor. 87.9 Wickliffe. 91.6 Euclid. 101.6 Cleveland.

139. Lima, Ohio, to Lafayette, Ind., 165.4 Miles.

Good Gravel Roads.

0.0 Lima. 14.1 Spencer. 29.2 Mercer. 48.2 Berne. 61.5 Petroleum. 71.8 Montpelier. 91.8 Marion. 103.3 Swazee. 108.8 Sycamore. 120.0 Kokomo. 134.5 Burlington. 139.0 Middlefork. 142.9 Geetingsville. 145.3 Sedalia. 149.4 Rossville. 165.4 Lafayette.

140. Louisville to Mammoth Cave, Ky., 116.6 Miles.

Good to Fair Dirt Roads.

0.0 Louisville. 21.0 Mt. Washington. 40.1 Bardstown. 55.4 New Haven. 69.4 Buffalo. 75.0 Magnolia. 88.0 Canmer. 90.9 Hardyville. 95.3 Uno. 99.7 Bear Wallow. 105.8 Cave City. 116.6 Mammoth Cave.

141. Pittsburgh to Greensburg and Altoona, Pa., 111.1 Miles.

Rough Dirt Roads.

0.0 Pittsburgh. 7.6 Wilkinsburg. 14.2 Wilmerding. 23.3 Irwin. 28.6 Grapeville. 32.8 Greensburg. 42.4 New Alexandria. 51.6 Blairsville. 65.0 Armagh. 77.1 Mundays. 85.1 Ebensburg. 94.1 Summit. 102.1 Duncansville. 111.1 Altoona.

142. Pittsburgh to Bedford, Pa., via Johnstown, 117.2 Miles.

Heavy Grades and Rough Road.

0.0 Pittsburgh. Follow Route (141) to 65.0 Armagh. 77.0 Cambria. 77.3 Johnstown. 81.8 Giestown. 95.5 Felix. 102.0 Pleasantville. 107.3 Fishertown. 117.2 Bedford.

143. Pittsburgh to Bedford, Pa., via Ligonier, 100 Miles.

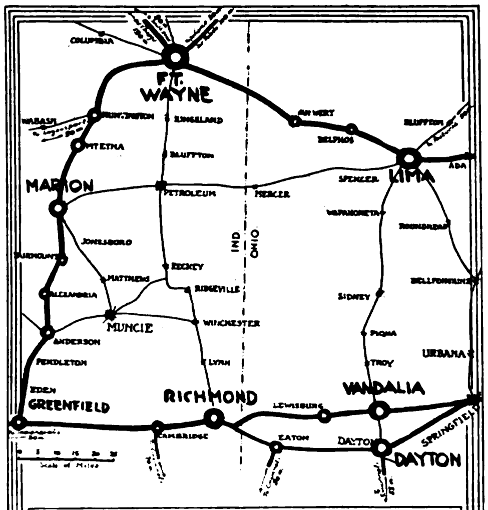
Rough and Bad Roads.

0.0 Pittsburgh. Follow Route (141) to 32.8 Greensburg. 42.8 Youngstown. 51.8 Ligonier. 55.0 Laughlinton. 63.4 Jenners. 71.5 Stoyestown. 90.5 Schellsburg. 97.2 Wolfsburg. 100.0 Bedford.

144. Pittsburgh, Pa., to Alliance and Canton, O., 98.5 Miles.

Fair Dirt Roads.

0.0 Pittsburgh. 6.2 Belleview. 9.8 Dixmont Sta. 12.4 Haysville. 19.1 Economy. 32.9 Beaver Falls. 49.7 Unity. 57.3 Columbiana. 66.6 Salem. 72.0 Damascus. 80.1 Alliance. 86.9 Harrisburg. 91.5 Lewisville. 98.5 Canton.


COLUMBIA
FT. WAYNE
WABASH
HUNT. DAYTON
KINGSLAND
VAN WERT
DELPHOS
BLUFFTON
ETNA
BLUFFTON
MARION
PETROLEUM
MERCER
SPENCER
LIMA
ADA
WAPAKONETA
ROUNDHEAD
JONESBORO
IND.
OHIO
FAIRMOUNT
DECKEY
MATTHEWS
RIDGEVILLE
BELLEFONTAINE
ALEXANDRIA
SIDNEY
MUNCIE
WINCHESTER
ANDERSON
PIQUA
URBANA
PENDLETON
LYNN
TROY
EDEN
GREENFIELD
RICHMOND
VANDALIA
LEWISBURG
CAMBRIDGE
EATON
DAYTON
SPRINGFIELD
DAYTON
Scale of Miles

FT. WAYNE-DAYTON.

The circuit given above has a total mileage of approximately 400. The roads are of the average variety, running from fair to good. There are but few steep grades.

145. Pittsburgh, Pa., to Warren and Cleveland, O., 139.8 Miles.

Clay and Dirt Roads with Considerable Macadam.

0.0 Pittsburgh. Follow Route (144) to 33.0 Beaver Falls. 45.4 Enon. 51.4 Petersburg. 60.4 Poland. 68.5 Youngstown. 73.5 Church Hill. 83.9 Warren. 98.5 Windham. 106.9 Shalersville. 113.1 Streetsboro. 120.2 Twinsburg. 126.8 Bedford. 139.8 Cleveland.

146. Pittsburgh, Pa., to Wheeling and Columbus, O., 192.8 Miles.

First Half Hilly, Balance Good, Level Roads.

0.0 Pittsburgh. 7.1 Carnegie. 11.4 Bridgeville. 22.4 Houston. 28.8 Washington. 39.0 Claysville. 55.1 Elm Grove, W. Va. 61.5 Wheeling. 62.9 Bridgeport. 72.8 St. Clairsville. 91.8 Fairview. 102.5 Washington. 112.4 Cambridge. 124.3 Norwich. 136.9 Zanesville. 146.0 Hopewell. 159.6 Jacktown. 169.6 Kirksville. 180.6 Reynoldsville. 192.8 Columbus.

147. Pittsburgh to Erie, Pa., 131.6 Miles.

Partly Macadam and Dirt Roads.

0.0 Pittsburgh. 15.8 Wexford. 22.4 Ogle. 29.2 Zelienople. 40.5 Pottersville. 47.6 Harlansburg. 62.1 Mercer. 77.1 Sheakleyville. 91.9 Meadville. 98.3 Saegertown. 105.5 Cambridge Spr. 112.4 Edinboro. 121.2 McKeans. 128.0 Kearsarge. 131.6 Erie.

148. Pittsburgh, Pa., to Hagerstown, Md., 198.7 Miles.

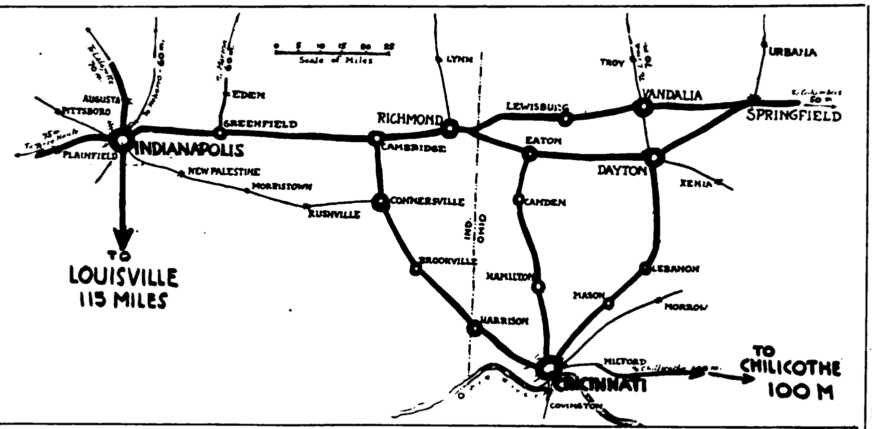
Fair to Poor Dirt Roads.

0.0 Pittsburgh. 7.4 Castle Shannon. 17.7 Finleyville. 29.2 Bentleyville. 33.2 Beallsville. 57.3 Brownsville. 70.0 Uniontown. 77.7 Fayette Spr. 81.4 Farmingtown. 92.2 Somerfield. 98.5 Oakton. 102.0 Keyser. 107.3 Grantville. 121.4 Frostburg. 133.0 Cumberland. 145.7 Flintstone. 156.9 Town Hill. 171.8 Hancock. 182.5 Indian Spr. 187.1 Clear Spr. 198.7 Hagerstown.

149. Wheeling, W. Va., to Parkersburg, W. Va., 206.5 Miles.

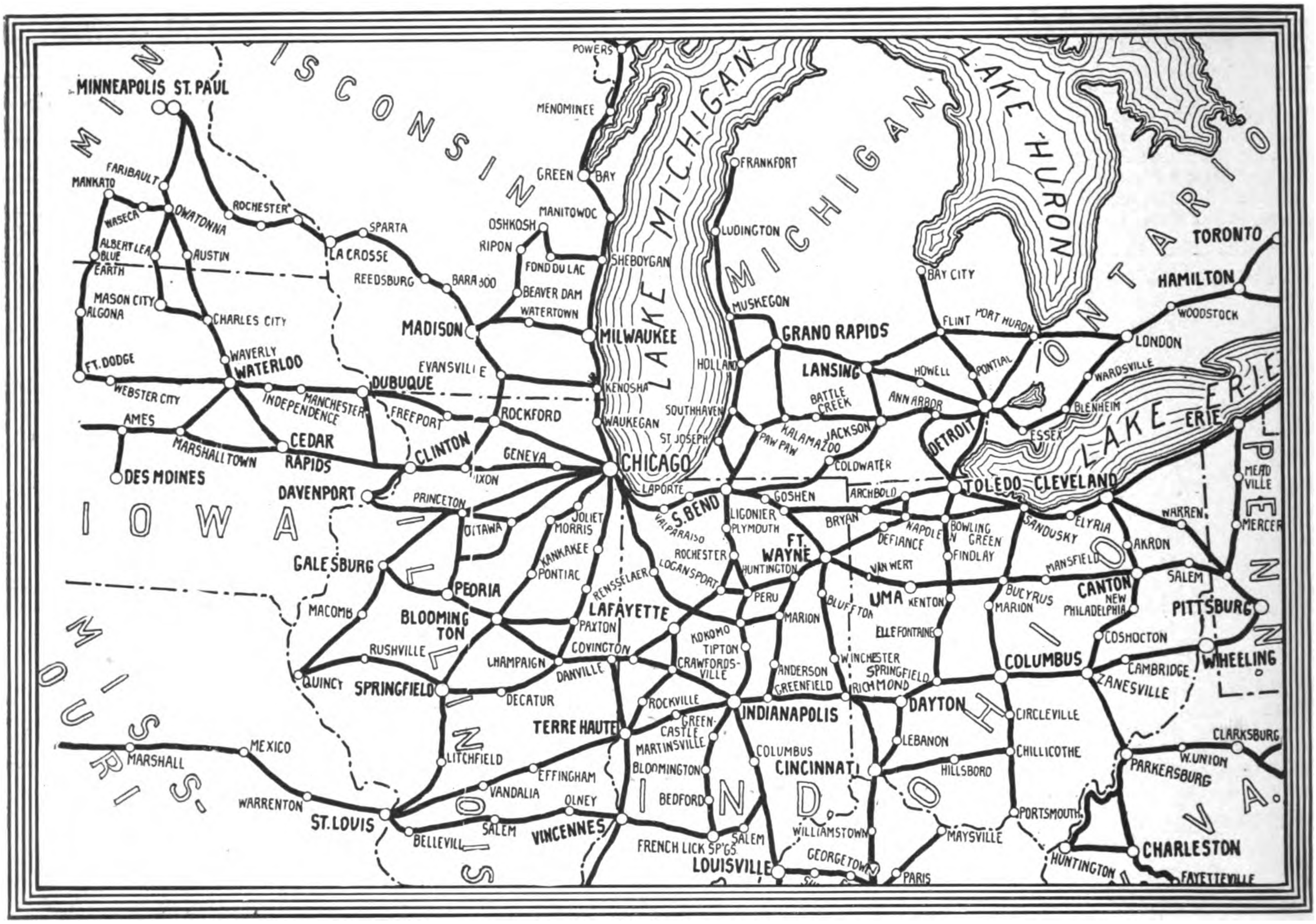
Good Dirt Roads.

0.0 Wheeling. 7.0 Sherrard. 16.5 Bellers. 25.5 Rock Lick. 32.5 Wind Ridge, Pa. 39.6 Rutan. 50.5 Waynesburg. 60.5 Kirby. 67.5 Mt. Morris. 72.5 Cassville, W. Va. 81.5 Morgantown. 85.0 Uffington. 92.0 Whiteday. 99.5 Palatine. 107.0 Enterprise. 115.5 Hepzibah. 124.5 Clarksburg. 129.5 Wilsonburg. 136.0 Bristol. 143.5 Snow. 147.0 Morgansville. 152.0 West Union. 160.5 Greenwood. 165.5 Pennsboro. 170.5 Ellenboro. 177.5 Goose Creek. 186.0 Sand Hill. 194.5 Dallison. 198.5 Murphytown. 206.5 Parkersburg.


Scale of Miles
LYNN
TROY
URBANIA
AUGUSTA
PITTSBORO
EDEN
GREENFIELD
RICHMOND
LEWISBURG
VANDALIA
SPRINGFIELD
PLAINFIELD
INDIANAPOLIS
CAMBRIDGE
EATON
DAYTON
NEW PALESTINE
MORRISTOWN
XENIA
RUSHVILLE
CONNERSVILLE
CAMDEN
IND.
OHIO
TO LOUISVILLE 115 MILES
BROOKVILLE
HAMILTON
LEBANON
MASON
MORROW
HARRISON
MILFORD
CINCINNATI
COVINGTON
TO CHILICOTHE 100 M

SOUTHERN OHIO AND INDIANA.

The best road in this section is the National Pike; even that is not uniformly good. This map affords the choice of several tours out of Cincinnati, Dayton and Indianapolis.


MINNESOTA
WISCONSIN
MICHIGAN
LAKE MICHIGAN
LAKE HURON
ONTARIO
LAKE ERIE
IOWA
ILLINOIS
INDIANA
OHIO
MISSOURI
PENN
W. VA.
MINNEAPOLIS
ST. PAUL
FARIBAULT
MANKATO
WASECA
OWATONNA
ROCHESTER
ALBERT LEA
BLUE EARTH
AUSTIN
MASON CITY
ALGONA
CHARLES CITY
FT. DODGE
WAVERLY
WATERLOO
WEBSTER CITY
AMES
MARSHALLTOWN
DES MOINES
INDEPENDENCE
MANCHESTER
DUBUQUE
CEDAR RAPIDS
DAVENPORT
CLINTON
GALESBURG
MACOMB
QUINCY
RUSHVILLE
SPARTA
LA CROSSE
REEDSBURG
BARABOO
MADISON
EVANSVILLE
FREEPORT
ROCKFORD
GENEVA
DIXON
PRINCETON
OTTAWA
JOLIET
MORRIS
KANKAKEE
PONTIAC
PEORIA
BLOOMINGTON
CHAMPAIGN
SPRINGFIELD
DECATUR
DANVILLE
POWERS
MENOMINEE
GREEN BAY
MANITOWOC
OSHKOSH
RIPON
FOND DU LAC
BEAVER DAM
WATERTOWN
SHEBOYGAN
MILWAUKEE
KENOSHA
WAUKEGAN
CHICAGO
FRANKFORT
LUDINGTON
MUSKEGON
GRAND RAPIDS
HOLLAND
SOUTH HAVEN
ST. JOSEPH
PAW PAW
KALAMAZOO
BATTLE CREEK
JACKSON
LANSING
HOWELL
ANN ARBOR
DETROIT
PONTIAC
FLINT
PORT HURON
BAY CITY
COLDWATER
TORONTO
HAMILTON
WOODSTOCK
LONDON
WARDSVILLE
BLENHEIM
ESSEX
ERIE
MEADVILLE
MERCER
LAPORTE
S. BEND
GOSHEN
VALPARAISO
LIGONIER
PLYMOUTH
ROCHESTER
LOGANSPORT
RENSSELAER
LAFAYETTE
PAXTON
COVINGTON
FT. WAYNE
HUNTINGTON
PERU
MARION
KOKOMO
TIPTON
CRAWFORDSVILLE
ANDERSON
GREENFIELD
INDIANAPOLIS
ROCKVILLE
GREENCASTLE
MARTINSVILLE
BLOOMINGTON
BEDFORD
COLUMBUS
TERRE HAUTE
ARCHBOLD
BRYAN
NAPOLEON
DEFIANCE
BOWLING GREEN
FINDLAY
VAN WERT
LIMA
KENTON
BLUFFTON
BELLEFONTAINE
WINCHESTER
SPRINGFIELD
RICHMOND
DAYTON
LEBANON
CINCINNATI
HILLSBORO
TOLEDO
CLEVELAND
SANDUSKY
ELYRIA
AKRON
WARREN
MANSFIELD
BUCYRUS
MARION
CANTON
NEW PHILADELPHIA
SALEM
PITTSBURG
COSHOCTON
COLUMBUS
CAMBRIDGE
ZANESVILLE
WHEELING
CIRCLEVILLE
CHILLICOTHE
CLARKSBURG
W. UNION
PARKERSBURG
PORTSMOUTH
CHARLESTON
HUNTINGTON
FAYETTEVILLE
MARSHALL
MEXICO
WARRENTON
ST. LOUIS
BELLEVILLE
LITCHFIELD
VANDALIA
EFFINGHAM
OLNEY
SALEM
VINCENNES
FRENCH LICK SP'GS
SALEM
LOUISVILLE
WILLIAMSTOWN
GEORGETOWN
PARIS
MAYSVILLE

Scores of Tours of Every Conceivable Length May Be Taken Over The Middle-Western and Lake District Roads Shown on This Map

150. Wheeling to Parkersburg, West Va., 95 Miles.

Alternate Route to (149). Fair Dirt Roads.

0.0 Wheeling. 12.0 Moundsville. 23.7 Graysville. 29.5 Clarington, O. 40.5 New Martinsville. 55.0 Sistersville. 67.0 St. Mary's. 72.0 Belmont. 83.0 Waverly. 88.0 Valley Mills. 95.0 Parkersburg.

151. Chicago to Lexington and Bloomington, Ill., 163 Miles.

Good Dirt Roads.

0.0 Chicago. 13.6 Riverside. 37.3 Joilet. 44.3 Channahon. 75.8 Morris. 84.5 Mazonia. 95.4 Dwight. 103.8 Odell. 113.7 Cayuga. 120.2 Pontiac. 134.3 Chenoa. 143.3 Lexington. 154.4 Towanda. 160.2 Normal. 163.0 Bloomington.

152. Chicago to Champaign, Ill., 150 Miles.

Good Gravel Roads.

0.0 Chicago. 15.4 West Pullman. 20.2 Harvey. 28.6 Chicago Heights. 30.6 Steger. 49.3 Grant. 55.4 Momence. 67.4 Kankakee. 77.9 Chebanse. 86.3 Askum. 100.2 Onarga. 109.7 Buckley. 119.4 Paxton. 132.4 Rantoul. 150.0 Champaign.

153. Chicago, Ill., to Moline and Davenport, Ia., 167.6 Miles.

Good Dirt and Gravel Roads.

0.0 Chicago. 7.0 Austin. 24.7 Wheaton. 35.2 Geneva. 43.9 Elburn. 57.0 DeKalb. 69.3 Creston. 76.1 Rochelle. 82.4 Ashton. 93.3 Nachusa. 112.2 Sterling. 115.6 Galt. 126.2 Lydon. 135.5 Erie. 142.5 Hillsdale. 159.7 East Moline. 164.1 Moline. 167.6 Davenport.

154. Chicago, Ill., to Rockford and Dubuque, Ia., 182.9 Miles

Good to Fair Dirt Roads.

0.0 Chicago. 20.7 Addison. 26.0 Bloomingdale. 30.3 Ontarioville. 38.4 Elgin. 61.6 Marengo. 67.4 Garden Prairie. 73.3 Belvidere. 80.0 Cherry Valley. 87.6 Rockford. 114.7 Freeport. 127.1 Lena. 135.5 Nora. 139.1 Warren. 154.8 Shullsburg. 163.3 Benton, Wis. 167.9 Hazel Green. 181.2 E. Dubuque. 182.9 Dubuque.

155. Chicago to Valparaiso and Fort Wayne, Ind., 168.2 Miles.

0.0 Chicago. 15.3 Washington Heights. 17.2 Kensington. 27.2 Oak Glen. 32.4 Highland. 43.6 Hobart. 53.0 Valparaiso. 70.6 Hanna. 82.4 Hamlet. 98.1 Plymouth. 109.6 Bourbon. 114.3 Etna Green. 126.5 Warsaw. 135.5 Pierceton. 140.7 Larwell. 148.2 Columbia City. 168.2 Ft. Wayne.

156. Chicago to Lafayette and Indianapolis, Ind., 214.9 Miles.

Macadam and Good Dirt Roads.

0.0 Chicago. 13.3 S. Chicago. 22.2 Hammond. 31.9 Dyer. 45.3 Crown Pt. 59.3 Shelby. 77.4 Virgie. 90.9 Rennselear. 102.8 Remington. 108.9 Wolcott. 129.4 Montmorenci. 136.4 Lafayette. 150.0 Mulberry. 160.0 Jefferson. 162.4 Frankfort. 165.3 Antioch. 193.5 Eagleton. 204.3 Sterling. 214.9 Indianapolis.

157. Chicago to Madison, Wis., 163.8 Miles.

Good Dirt Roads.

0.0 Chicago. Follow Route (154) to 87.6 Rockford. 106.8 Beloit. 122.3 Janesville. 131.0 Layden. 139.5 Evansville. 147.6 Brooklyn. 153.8 Oregon. 163.8 Madison.

158. Chicago to Milwaukee, Wis, 91.4 Miles.

Good Dirt Roads.

0.0 Chicago. 12.2 Evanston. 16.0 Kenilworth. 20.5 Glencoe. 26.3 Highland Pk. 33.3 Lake Forest. 37.9 N. Chicago. 40.7 Waukegan. 46.9 Zion City. 56.3 Kenosha. 62.9 Lake Shore. 67.2 Racine. 81.4 S. Milwaukee. 86.8 St. Francis. 91.4 Milwaukee.

159. Chicago to Peoria, Ill., 172.2 Miles.

Good Dirt Roads.

0.0 Chicago. 13.3 Riverside. 17.2 Lyons. 25.0 Downers Grove. 32.5 Napierville. 41.7 Aurora. 47.8 Oswego. 60.8 Bristol. 67.0 Newark. 74.0 Norway. 87.6 Ottawa. 104.5 Streator. 119.1 Wenona. 129.5 Varna. 138.6 Lacon. 152.0 Chillicothe. 155.0 Rome. 172.2 Peoria.

160. Chicago to Michigan City and South Bend, Ind., 113.8 Miles.

Macadam and Good Dirt Roads.

0.0 Chicago. 15.2 Washington Heights. 17.2 Kensington. 19.8 Riverdale. 27.2 Oak Glen. 28.6 Lansing. 32.4 Highland. 43.6 Hobart. 51.6 Christman. 60.4 Chesterton. 65.5 Burdick. 78.5 Michigan City. 93.0 Rolling Prairie. 99.7 New Carlisle. 113.8 South Bend.

161. Chicago to St. Joseph, Mich., 123 Miles.

Macadam and Good Dirt Roads.

0.0 Chicago. Follow Route (155) to 53.0 Valparaiso. 63.6 Westville. 75.3 La Porte. 101.1 Buchanan. 112.8 Arden. 123.0 St. Joseph.

162. Springfield, Ill., to Champaign, Ill., 98.9 Miles.

Good Dirt and Gravel Roads.

0.0 Springfield. 10.2 Dawson. 14.3 Buffalo. 19.3 Lanesville. 24.3 Illiopolis. 30.8 Mantic. 42.3 Decatur. 55.3 Moroa. 76.3 Monticello. 94.7 Savoy. 98.9 Champaign.

163. Clinton, Iowa, to Cedar Rapids, Iowa, 90.4 Miles.

Good Dirt Roads.

0.0 Clinton. 10.5 Elvira. 21.2 De Witt. 26.8 Grand Mound. 37.2 Wheatland. 43.5 Lowden. 52.0 Clarence. 63.0 Mechanicsville. 69.5 Lisbon. 71.7 Mt. Vernon. 90.4 Cedar Rapids.

164. Clinton to Dubuque, Iowa, 75.4 Miles.

Good Dirt Roads.

0.0 Clinton. 10.5 Elvira. 21.2 De Witt. 24.5 Welton. 34.9 Delmars. 40.7 Maquoketa. 48.6 Andrew. 54.5 Cottonville. 59.9 Lamotte. 71.8 Keywest. 75.4 Dubuque.

165. Davenport, Iowa, to Cedar Rapids, Iowa, 90.1 Miles.

Good Dirt Roads.

0.0 Davenport. 11.8 Maysville. 21.3 New Liberty. 27.7 Bennett. 41.7 Clarence. 56.8 Stanwood. 62.7 Mechanicsville. 71.4 Mt. Vernon. 84.3 Marion. 90.1 Cedar Rapids.

166. Davenport, Iowa, to Des Moines, 183.6 Miles.

Good Dirt Roads.

0.0 Davenport. 20.2 Durant. 27.2 Wilton. 31.2 Moscow. 36.3 Atalissa. 42.4 West Liberty. 59.0 Iowa City. 66.8 Tiffin. 78.8 Homestead. 84.0 S. Amana. 90.6 Marengo. 98.6 Ladora. 103.9 Victor. 112.2 Brooklyn. 127.8 Grinnell. 140.0 Kellogg. 148.4 Newton. 160.0 Colfax. 165.2 Mitchelville. 170.5 Altoona. 183.6 Des Moines.

167. Davenport to Ottawa, Ill., 108.8 Miles.

Good Dirt Roads.

0.0 Davenport. 1.5 Rock Island, Ill. 4.7 Moline. 18.2 Briar Bluff. 29.8 Geneseo. 39.1 Atkinson. 49.0 Mineral. 54.3 Sheffield. 63.3 Wyanett. 69.7 Princeton. 80.2 Seatonville. 86.2 Spring Valley. 93.2 La Salle. 108.8 Ottawa.

168. Davenport, Ia., to Galesburg and Quincy, Ill., 166.4 Miles.

Good Dirt Roads.

0.0 Davenport. 1.5 Rock Island. 6.3 Milan. 21.8 Swadonia. 42.8 Henderson. 48.8 Galesburg. 60.0 Abington. 70.8 Avon. 81.7 Bushnell. 95.9 Macomb. 113.6 Colmar. 124.0 Augusta. 134.8 Chili. 149.7 Mendon. 154.9 Ursa. 166.4 Quincy.

169. Dubuque, Iowa, to La Crosse, Wis., 168.3 Miles.

Good Dirt Roads.

0.0 Dubuque. 6.5 Julien. 15.1 Epworth. 19.0 Farley. 41.0 Colesburg. 49.2 Osterdock. 61.5 Garnavillo. 68.0 National. 79.2 McGregor. 79.9 Prairie du Chien, Wis. 92.3 Eastman. 104.7 Mt. Sterling. 124.7 Viroqua. 136.5 Newry. 149.9 Middle Ridge. 155.7 St. Joseph. 168.3 La Crosse.

170. Dubuque, Iowa, to Rockford, Ill., 95.3 Miles.

Good Dirt Roads.

0.0 Dubuque. 7.7 Fair Play. 19.9 Benton. 28.2 Shullsburg. 43.9 Warren, Ill. 51.5 Wadham's Sta. 55.8 Lena. 68.1 Freeport. 95.3 Rockford.

171. Dubuque to Waterloo, Iowa, 91 Miles.

Good Dirt Roads.

0.0 Dubuque. Follow Route (169) to 19.0 Farley. 26.1 Dyersville. 34.2 Earlville. 43.7 Manchester. 66.4 Independence. 75.7 Jesup. 91.0 Waterloo.

172. Green Bay, Wis., to Sturgeon Bay., Wis., 49 Miles.

Good Gravel Roads.

0.0 Green Bay. 10.5 New Franken. 16.9 Luxemburg. 21.6 Casco. 35.7 Forestville. 48.3 Sawyer. 49.0 Sturgeon Bay.

173. Lake Geneva to Fond du Lac, Wis., 95.0 Miles.

Mostly Gravel Roads.

0.0 Lake Geneva. 9.4 Elkhorn. 16.7 Lauderdale Lakes. 27.1 Eagle. 37.6 Dousman. 45.1 Oconomowoc. 53.2 Ashippun. 63.2 Woodland. 67.0 Iron M't'n. 72.2 Mayville. 82.6 Loraine. 86.5 Byron. 95.0 Fond Du Lac.

174. Madison, Wis., to Chicago, Illinois, 149.1 Miles.

Good Dirt Roads with Some Macadam.

0.0 Madison. 11.2 Oregon. 23.3 Evansville. 40.4 Janesville. 60.5 Delavan. 73.0 Lake Geneva. 82.0 Genoa Jc. 84.6 Richmond. 94.2 McHenry. 107.7 Ivanhoe. 115.6 Half Day. 123.0 Highland Park. 133.2 Wilmette. 138.7 Evanston. 149.1 Chicago.

175. Madison, Wis., to Green Bay, Wis., 150.8 Miles.

Good Dirt Roads.

0.0 Madison. 12.7 Sun Prairie. 28.3 Columbus. 40.7 Beaver Dam. 55.3 Waupun. 64.2 Brandon. 74.0 Ripon. 82.0 Picketts Cor. 96.0 Oshkosh. 101.2 Neenah. 112.3 Menasha. 117.8 Appleton. 122.9 Little Chute. 131.3 Wrightstown. 145.2 De Pere. 150.8 Green Bay.

176. Madison, Wis., to La Crosse, Wis., 150.2 Miles.

Sand and Clay Roads.

0.0 Madison. 10.3 Ashton. 25.1 Sauk City. 42.5 Baraboo. 51.6 Abelmans. 61.1 Reedsburg. 77.1 Wonewoc. 88.3 Elroy. 95.4 Kendalls. 119.1 Cahston. 125.2 Portland. 137.4 St. Joseph. 150.2 La Crosse.

177. Menominee, Mich., to Marquette Mich., 131.3 Miles.

Good Gravel Roads.

0.0 Menominee. 18.6 Ingalls. 24.4 Dagett. 34.6 Nadeau. 51.6 Bark River. 63.9 Escabana. 71.9 Gladstone. 79.0 Rapid River. 90.2 Stegam. 99.0 Trenary. 119.2 Yalmar. 127.3 Harvey. 131.3 Marquette.

178. Milwaukee, Wis., to Green Bay, Wis., 125.3 Miles.

Good Gravel Roads.

0.0 Milwaukee. 15.3 Menominee Falls. 22.1 Richfield. 32.7 St. Lawrence. 44.9 Theresa. 53.9 Byron. 62.3 Fond du Lac 76.5 Calumetville. 85.8 Stockbridge. 106.2 E. Wrightstown. 119.7 De Pere. 125.3 Green Bay.

179. Milwaukee, Wis., to Madison, Wis., 84.8 Miles.

Good Gravel Roads.

0.0 Milwaukee. 13.3 Brookfield. 24.1 Hartland. 32.7 Oconomowoc. 46.0 Watertown. 53.9 Hubbleton. 59.1 Portland. 65.0 Marshall. 73.1 Sun Prairie. 84.8 Madison.

180. Milwaukee, Wis., to Elkhorn and Rockford, Ill., 94.7 Miles.

Good Gravel Roads.

0.0 Milwaukee. 13.3 Brookfield. 17.0 Waukesha. 30.1 Mukwonago. 36.9 East Trot. 49.2 Elkhorn. 54.6 Cannon. 58.9 Darien. 68.1 Clinton Jc. 77.8 Beloit. 82.9 Roscoe. 94.7 Rockford.

181. Milwaukee to Lake Geneva and Rockford, Ill., 103.8 Miles.

Good Gravel Roads.

0.0 Milwaukee. Take Route (180) to 36.9 East Troy. 43.3 Spring Prairie. 50.8 Lake Geneva. 60.2 Fontana. 65.0 Big Foot. 70.0 Lawrence. 78.1 Chemung. 89.5 Belvidere. 96.2 Cherry Val. 103.8 Rockford.

182. Oskosh, Wis., to Stevens Point, Wis., 79.4 Miles.

Good Gravel and Dirt Roads.

0.0 Oshkosh. 22.4 Medina. 28.8 Readfield. 40.5 Weyauwega. 49.5 Waupaca. 56.0 Sheridan. 62.0 Amherst. 79.4 Stevens Pt.

183. Stevens Point, Wis., to Eau Claire, Wis., 129.7 Miles.

Good Dirt and Gravel Roads.

0.0 Stevens Pt. 12.5 Junction City. 20.0 Sherry. 25.3 Auburndale. 30.5 Hewitt. 39.1 Mannville. 44.5 Spencer. 51.5 Unity. 57.9 Abbottsfield. 64.1 Curtiss. 73.0 Withee. 83.1 Thorp. 89.7 Stanley. 111.0 Cadott. 116.5 Chippewa Falls. 129.7 Eau Claire.

184. Cedar Rapids to Marshalltown, Ia., 117.5 Miles.

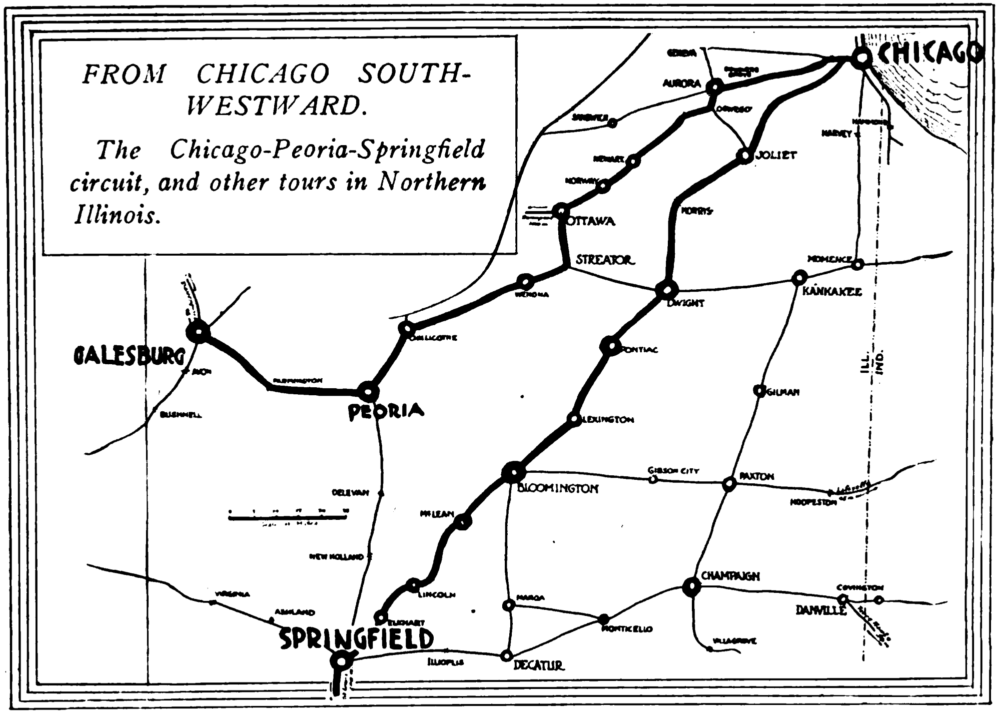
Good Dirt Roads.

0.0 Cedar Rapids. 11.0 Palo. 16.8 Shellsburg. 28.4 Vinton. 36.8 Mt. Auburn. 44.7 La Porte. 52.5 Washburn. 59.2 Waterloo. 69.2 Rhinebeck. 83.7 Morrison. 103.7 Conrad. 117.5 Marshalltown.

185. Cedar Rapids, Iowa, to Omaha, Neb., 297.8 Miles.

Good Dirt Roads.

0.0 Celar Rapids. 36.5 Belle Plaine. 50.1 Gladstone. 54.5 Tama. 62.6 Montour. 64.7 Butlerville. 76.7 Marshalltown. 91.3 State Ctr. 100.2 Colo. 107.5 Nevada. 115.5 Ames. 131.9 Boone. 142.0 Ogden. 153.4 Grand Jc. 161.5 Jefferson. 171.7 Scranton. 183.3 Glidden. 191.0 Carroll. 203.7 West Side. 218.9 Denison. 227.0 Arion. 238.2 Dunlap. 249.8 Woodbine. 260.6 Logan. 270.0 Missouri Val. 281.7 Reels Store. 293.2 Council Bluffs. 297.8 Omaha.


CHICAGO
AURORA
GENEVA
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OTTAWA
STREATOR
JOLIET
HARVEY
MORRIS
MOMENCE
KANKAKEE
DWIGHT
WENONA
CHILLICOTHE
GALESBURG
BUSHNELL
PEORIA
PONTIAC
ILL.
IND.
GILMAN
LEXINGTON
GIBSON CITY
PAXTON
BLOOMINGTON
HOOPESTON
DELEVAN
McLEAN
NEW HOLLAND
LINCOLN
CHAMPAIGN
COVINGTON
VIRGINIA
ASHLAND
ELKHART
MAROA
DANVILLE
MONTICELLO
SPRINGFIELD
VILLAGROVE
ILLIOPLIS
DECATUR

FROM CHICAGO SOUTH-WESTWARD.

The Chicago-Peoria-Springfield circuit, and other tours in Northern Illinois.

186. Council Bluffs, Iowa, to Kearney, Neb., 200.2 Miles.

0.0 Council Bluffs. 4.5 Omaha, Neb. 21.5 Elkhorn. 28.1 Waterloo Val. 42.0 Fremont. 50.3 Ames. 58.4 N. Bend. 65.5 Rogers. 73.8 Schuyler. 90.3 Columbus. 99.0 Duncan. 109.2 Silver Creek. 114.9 Havens. 120.5 Clarks. 131.4 Central City. 154.5 Grand Isl. 162.5 Alda. 172.6 Wood River. 181.1 Shelton. 195.6 Buda. 200.2 Kearney.

187. Des Moines, Iowa, to Davenport, Iowa, 219.8 Miles.

Good Dirt Roads.

0.0 Des Moines. 11.2 Altoona. 24.0 Colfax. 35.6 Newton. 44.0 Kellogg. 56.2 Grinnell. 71.8 Brooklyn. 81.1 Victor. 88.2 Ladora. 96.2 Marengo. 104.5 Blairstown. 117.9 Newhall. 123.4 Atkins. 134.2 Cedar Rapids. 144.6 Shueyville. 152.9 N. Liberty. 161.0 Iowa City. 177.6 W. Liberty. 183.7 Atalissa. 188.8 Moscow. 192.8 Wilton. 199.8 Durant. 219.8 Davenport.

188. Des Moines, Iowa, to Omaha, Neb., 163.3 Miles.

Good Dirt Roads.

0.0 Des Moines. 15.1 Waukee. 19.5 Ontarioville. 22.8 Adel. 33.2 Redfield. 42.2 Monteith. 55.3 Guthrie Ctr. 68.8 N. Branch. 80.3 Exira. 85.6 Oakfield. 99.3 Atlantic. 114.7 Walnut. 121.2 Avoca. 132.4 Minden. 143.5 Underwood. 149.8 Weston. 158.8 Council Bluffs. 163.3 Omaha.

189. Fort Dodge, Iowa, to Marshalltown, Iowa, 106.1 Miles.

Good Dirt Roads.

0.0 Ft. Dodge. 22.5 Webster City. 32.7 Blairsburg. 42.8 Wilkie. 49.1 Alden. 55.7 Iowa Falls. 77.3 Eldora. 82.2 Gifford. 86.1 Union. 93.3 Liscomb. 98.6 Albion. 106.1 Marshalltown.

190. Fort Dodge, Iowa, to Sioux City, Iowa, 146.7 Miles.

Good Dirt Roads.

0.0 Ft. Dodge. 20.0 Manson. 28.6 Pomeroy. 39.2 Fonda. 48.1 Newell. 66.0 Alta. 82.6 Cherokee. 100.3 Marcus. 109.0 Renson. 113.7 Ovens. 120.4 Le Mars. 127.3 Merrill. 135.4 Hinton. 141.9 Leeds. 146.7 Sioux City.

191. Fort Dodge, Iowa, to Spirit Lake, Iowa, 114.2 Miles.

Good Dirt Roads.

0.0 Ft. Dodge. 27:8 Gilmore. 37.7 Rolfe. 47.9 Havelock. 56.6 Laurens. 63.9 Marathon. 74.4 Sioux Rapids. 92.1 Spencer. 105.6 Milford. 110.0 Okoboji. 114.2 Spirit Lake.

192. La Crosse, Wis., to Eau Claire, Wis., 86.2 Miles.

Good Clay Roads.

0.0 La Crosse. 5.5 Onalaska. 11.2 Holmen. 21.3 Decora Val. 28.9 Frenchville. 31.8 Ettrick. 48.8 Whitehall. 75.4 Brackett. 86.2 Eau Claire.

193. La Crosse, Wis., to Stevens Point, Wis., 144.1 Miles.

Good Dirt Roads.

0.0 La Crosse. Follow Route (192) to 31.8 Ettrick. 42.1 Blair. 54.2 Sechlerville. 62.2 Alma Ctr. 66.1 Merrillian. 84.7 Neillsville. 93.0 Granton. 105.7 Klondike Cor. 110.4 Marshfield. 114.7 Hewitt. 124.2 Sherry. 131.7 Junction City. 144.1 Stevens Pt.

194. Mankato, Minn., to Fort Dodge, Iowa, 139.3 Miles.

Good Dirt Roads.

0.0 Mankato. 14.8 Garden City. 26.6 Amboy. 35.2 Winnebago. 45.2 Blue Earth. 64.3 Germania. 77.5 Bancroft. 84.5 Burt. 93.9 Algona. 107.3 St. Joseph. 121.0 Humboldt. 122.0 Dakota City. 139.3 Fort Dodge.

195. Mason City, Iowa, to Spirit Lake, Iowa, 130.0 Miles.

0.0 Mason City. 9.7 Clear Lake. 15.1 Ventura. 22.5 Garner. 28.3 Duncan. 55.7 Algona. 81.9 Emmetsburg. 93.9 Ruthven. 107.9 Spencer. 121.4 Milford. 125.8 Okoboji. 130.0 Spirit Lake.

196. Twin Cities, Minn., to Eau Claire, Wis., 87.3 Miles.

Sand and Good Gravel Roads.

0.0 St. Paul. 17.6 Lakeland. 34.0 Hammond. 37.8 Baldwin. 47.7 Wilson. 52.6 Knapp. 63.6 Menominee. 87.3 Eau Claire.

197. Twin Cities, Minn., to La Crosse, Wis., 162.5 Miles.

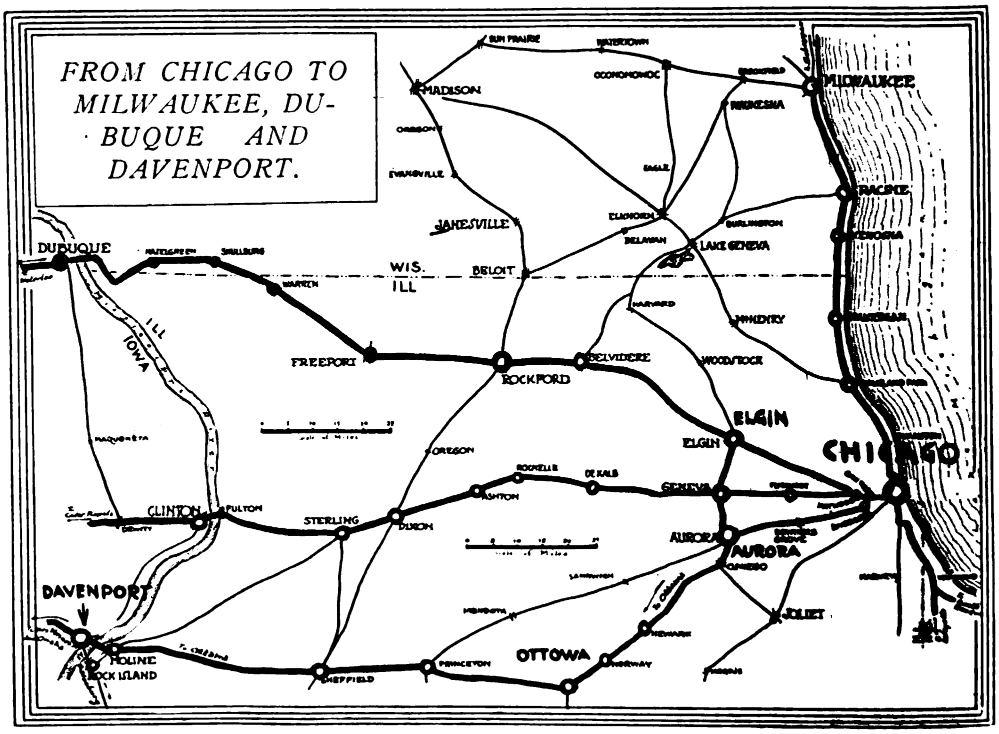
Good Dirt Roads.

0.0 St. Paul. 10.0 Wescott. 16.1 Rich Val. 36.9 Cannon Falls. 44.8 Hader. 56.8 Zumbrota. 63.3 Pine Isl. 70.3 Oronoco. 81.5 Rochester. 94.7 Eyota. 103.4 St. Charles. 113.9 Lewiston. 120.6 Stockton. 128.4 Winona. 137.9 Witoka. 159.2 La Crescent. 162.5 La Crosse.

198. Twin Cities, Minn., to Mason City, Iowa, 142.5 Miles.

Good Gravel and Dirt Roads.

0.0 St. Paul. 15.9 Rosemount. 23.6 Farmington. 38.1 Northfield. 41.4 Dundas. 53.4


SUN PRAIRIE
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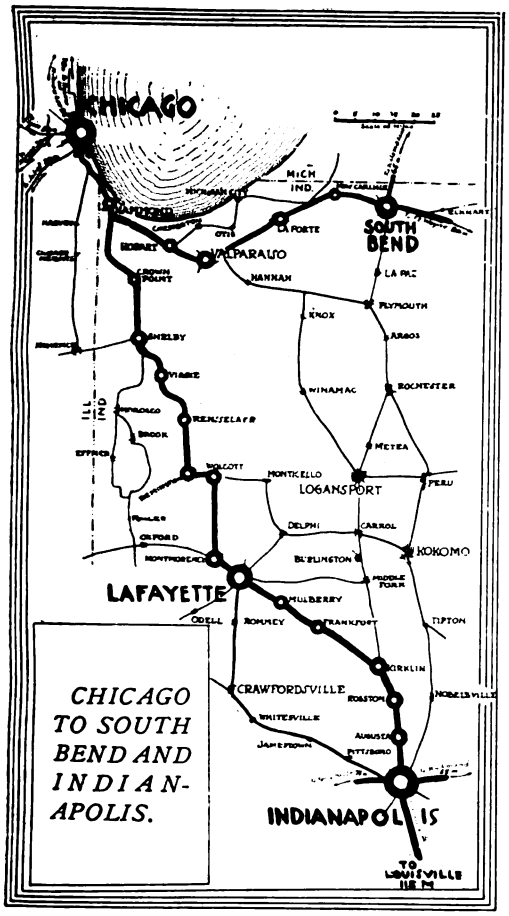
JANESVILLE
ELKHORN
BURLINGTON
DELAVAN
LAKE GENEVA
DUBUQUE
WIS.
ILL
BELOIT
WARREN
HARVARD
McHENRY
ILL
IOWA
FREEPORT
ROCKFORD
BELVIDERE
WOODSTOCK
ELGIN
MAQUOKETA
OREGON
CHICAGO
ROCHELLE
DE KALB
ASHTON
GENEVA
CLINTON
FULTON
STERLING
DIXON
AURORA
OSWEGO
SANDWICH
DAVENPORT
MENDOTA
JOLIET
NEWARK
MOLINE
ROCK ISLAND
SHEFFIELD
PRINCETON
OTTOWA
NORWAY

FROM CHICAGO TO MILWAUKEE, DUBUQUE AND DAVENPORT.



CHICAGO TO SOUTH BEND AND INDIANAPOLIS.

Faribault. 62.3 Medford. 69.5 Owatonna. 88.0 Geneva. 102.0 Albert Lea. 109.8 Glenville. 121.0 Northwood. 127.1 Kensett. 132.0 Manly. 142.5 Mason City.

199. Twin Cities to Waterloo, Iowa, 211.1 Miles.

Good Gravel and Dirt Roads.

0.0 St. Paul. Follow Route (198) to 69.5 Owatonna. 75.7 Platt Sta. 89.0 Blooming Prairie. 100.5 Lansing. 106.4 Austin. 118.8 Lyle. 128.3 St. Ansgar. 133.8 Mitchell. 138.7 Osage. 160.0 Charles City. 171.5 Nashua. 182.9 Erma. 189.2 Waverly. 195.2 Jamesville. 211.1 Waterloo.

200. Sioux City, Iowa, to Omaha, Neb., 108.7 Miles.

Good Dirt Roads.

0.0 Sioux City. 16.6 Salix. 24.3 Sloan. 34.9 Whitney. 42.9 Onawa. 59.3 River Sioux. 81.7 Missouri Val. 90.0 Honey Creek. 96.2 Crescent. 104.1 Council Bluffs. 108.7 Omaha.

201. Waterloo to Fort Dodge, Iowa, 110.8 Miles.

Good Dirt Roads.

0.0 Waterloo. 7.2 Cedar Falls. 17.8 New Hartford. 26.8 Parkersburg. 35.5 Austinville. 42.6 Ackley. 55.4 Iowa Falls. 61.9 Alden. 67.9 Wilkie. 72.4 Williams. 78.3 Blairsburg. 88.5 Webster City. 110.8 Ft. Dodge.

202. Waterloo to Mason City, Iowa, 81.5 Miles.

Good Dirt Roads.

0.0 Waterloo. 16.1 Janesville. 26.2 Shell Rock. 34.8 Clarksville. 42.5 Packard. 47.5 Greene. 54.0 Marble Rock. 64.5 Rockford. 81.5 Mason City.

203. Fort Wayne, Ind., to Cincinnati, O., 167.1 Miles.

Good Gravel Roads.

0.0 Ft. Wayne. 14.8 Ossian. 24.7 Bluffton. 30.7 Reedsburg. 37.7 Fiat. 41.9 Pennville. 51.8 Red Key. 62.2 Ridgeville. 72.6 Winchester. 82.0 Lynn. 88.7 Fountain City. 97.9 Chester. 108.3 Hope. 113.8 Eaton. 122.4 Camden. 131.2 Collinsville. 141.7 Hamilton. 163.4 Avondale. 167.1 Cincinnati.

204. Fort Wayne to Lafayette, Ind., 134.1 Miles.

Good Gravel Roads.

0.0 Ft. Wayne. 31.8 Huntington. 53.6 Wabash. 70.3 Peru. 87.0 Logansport. 96.9 Deer Creek. 105.4 Camden. 113.6 Delphi. 120.3 Americus. 123.2 Buck Creek. 134.1 Lafayette.

205. French Lick Springs to Indianapolis, Ind., 122.6 Miles.

Poor Dirt Roads.

0.0 French Lick Spr. 10.4 Braxton. 19.4 Orleans. 24.7 Mitchell. 35.2 Bedford. 40.0 Needmore. 47.3 Harrodsburg. 54.7 Clear Creek. 58.8 Bloomington. 66.5 Ellettsville. 76.0 Gosport. 80.4 Whittaker. 91.6 Martinsville. 105.3 Waverly. 113.4 Glenns Valley. 122.6 Indianapolis.

206. Indianapolis to Champaign, Illinois, 137.7 Miles.

Good Gravel Roads.

0.0 Indianapolis. 19.9 Danville. 26.6 Winchester. 35.8 Bainbridge. 49.9 Hollands. 58.6 Rockville. 67.6 Montezuma. 85.1 Chrisman, Ill. 95.7 Hume. 102.3 Newman. 116.1 Villa Grove. 137.7 Champaign.

207. Indianapolis, Ind., to Cincinnati, O., 112.9 Miles.

Macadam and Good Gravel Roads.

0.0 Indianapolis. 14.4 New Palestine. 27.5 Morristown. 55.3 Connersville. 66.5 Blooming Grove. 73.4 Brookville. 79.8 Cedar Grove. 90.5 Harrison. 97.9 Miami. 105.0 Cheviot. 112.9 Cincinnati.

208. Indianapolis to Fort Wayne, Ind., 137.6 Miles.

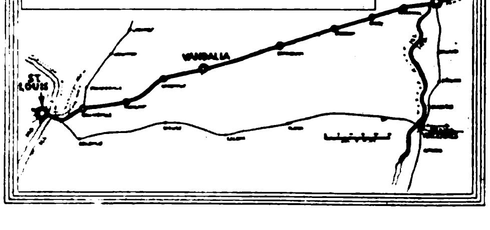
Macadam and Good Gravel Roads.

0.0 Indianapolis. 11.2 Cumberland. 20.9 Greenfield. 36.2 Pendleton. 44.6 Anderson. 66.7 Muncie. 78.8 Albany. 87.1 Redkey. 96.8 Pennville. 104.8 Petroleum. 113.8 Bluffton. 137.6 Ft. Wayne.

209. Indianapolis to French Lick Springs, Ind., 131.8 Miles.

Good Gravel Roads.

0.0 Indianapolis. 5.9 Edgewood. 11.2 Greenwood. 20.9 Franklin. 25.9 Amity. 36.4 Taylorville. 43.7 Columbus. 50.9 Waynesfield. 63.4 Seymour. 73.5 Brownstown. 87.8 Plattsburg. 96.1 Salem. 106.7 Lavonia. 119.5 Paoli. 130.6 West Baden. 131.8 French Lick Springs.



THE NATIONAL PIKE WEST OF TERRE HAUTE.
According to all reports this road is in very poor condition.

210. Indianapolis to Lafayette, Indiana, 67.9 Miles.

Macadam and Good Gravel Roads.

0.0 Indianapolis. 9.8 Augusta. 21.3 Rosston. 31.7 Kirklin. 37.3 Cyclone. 43.7 Frankfort. 47.9 Jefferson. 54.3 Mulberry. 60.2 Dayton. 67.9 Lafayette.

211. Indianapolis, Ind., to Louisville, Ky., 125 Miles.

Fair Dirt Roads.

0.0 Indianapolis. 6.0 Edgewood. 11.4 Greenwood. 21.2 Franklin. 26.2 Amity. 32.0 Edinburgh. 36.7 Taylorville. 44.1 Columbus. 48.5 Walesboro. 50.9 Waynesville. 55.3 Jonesburg. 70.0 Seymour. 75.2 Uniontown. 78.8 Cruthersville. 90.2 Scottsburg. 96.2 Underwood. 100.4 Henryville. 106.0 Memphis. 112.0 Sellersburg. 119.7 New Albany. 125.0 Louisville.

212. Indianapolis to South Bend, Indiana, 147.8 Miles.

Good Gravel Roads.

0.0 Indianapolis. 10.7 Allisonville. 22.0 Noblesville. 28.0 Cicero. 35.1 Atlanta. 40.7 Tipton. 49.5 Sharpsville. 58.7 Kokomo. 73.4 Bunker Hill. 81.5 Peru. 87.0 Mexico. 92.5 Perrysburg. 99.4 Greenoak. 104.7 Rochester. 119.2 Argos. 124.3 Plymouth. 132.4 Lapaz. 147.8 South Bend.

213. Indianapolis to South Bend, via Logansport, 142.5 Miles.

Good Gravel Roads.

0.0 Indianapolis. 10.2 Augusta. 21.9 Rosston. 32.6 Kirklin. 39.5 Boylestown. 48.6 Middle Fork. 59.3 Carroll. 62.6 Darwin. 74.2 Logansport. 82.9 Metea. 89.3 Fulton. 98.0 Rochester. 110.2 Argos. 118.2 Plymouth. Follow route (213) into 142.5 South Bend.

214. Indianapolis to Terre Haute, Indiana, 72 Miles.

Good Gravel Roads.

0.0 Indianapolis. 14.6 Plainfield. 19.2 Belleview. 34.6 Mt. Meridian. 41.3 Putnamville. 47.3 Reelsville. 56.7 Brazil. 63.9 Seeleyville. 72.0 Terre Haute.

215. Lafayette to Covington and Champaign, Ill., 93.6 Miles.

Good Gravel Roads.

0.0 Lafayette. 4.6 Shadeland. 16.4 Odell. 26.1 Attica. 30.9 Rob Roy. 35.8 Stone Bluffs. 44.9 Covington. 57.7 Danville. 91.0 Urbana. 93.6 Champaign.

216. Lafayette, Ind., to Crown Point and Chicago, Ill., 136.1 Miles.

217. Lafayette, Ind., to Springfield, Ill., 192.2 Miles.

218. Lafayette to Vincennes, Indiana, 150.0 Miles.

219. Logansport, Ind., to Chicago, Ill., 137.1 Miles.

220. South Bend, Ind., to Chicago, Ill., 103.5 Miles.

221. Terre Haute, Ind., to Champaign, Ill., 95.9 Miles.

222. Vincennes, Ind., to Louisville, Ky., 122.6 Miles.

THE FAR WEST

ABOUNDING in scenic attractions and traversed by touring routes on which the roads afford no end of variety, the States embraced in the Far West district have come into favor with the motorcycle traveler of late in proportion to the increased dependability of his mount. That many of the highways in this picturesque region require a sturdy machine and a hardy rider must be taken for granted—but do not all machines and riders answer these qualifications? It would so appear from their performances. However, there are routes for the fairly conservative rider as well as for the grizzled veteran, and no tourist need overlook Colorado, for instance, merely because every dazzling view exacts its toll in the form of a climb. What motorcyclists have done in the past may be done again, and stories that come out of the West lead to the conclusion that every discomfort has its balancing compensation.

The tourist who chugs into Denver will find a thriving city spread out on the south bank of the South Platte river about fifteen miles from the base of the Rocky Mountains, of which it commands a superb view. Not without justification is it referred to as the "Queen City of the Plains." Many of Denver's buildings are large and handsome, its private residences and gardens are attractive and all its business streets are paved with asphalt. It is in the heart of a rich mining district and is the center of numerous railways. From the direction of the Union Depot the tourist will enter the city through a huge bronze arch bearing the word "Welcome," and the Denverites make this something more than an empty greeting. They mean it.

Among the imposing buildings which should be inspected are the Denver Club, the University Club, the Public Library, the United States Mint, the State Capitol, erected at a cost of $2,500,000; the Court House, the Custom House and Post Office and the Auditorium. The City Hall, the Chamber of Commerce, the Mystic Shrine Temple, the Westminster University of Colorado, the Jesuit College of the Sacred Heart, the Art Museum and the University of Denver should also be visited. No tourist should overlook a trip to one of the city's great smelters. Among the chief of these are the Boston & Colorado and the American Smelting & Refining Company plants. A good idea of Denver's suburban districts may be obtained by following the electric railway over Capitol Hill and through Montclair to Aurora. Visits may be made to Elitch's Zoological Garden, to Berkeley Lake and Manhattan Beach. "Seeing Denver" observation cars start from the Brown Palace Hotel over two routes, one for the residence quarter and the other over a scenic line. The latter cars run to the foothills and cover a distance of 50 miles for a fare of one dollar. Needless to say the motorcyclist can dispense with these cars almost entirely and reach practically all points of interest on his machine.

From Denver to Golden, Central City and Silver Plume there is beautiful scenery. Beyond Argo and Utah Junction the tourist will obtain a wonderful retrospect of the city, with Fike's Peak in the distance. To the east is the Platte river and to the west rise the Rocky Mountains. Farther on the traveler descends into Clear Creek Valley and in the Clear Creek Canyon the cliffs sometimes tower 1,000 feet. Denver proper is a highly attractive city but it is the great variety of its side trips that moves the visitor to wonder.

Pueblo is one of the most active cities in Colorado. It has many industries, including great smelting and steel plants. One of its notable features is Mineral Palace, a curious building with twenty-eight domes; it contains specimens of all the minerals found in the State.

Colorado Springs is the principal health resort of Colorado. It is a capital center for innumerable attractive runs and excursions. Several charming parks have been laid out within the city itself and on the surrounding bluffs, such as that on Monument Creek, with its three springs. The city is not without its striking buildings and it is well supplied with hotels suited to all purses.

The Cripple Creek region is famous for its mining operations, and Leadville, Grand Junction, Fort Collins and Greeley are places which should not be overlooked by the tourist who finds himself in their vicinity. On the whole Colorado roads are fairly good. There are plenty of hills and some sand, but the motorcyclist should be able to make headway at all times. In the vicinity of Denver and other points of great altitude some carbureter

A Birds'-Eye View of the City of Denver, a Great Motorcycle Town.

trouble must be expected and adjustments will have to be made in proportion to the height at which the machine is being driven. It will be found that side trips to points of unusual scenic beauty are possible from nearly every town, and the tourist should take advantage of these whenever it is possible.

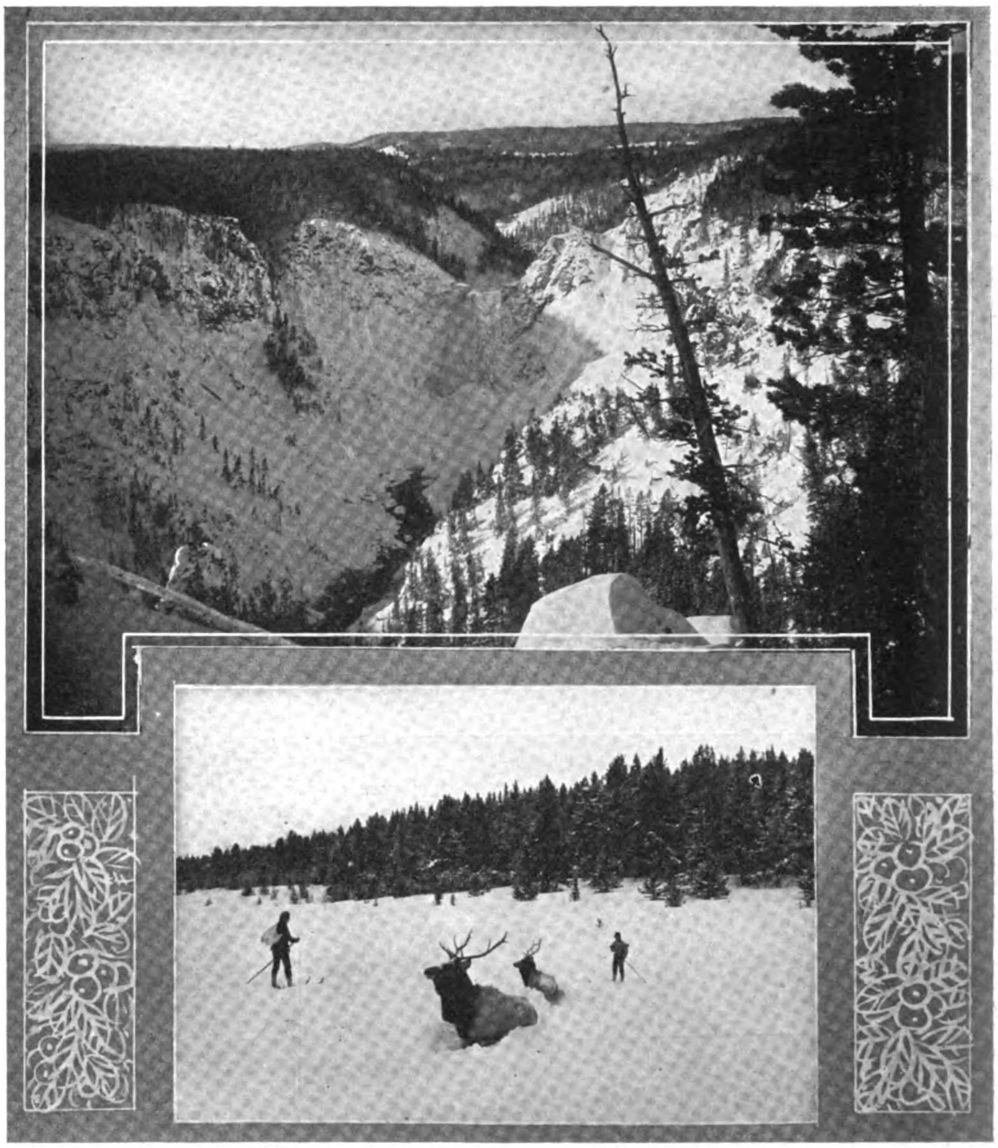
Motorcyclists who make their way into New Mexico should visit Santa Fe, the capital city, which is, next to St. Augustine, Fla., the oldest city in the United States. It was founded by the Spaniards in 1605. Long before this the site of the city was occupied by the Pueblo Indians. It is a most quaint and interesting town with its narrow streets, adobe houses and its curious mingling of American, Mexican and Indian types. The focus of interest is the plaza, or public square, with a soldiers' monument. Nearby is the Governor's Palace which has been the abode of Spanish, Mexican and American governors for more than 300 years. It is well worth a visit. It harbors the museum of the New Mexico Historical Society, containing old Spanish paintings, historical relics and Indian curiosities. The Ramona Industrial School for Indian children is another point of interest. A visit should be paid to the makers of Mexican silver filigree work, whose shops are mainly near the plaza.

Albuquerque is another highly interesting New Mexico city. One of the features for tourists is the Alvarado Hotel, built in the old Spanish Mission style; it contains a valuable collection of the arts and crafts of the Moki, Zuni, Navajo, Apache and Pima Indians. The central transcontinental tour route enters New Mexico at Rator and touches Springer, Las Vegas, Santa Fe, Albuquerque, Carthage, San Antonio and Magdalena, and a branch to the north passes through Laguna and McCarthy. The southern transcontinental route passes through the southwestern corner of the State. touching at Mesquite, Afton, Deming and Lordsburg.

The tourist in Arizona will find that the central and southern transcontinental routes meet at Phoenix. Near this city are the remains of several prehistoric towns and short side trips will lead to the ruins of pueblos with some of their adobe walls still standing. Bowie, Benson, Tucson, Redrock and Florence are interesting towns on the southern route, which passes through the southeastern corner of the State. On the way to Phoenix the central transcontinental route touches Springerville, Fort Apache and Roosevelt Dam, quaint places which still retain some of the true flavor of early days in the West. Great variety must not be expected in the scenery of this region, but the irrigation systems arranged for the watering of the vast barren sections should prove highly interesting.

Southern Wyoming is traversed by the northern cross-country route which enters the State at Cheyenne and touches at Laramie, Rock Creek, Rawlins, Wamsutter, Rock Springs and Granger on its course to Moyer Junction. At this point one route goes southward to Evanston and over into Utah, and another proceeds in a northwesterly direction into Idaho. Off these main routes roads lead into the northern districts, but little is known of their condition, and they are likely to be bad. Even the principal lines will give some hard going. It is likely that the tourist who wishes to visit Yellowstone Park, in the northwest corner of Wyoming, will find it necessary to ship his machine from some point on or near the main tour route, probably from Montpelier, Pacatello or American Falls. To the north of the main tour line the roads are certainly not inviting and many of them may be unridable.

The southern offshoot of the main tour which divides at Moyer Junction, Wyo., passes through the Great Salt Lake region of Utah, touching at Ogden, Brigham and Ketton, and side trips may be made from this line to points on the shores of Salt Lake, although it is not advisable to proceed into the southern section of the State without making careful inquiries as to road conditions. They are likely to be very bad, and besides there is little or nothing to attract the tourist south of Salt Lake City. The chief feature of interest in this place is the Mormon Tabernacle, an extraordinary structure erected in the shape of an oval or ellipse. The interior presents one of the largest unsupported arches in the world, and the general beauty of its architecture attracts visitors. Near the Tabernacle is the Mormon Temple, built at an outlay of $4,000,000. It is not accessible to strangers and is the scene of the mysterious rites incident to the Mormon teachings. All the Mormon buildings, including the Assembly Hall, a granite structure with accommodations for 3,000 people, are worthy of inspection and they afford the chief points of interest for the tourist.



Great Falls of the Yellowstone in Winter Time.
Elks Stalled in the Snow.

Montello is the first Nevada town to be touched by the main touring route which passes through Utah, and from this place the rider will make his way over indifferent roads to Cobre. Here the route divides again, the southern offshoot passing southward to Cherry Run, Ely, Hot Creek, Tonopah and Goldfield and the other branch striking off through Wells, Deeth, Elko, Palisade and Eureka. From Eureka the route goes almost directly westward through Austin, Fallon and Reno. Between these routes and north and south of them the roads are not to be depended upon, and will probably be poor even in good weather. There is no guarantee of good roads even on the main touring lines, but the rider with a machine in good running shape should get through. It may be necessary at points in this region to ride railroad ties for miles at a stretch. The towns are interesting principally for their mining operations and the scenery is not particularly attractive. It is a combination of plains and hills, with some rugged sections.

Southern Idaho is traversed by the northern branch of the main touring route, and north of this line touring by motorcycle should not be attempted. The tour route itself will put the rider to many a severe test and it should not be departed from unless the traveler has detailed information concerning the roads he proposes to use. Throughout all the Middle West great care must be exercised by the rider to avoid getting in to a region from which it will be necessary to ship his machine. In short, the main touring routes will furnish all the excitement necessary and they should be followed. Boise, the capital of Idaho, is a busy little mining city. Not far distant from it is Weiser (2,121 feet), which is the gateway to the district known as the "Seven Devils," named presumably from the hills rising near it.

223. Anthony to Dodge City, Kansas, 164 Miles.

0.0 Anthony. 18.0 Attica. 29.0 Sharon. 44.0 Nashville. 63.0 Sawyer. 77.0 Pratt. 110.0 Greenburg. 121.0 Mullinville. 134.0 Bucklin. 146.0 Ford City. 160.0 Fort Dodge. 164.0 Dodge City.

224. Dodge City, Kan., to Lamar, Colo., 168 Miles.

0.0 Dodge City. 20.5 Cimmaron. 25.5 Ingalls. 38.0 Pierceville. 55.0 Garden City. 60.8 Holcomb. 71.5 Deerfield. 113.0 Syracuse. 134.0 Holly. 150.0 Granada, Col. 168.0 Lamar.

225. Hugo, Colo., to Sharon Springs and Oakley, Kan., 165 Miles.

0.0 Hugo. 9.6 Mirage. 17.9 Boyero. 28.2 Aroya. 35.4 Wild Horse. 42.1 Sorrento. 48.3 Kit Carson. 53.9 Arena. 62.4 First View. 67.9 Ascalon. 72.9 Cheyenne Wells. 82.5 Arapahoe. 94.0 Weskam. 106.2 Sharon Spr. 115.3 Wallace. 130.2 McAllister. 140.8 Winona. 147.3 Page City. 155.6 Monument. 165.0 Oakley

226. Hutchinson to Dodge City, Kansas, 154 Miles.

0.0 Hutchinson. 14.0 Nickerson. 24.0 Sterling. 34.0 Lyons. 67.0 Gt. Bend. 90.0 Larned. 105.0 Garfield. 114.0 Kinsley. 122.0 Offerle. 140.0 Spearville. 147.0 Wright Sta. 154.0 Dodge City.

The Colorado State Capitol.

227. Kansas City, Kan., to Emporia, Kan., 125.7 Miles.

Mostly Good Gumbo Roads; Some Sand and Clay Roads.

0.0 Kansas City. 4.2 Rosedale. 8.7 Merriam. 15.2 Lenexa. 19.4 Pleasant View. 22.3 Olathe. 33.0 Gardner. 40.2 Edgerton. 47.4 Wellsville. 64.0 Ottawa. 77.3 Ransomville. 81.6 Williamsburg. 88.8 Agricola. 94.2 Waverly. 108.6 Lobo. 125.7 Emporia.

228. Kansas City, Kan., to Lawrence, Kan., and Return, 90.0 Miles.

0.0 Kansas City. 9.7 Muncie. 14.4 Edwardsville. 18.0 Bonner Spr. 29.8 Linwood. 53.5 Eudora. 63.3 De Soto. 64.9 Corliss. 73.1 Zarah. 79.7 Shawnee. 86.4 Rosedale. 90.0 Kansas City.

229. Kansas City, Kan., to Lexington, Mo., 44 Miles.

0.0 Kansas City. 8.9 Independence. 21.9 Buckner. 25.5 Levasy. 33.0 Napoleon. 39.0 Wellington. 42.0 Myric. 44.0 Lexington.

230. Kansas City, Kan., to Mexico, Mo., 189.5 Miles.

Fair to Poor Dirt Roads.

0.0 Kansas City. 4.7 Centropolis. 9.2 Independence. 20.1 Blue Spr. 25.1 Grain Val. 30.3 Oak Grove. 42.1 Odessa. 52.1 Mayview. 58.9 Higginsville. 65.6 Corder. 74.5 Blackburn. 80.9 Mt. Leonard. 92.3 Marshall. 105.5 Slater. 119.6 Glasgow. 129.1 Armstrong. 136.4 Yates. 142.2 Higbee. 151.2 Renwick. 158.5 Clarke. 189.5 Mexico.

231. Kansas City, Mo., to Oneida, Kan., 126 Miles.

0.0 Kansas City. 11.2 White Church. 16.7 Piper. 21.6 Wallula. 30.2 Leavenworth. 40.3 Lowemont. 56.4 Atchison. 66.6 Lancaster. 73.6 Huron. 80.1 Everts. 97.4 Hiawatha. 107.6 Fairview. 115.7 Sabetha. 126.0 Oneida.

232. Kansas City, Mo., to Ossawatomie, Kan., 53 Miles.

0.0 Kansas City. 15.4 Martin City. 26.9 Olathe. 34.1 Spring Hill. 39.0 Hillsdale. 46.3 Paola. 53.0 Ossawatomie.

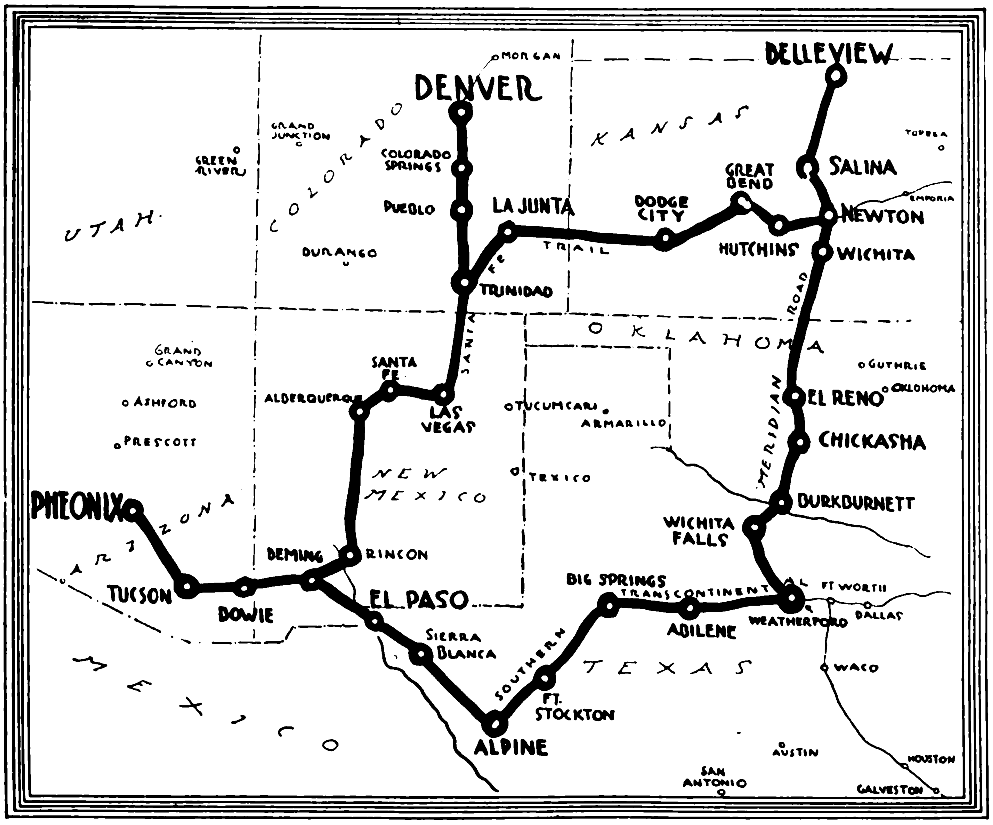
233. Kansas City, Mo., to Ottawa, Kan., 69 Miles.

0.0 Kansas City. 15.5 Martin City. 27.0 Olathe. 38.1 Gardner. 45.4 Edgerton. 52.3 Wellsville. 69.0 Ottawa.

234. Kansas City, Mo., to St. Joseph, Mo., 82.1 Miles.

Pike to Leavenworth, Clay and Hilly to Atchison, Sand and Clay to St. Joseph.

0.0 Kansas City. Follow Route (131) to 56.4 Atchison. 46.8 Winthrop. 62.6 Rushville. 68.3 Halls. 78.0 S. St. Joseph. 82.1 St. Joseph. 82.1 St. Joseph.



DENVER
MORGAN
BELLEVIEW
KANSAS
TOPEKA
GRAND JUNCTION
COLORADO
GREEN RIVER
COLORADO SPRINGS
UTAH
PUEBLO
LA JUNTA
DODGE CITY
GREAT BEND
SALINA
EMPORIA
NEWTON
DURANGO
TRAIL
HUTCHINS
WICHITA
TRINIDAD
SANTA FE
ROAD
OKLAHOMA
GRAND CANYON
GUTHRIE
ASHFORD
ALBUQUERQUE
LAS VEGAS
TUCUMCARI
ARMARILLO
EL RENO
OKLAHOMA
CHICKASHA
PRESCOTT
NEW MEXICO
TEXICO
MERIDIAN
PHEONIX
ARIZONA
DURKBURNETT
WICHITA FALLS
DEMING
RINCON
TUCSON
BOWIE
EL PASO
BIG SPRINGS
TRANSCONTINENTAL
FT WORTH
WEATHERFORD
DALLAS
ABILENE
SIERRA BLANCA
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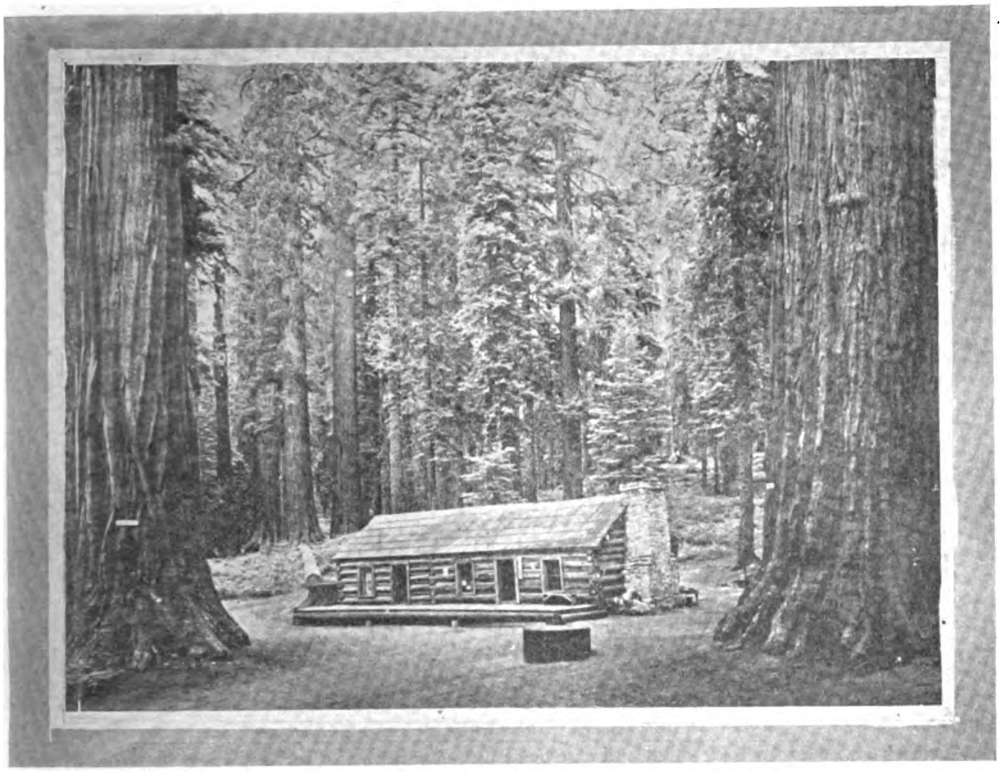
HOUSTON
SAN ANTONIO
GALVESTON



Mariposa (Big Tree) Grove in Yosemite Park.

235. Little Rock, Ark., to Memphis, Tenn., 199.3 Miles.

0.0 Little Rock. 23.2 Lonoke. 36.1 Carlisle. 45.0 Hazen. 65.8 Stuttgart. 86.9 Roe Ferry. 100.1 Blackton. 115.2 Marvel. 119.2 Popular Grove. 124.6 Barton. 133.0 W. Helena. 137.1 Helena. 153.2 Tunica. 164.7 Robinsonville. 175.3 Lake Cormorant. 179.0 Glover. 184.7 Lynchburg. 199.3 Memphis.

236. Oakley to Salina, Kan., 199.7 Miles.

0.0 Oakley. 12.0 Grinnell. 21.5 Grainfield. 36.1 Quinter. 43.8 Collyer. 49.3 Boda. 56.8 Wakeeney. 65.9 Ogallah. 76.5 Ellis. 91.8 Hays. 102.5 Victoria. 109.4 Gorham. 118.4 Russell. 128.3 Bunker Hill. 136.1 Dorrance. 143.5 Wilson. 163.6 Ellsworth. 168.1 Kanopolis. 174.4 Terra Cotta. 185.4 Brookville. 191.0 Bavaria. 199.7 Salina.

237. Salina to Topeka, Kan., 132.5 Miles.

0.0 Salina. 6.6 New Cambria. 15.8 Solomon. 24.7 Abilene. 37.4 Chapman. 49.8 Junction City. 54.0 Ft. Riley. 59.9 Ogden. 71.7 Manhattan. 79.6 Zeandale. 84.2 Wabaunsee. 89.8 Wamego. 107.5 St. Mary's. 113.5 Rossville. 116.0 Kingsville. 118.9 Silver Lake. 132.5 Topeka.

238. St. Joseph to Oneida, Mo., 70 Miles.

0.0 St. Joseph. 6.4 Wathena. 9.7 Blair. 15.0 Troy. 27.6 Highland. 42.0 Hiawatha. 52.2 Fairview. 60.3 Sabetha. 70.0 Oneida.

239. St. Louis to Mexico, Mo., 122 Miles.

Fair to Poor Dirt Roads.

0.0 St. Louis. 6.4 Wellston. 19.8 St. Charles. 29.9 Cottleville. 43.6 Wentzville. 50.5 Forestell. 63.6 Warrenton. 72.9 Jonesburg. 81.9 New Florence. 88.9 Montgomery. 98.0 Wellsville. 104.9 Martinsburg. 122.0 Mexico.

240. St. Louis to Springfield, Missouri, 108.9 Miles.

Fair Dirt Roads.

0.0 St. Louis. 2.0 East St. Louis. 12.9 Collinsville. 17.3 Marysville. 25.5 Edwardsville. 38.1 Worden. 46.0 Staunton. 52.5 Mt. Olive. 63.1 Litchfield. 108.9 Springfield.

241. St. Louis, Mo., to Terre Haute, Ind., 173.4 Miles.

Good Dirt Roads.

0.0 St. Louis. 2.0 East St. Louis. 12.9 Collinsville. 20.4 Troy. 27.1 St. Jacobs. 33.4 Highland. 43.8 Pocahontas. 48.4 Stubblefield. 53.5 Greenville. 62.0 Mulberry. 68.7 Hagerstown. 73.0 Vandalia. 92.9 Altamont. 97.1 Dexter. 107.3 Effingham. 111.2 Teutopolis. 121.3 Woodbury. 129.6 Greenup. 135.8 Vevay Park Sta. 141.6 Oakleaf. 145.7 Martinsville. 151.5 Clarks. 156.5 Marshall. 173.4 Terre Haute.

242. St. Louis, Missouri, to Vincennes, Ind., 159.1 Miles.

Fair to Good Roads.

0.0 St. Louis. 7.7 Edgemont. 14.8 Belleview. 20.5 Shiloh. 26.8 Lebanon. 33.8 Trenton. 52.1 Carlisle. 66.0 Sandova. 69.9 Odin. 76.2 Salem. 102.0 Flora. 117.8 Noble. 126.7 Olney. 149.3 Lawrenceville. 159.1 Vincennes.

243. Topeka, Kan., to Kansas City, Mo., 80.3 Miles.

0.0 Topeka. 129 Big Spring. 20.9 Lecompton. 43.7 Eudora. 53.1 De Soto. 61.6 Monticello. 69.7 Shawnee. 10.9 Merriam. 75.6 Rosedale. 80.3 Kansas City.

244. Wichita to Empire, Kan., 198.8 Miles.

0.0 Wichita. 25.5 Newton. 37.8 Elbing. 46.1 Peabody. 60.6 Lawrence. 73.4 Clements. 80.9 Elmdale. 87.0 Cottonwood Falls. 97.3 Elinor. 100.6 Plymouth. 108.8 Emporia.

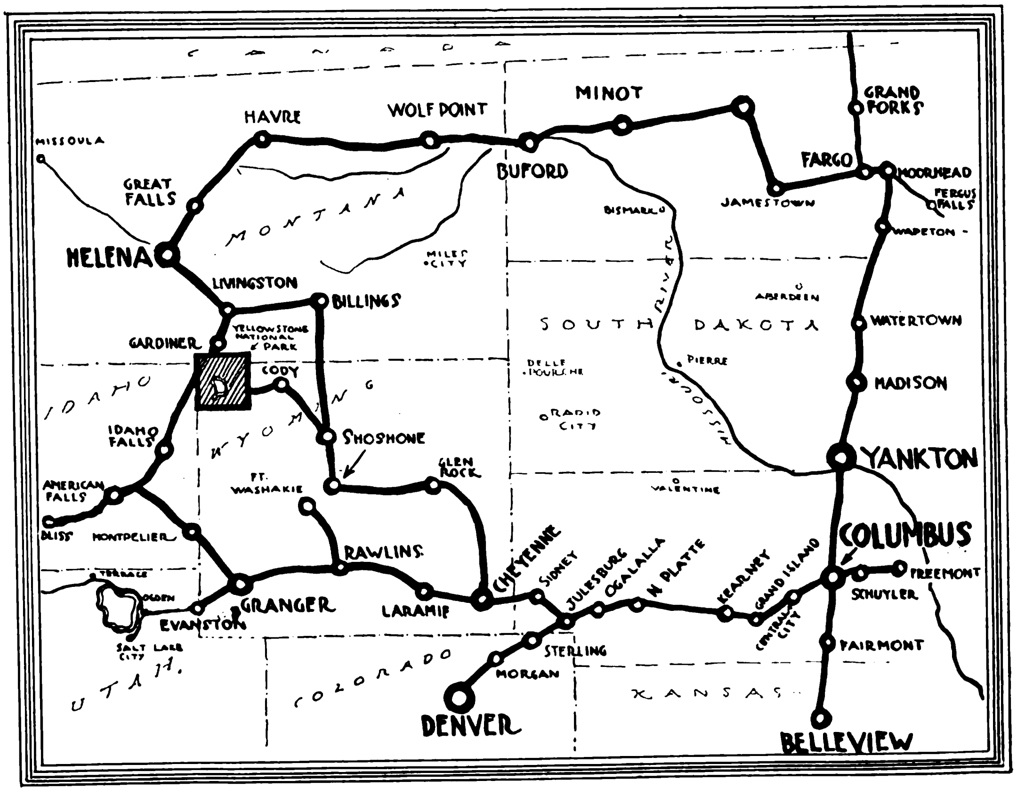
245. Wichita, Kan., to Oklahoma City, Okla., 216 Miles.

Good Clay and Sand to Mulhall, Except Heavy Sand Near the River; Rough and Hilly to Oklahoma City.

0.0 Wichita. 15.8 Peck. 21.3 Riverdale. 31.4 Wellington. 46.3 S. Haven. 51.4 Drury. 58.3 Caldwell. 68.4 Renfrew. 79.9 Medford. 92.6 Pond Creek. 102.2 Kremlin. 115.9 Enid. 161.0 Orlando. 168.2 Mulhall. 182.2 Guthrie. 199.3 Edmond. 208.3 Britton. 216.0 Oklahoma City.

246. Denver to Hugo, Colo., 173.5 Miles.

0.0 Denver. 6.5 Petersburg. 9.2 Littleton. 16.3 Acequia. 19.0 Gann. 23.6 Sedalia. 37.9 Perry Park. 47.3 Palmer Lake. 50.8 Monument. 54.1 Pring. 62.6 Breed. 70.6 Colorado Spr. 86.2 Falcon. 108.0 Calhan. 121.1 Ramah. 173.5 Hugo.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MONTANA
JAMESTOWN
BISMARCK
FERGUS FALLS
WAPETON
HELENA
MILES CITY
LIVINGSTON
BILLINGS
ABERDEEN
GARDINER
YELLOWSTONE NATIONAL PARK
SOUTH DAKOTA
WATERTOWN
PIERRE
IDAHO
CODY
BELLE FOURCHE
MADISON
WYOMING
RAPID CITY
IDAHO FALLS
SHOSHONE
MISSOURI RIVER
YANKTON
GLEN ROCK
AMERICAN FALLS
FT. WASHAKIE
VALENTINE
BLISS
MONTPELIER
RAWLINS
COLUMBUS
TERRACE
OGDEN
GRANGER
LARAMIE
CHEYENNE
SIDNEY
JULESBURG
OGALALLA
N PLATTE
KEARNEY
GRAND ISLAND
FREEMONT
SCHUYLER
EVANSTON
CENTRAL CITY
SALT LAKE CITY
STERLING
FAIRMONT
UTAH
COLORADO
MORGAN
KANSAS
DENVER
BELLEVIEW

247. Denver, Colo., to Julesburg, Colo., 204.8 Miles.

0.0 Denver. 10.0 Sable. 22.3 Watkins. 31.8 Bennett. 56.6 Moreville. 92.1 Ft. Morgan. 111.2 Hillrose. 130.4 Merino. 136.5 Atwood. 142.9 Sterling. 150.7 Ford. 155.2 Iliff. 160.0 Powell. 170.9 Crook. 177.8 Red Lion. 188.3 Sedgwick. 196.5 Ovid. 204.8 Julesburg.

248. Denver, Colo., to Laramie, Wyoming, 129 Miles.

Good Roads to Bromfield.

0.0 Denver. 20.0 Bromfield. 32.0 Longmount. 42.0 Berthoud. 49.0 Loveland. —— Ft. Collins, Col. 111.0 Tie Siding, Wyo. 129.0 Laramie.

249. Ely to Lida, Nev., 255 Miles.

Roads to Blue Eagle Spr. Fairly Good, One Bad Sand Stretch. Desert to Tonopah. Lower Road from There to Goldfield; Sandy, but Fairly Good to Ely. Get Gasoline and Oil at Ely and Lida; Meals at Places Marked *.

0.0 Ely. 58.4 Currant. 72.8 *Blue Eagle Spr. 127.4 Twin Springs. 138.4 Hot Springs. 155.4 *Stony Cabin. 190.3 Hanapah. 212.3 *Tonopah. 240.3 *Goldfield. 255.0 Lida.

250. Evanston, Wyo., to Kelton, Utah., 221.0 Miles.

Follow U. P. R. R. Down Echo Canyon, Poor Road to Echo City, Balance Fair to Good, Except 7 Miles Into Salt Wells.

0.0 Evanston. 10.4 Wasatch, Utah. 37.0 Echo City. ——Coalville. —— Hoytsville. —— Wanship. 64.0 Kimballs. 92.0 Salt Lake City. 152.0 Brigham City. 207.0 Salt Wells. 214.0 Monument Pt. 221.0 Kelton.

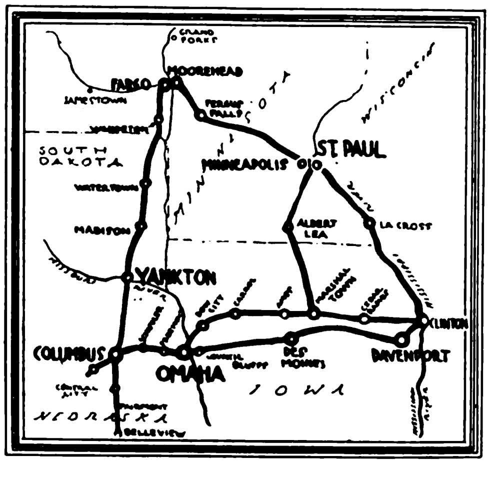
251. Evanston, Wyo., to Ogden, Utah., 87.4 Miles.

Follow R. R. from Evanston, Fair Down Grade Roads. Weber Canyon Road Echo to Ogden, Fair Going. Garage at Latter Place.

0.0 Evanston. 5.2 Wyuta, Utah. 10.4 Wasatch. 19.0 Castle Rock. 36.2 Echo. 55.6 Morgan. 66.0 Peterson. 87.4 Ogden.

252. Grass Valley Ranch to Reno, Nev., 206 Miles.

Poor Roads Through New Pass, Good to Alpine. Poor Road to West Gate, Bad Sand After Sand Springs. Dried Bed of Alkali Lake to Grimes, and Very Poor to Fallon. Sandy to Hazen, Balance Good to Fair Roads.



0.0 Grass Valley Ranch. 25.0 Austin. 53.0 New Pass. 70.0 Alpine. 83.0 East Gate. 95.0 West Gate. 133.0 Sand Springs. 127.0 Grimes. 139.0 Fallon. 157.0 Hazen. —— Derby. 206.0 Reno.

253. Kearney, Neb., to Julesburg, Colo., 206.2 Miles.

0.0 Kearney. 9.6 Odessa. 16.6 Elm Creek. 26.5 Overton. 36.8 Lexington. 55.1 Cozad. 60.2 Willow Isl. 68.1 Gothenburg. 103.1 Bignell. 116.6 N. Platte. 130.1 Hershey. 136.8 Sutherland. 149.2 Paxton. 156.0 Korty. 169.4 Ogallala. 180.3 Brule. 206.2 Julesburg.

254. Kelton, Utah, to Wells, Nevada, 127 Miles.

Good Roads to Terrace, Old R. R. Line with Two Washouts to Lucin. Poor to Tecoma and R. R. to Montello; First 6 Miles Good and Balance Poor. Take Detour at Sandy Grade Through Sagebrush to Cobre. Fair Road to Fenelon, and Along Tracks Most of the Way to Wells.

0.0 Kelton. 29.0 Terrace. 52.0 Lucin. 64.0 Tecoma, Nev. 72.0 Montello. 88.0 Cobre. 108.0 Fenelon. 127.0 Wells.

255. Lamar to Pueblo, Colo., 128 Miles.

0.0 Lamar. 19.0 Hasty. 40.0 Las Animas. 62.0 La Junta. 67.0 Swink. 73.0 Rocky Ford. 90.0 Fowler. 128.0 Pueblo.

256. Lincoln, Nebraska, to Oneida, Kan., 121 Miles.

Good Dirt Roads.

0.0 Lincoln. 16.5 Princeton. 21.2 Cortland. 31.0 Pickerell. 39.7 Beatrice. 52.7 Blue Spr. 67.5 Okato. 78.1 Marysville. 84.4 Honey City. 90.7 Beattie. 100.1 Axtell. 106.0 Baileyville. 112.0 Seneca. 121.0 Oneida.

257. Ogden, Utah, to Cobre, Nevada, 190.1 Miles.

Good Road to Brigham; Part of Route Is Desert, Go North of Salt Lake. Follow U. P. R. R., Crossing Bridge on Ties to Montello. Balance Fair.

0.0 Ogden. 22.9 Brigham. 57.3 Promontory. 94.6 Kelton. 151.9 Lucin. 164.2 Tecoma, Nev. 172.3 Montello. 190.1 Cobre.

258. Omaha to Lincoln, Neb., 64.2 Miles.

Good Dirt Roads.

0.0 Omaha. 12.5 Millard. 21.8 Springfield. 28.8 Louisville. 44.8 Greenwood. 51.8 Waverley. 58.7 Havelock. 64.2 Lincoln.

259. Omaha, Neb., to Spirit Lake, Iowa, 194.4 Miles.

Good Gravel Roads.

0.0 Omaha. 46. Council Bluffs. 12.6 Crescent. 18.9 Honey Creek. 18.0 Missouri Val. 37.5 Logan. 48.3 Woodbine. 59.9 Dunlap. 68.7 Dow City. 71.1 Arion. 79.0 Denison. 86.3 Deloit. 92.9 Kiron. 105.0 Odebolt. 120.0 Schaler. 134.1 Storm Lake. 140.6 Truesdale. 153.1 Sioux Rapids. 170.7 Spencer. 184.8 Milford. 190.2 Okoboji. 194.4 Spirit Lake.

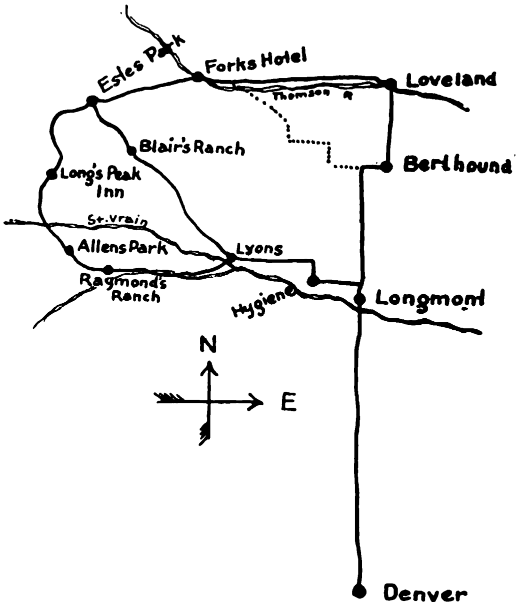
260. Omaha, Neb., to St., Joseph, Mo., 160.2 Miles.

Clay and Good Gumbo Road to St. Joseph.

0.0 Omaha. 5.0 Council Bluffs. 22.5 Glenwood. 35.5 Tabor. 42.5 Randolph. 59.5 Shenandoah. 82.8 Tarkio. 99.8 Burlington Jc. 107.7 Wilcox. 115.8 Marysville. 147.2 Savannah. 157.5 Pike. 160.2 St. Joseph.

IN COLORADO MOUNTAINS.

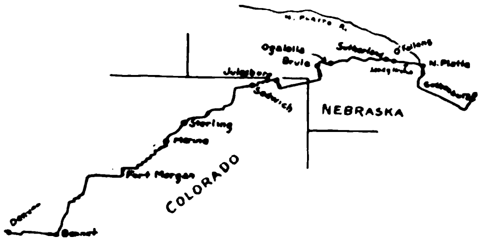
STARTING from Longmont, go north 10 miles, east 1 mile to Berthoud, north from east edge of Berthoud 7 miles to Loveland (road winding a trifle); west from north part of Loveland twelve miles to mouth of canyon and westerly 22 miles to Estes Park. Leaving Estes Park return 2 miles to Dunraven barns, then southeasterly up Park Hill 7 miles to Blair's. Down from Blair's 15 miles to Lyons, then east 6 miles and south 1 mile to Hygiene, east 4 miles, south 1 mile to Longmont. Distance, 86 miles. Or for longer trip, leave Estes Park south, ½ mile, west 1 mile to Highland Gate, southerly 7½ miles to Long's Peak Inn. South 9 miles to Allen's Park; southeasterly 5 miles to Raymond's Ranch, east 16 miles to Lyons, then to Longmont as above.



The short trip above can be made in a day without too much hurrying. The latter could also, but it is better to take several days. Two weeks could be spent on it with a great deal of pleasure. Either of these routes affords as grand a scenic trip as one could wish for, through the mountains for the greater part of the way. The roads are for the most part good, others fair. There are some good stiff hills, but none that cannot be made with a motorcycle if equipped with a good free engine device. From Longmont at the start one travels for eighteen miles through an exceptionally good agricultural district, with the Continental Divide about 10 miles west. From Loveland the road is winding to the canyon of the Thompson river. From the mouth of this canyon to Estes Park one sees some of the most wonderful scenery to be found anywhere. The renowned "Box Canyon," said to be even more grand than the Royal Gorge, features the lower end of the trip. As one rises higher the mountains change, and the stream grows more rapid. There is no monotony. No one ever regrets this trip. It is delightful all the way to Estes Park. The return by way of Blair's brings one to an elevation of 9,000 feet above sea level. One travels a great deal of the way on top of the front ranges. Part of the way is through woods, part open. One crosses the Little Thompson River and follows the North Fork of the St. Vrain for several miles. All these streams have an abundance of trout, Rainbow, Eastern Brook and what are known as "natives." There are dozens of short trips to be made from Estes Park, so that one could spend several weeks there if desired. The return trip by Long's Peak Inn and Allen's Park is not an easy one. A great deal of the road is good, but not all. In good weather, however, it is all passable. This road follows, for the most part, on top of a range of mountains, at an altitude of about 9,000 feet. The hotels are good and there are a number along this trip. A great deal of the road is marked with sign-boards of the Denver Motor Club.—*Submitted by L. B. Flanders, Longmont, Colo.*

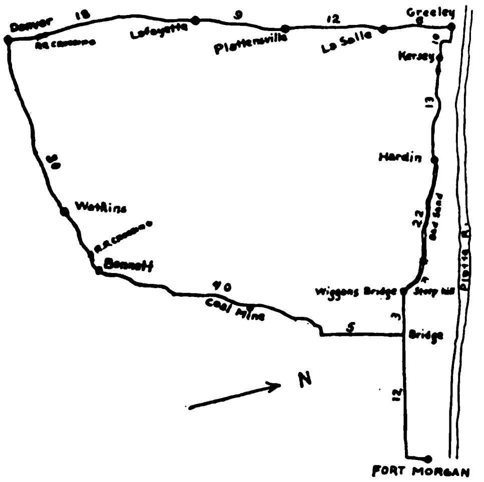
NORTH PLATTE TO DENVER.

ROBERT J. McWILLIAMS, of No. Platte, Neb., submits the following tour covering the distance between No. Platte and Denver. Three miles west of No. Platte turn north one mile and ride west into Ogalalla and then riding west and north for five miles turn south one mile and another mile west into Brule. South of Brule across the river then turn right and follow the river until a point south of Julesburg is reached, where one can be ferried across the stream into Julesburg. Between Julesburg and Sterling there are good dirt roads. The road from Sterling into Denver is all sign posted. The roads between Ft. Morgan and the latter city are particularly good, the hills, of which there are many, being easily climbed. The total distance is one hundred miles.



FT. MORGAN TO DENVER.

THE accompanying map shows a route from Fort Morgan to Denver, to Greeley and return to Fort Morgan; distance 202 miles. From Fort Morgan to Denver the roads are fine; the 97 miles can be covered in about five hours. Proceed from Fort Morgan to point marked X on the map, then turn southward and ride on to Denver, passing the coal mines and a number of small towns. From Denver to Greeley the roads are slightly hilly, but in good condition. The Rocky Mountains can be seen in the distance, and the scenery is beautiful. Ten miles of the road from Greeley back to Fort Morgan are very sandy, and only a twin can get through without pushing. The remainder of this stretch is very good. There are no dangerous roads anywhere on the tour. As a rule the land is so level that 100 miles can be made on one gallon of gasoline.—*Submitted by Duyane Jackson, Fort Morgan, Col.*



HELD RUN DESPITE RAIN

Utica and Syracuse Riders Met at South Bay and Enjoyed Dinner—Planned Other Outings.

UTICA, N. Y.—Sunday, May 5, the date set for the inter-club run of the Utica and Syracuse motorcycle clubs, dawned dismally in both Utica and Syracuse. Properly speaking, it did not dawn at all, but a drizzling rain set in about 6 a. m. which continued intermittently up to the time of the start. Despite the unfavorable weather condtions about twenty-five of the members of the Utica Motorcycle Club gathered at the Parkway with some of the riders from Little Falls, Ilion, Mohawk and Herkimer. By the time Oneida was reached the rain was coming down very briskly and some of the riders lost heart and returned home, but a number of them kept on to South Bay. There they found about twenty-six riders from the Syracuse M. C. out of the forty who started, and some riders from Rome and Canastoa, so it was a fair-sized crowd that sat down to dinner. It did not rain in the afternoon and later the sun came out for a little while, so those who made the trip felt rather sorry for the faint-hearted ones who turned back.

The officers of the Syracuse and Utica clubs got together and took up the matter of the run with the Cortland and Binghamton clubs to Rexford's Falls, which will probably be held on the first or second Sunday in June. A great deal of interest is being shown in these inter-club runs, and it is expected they will continue througohut the season with different clubs in this section of the State.

The Utica Motorcycle Club is very anxious to exchange pennants with other motorcycle clubs and any club sending a pennant to President Homer G. Bulkley, 128 Oneida street, Utica, N. Y., will promptly receive a UMC pennant in exchange.

MORE TRACK TALK.

BALTIMORE, Md.—Talk of a board track has been revived in this city. The visit of George Kreamer some days ago has stirred the local promoters, and a request has been made of the Park Board for the site of the old Coliseum on the Hartford road, which is now a part of Clifton Park. There seems to be some doubt as to whether the request will be granted, but even if it is there does not seem a possibility of having a saucer this year, as the season for racing would be practically over by the time it could be completed.

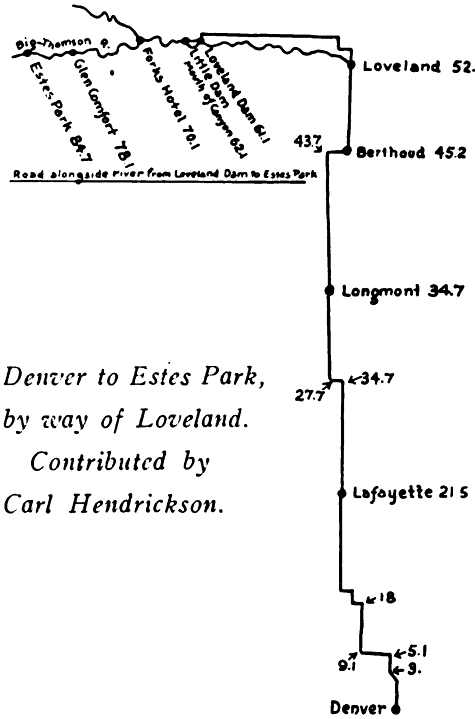
The men here favor a three-lap bowl, but there are no available sites for a track of such size. There are innumerable places which would accommodate a four-lap saucer, so the promoters will watch with interest the working of the new Cleveland track, and if it proves a success, they will probably erect a track of similar proportions in Baltimore next season.

CHICAGO FRANCHISE

Wanted by Both the Riverview Stadium Motordrome and the Chicago Motorcycle Club.

A RATHER peculiar situation has arisen in Chicago bearing upon the award of an exclusive board track franchise for that city. Such a franchise is wanted by M. W. N. Johnson, now sole owner of the Riverview Stadium Motordrome, and also by the Chicago Motorcycle Club, which would like to build a track on the south side of the city. The Chicago Club, however, has not yet secured a site for its proposed track. On the other hand, the Stadium Motordrome management is ready to hold its inaugural meet in July.

About the middle of April, Chairman Thornley signed a draft of the agreement adopted by the F. A. M. Board of Directors suggesting that it be executed at that time. However, there was some litigation then pending relative to the ownership of the track, and the execution of the exclusive franchise agreement and the payment of the fee was deferred. Late in April, a settlement was reached, whereupon Johnson wired $1,000 to Dr. Thornley, $750 in payment of the franchise fee and $250 to make up a purse which, as announced last year, was to go to the professional rider winning the largest number of races. The winner of this prize is Joe Wolters.

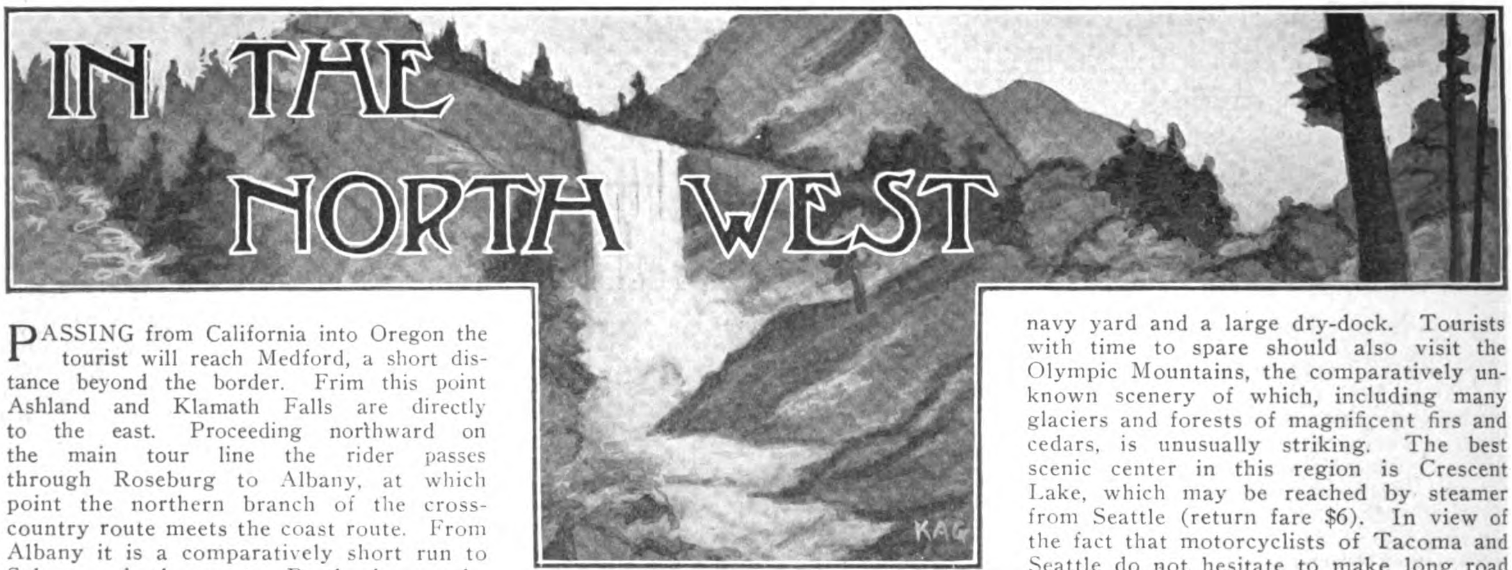


Denver to Estes Park, by way of Loveland. Contributed by Carl Hendrickson.

Johnson has also made application for six sanctions, and Chairman Thornley will undoubtedly decide in his favor, unless he receives formal objection within thirty days, from a majority of the members of the Board of Directors.

The Riverview races will again be refereed by H. T. Roberts.

SANCTIONS for race meets at Washington, D. C., and Lancaster, Pa., have been granted for May 30 and the boys are working industriously to make their respective programs interesting.



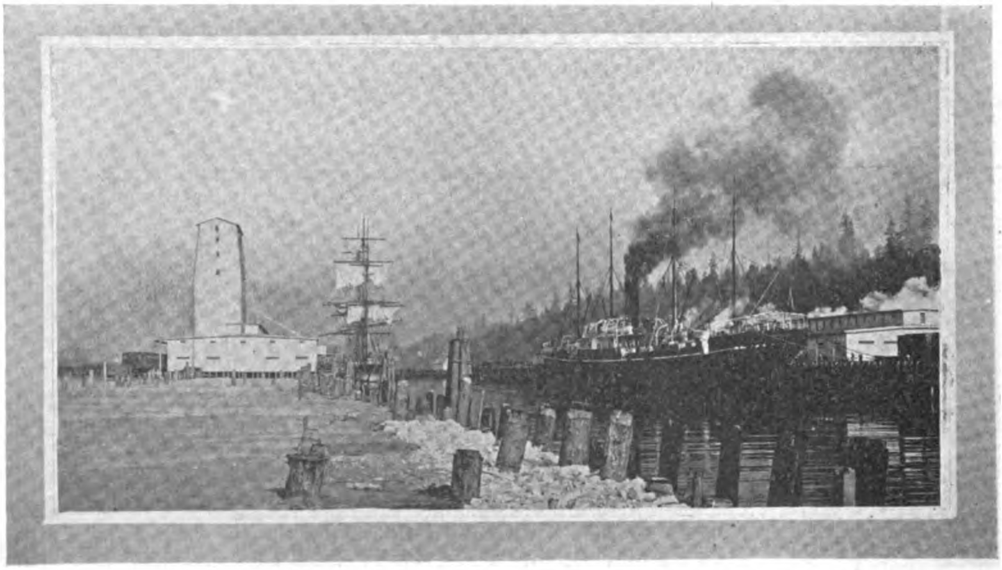
IN THE NORTH WEST

PASSING from California into Oregon the tourist will reach Medford, a short distance beyond the border. Frim this point Ashland and Klamath Falls are directly to the east. Proceeding northward on the main tour line the rider passes through Roseburg to Albany, at which point the northern branch of the cross-country route meets the coast route. From Albany it is a comparatively short run to Salem and thence to Portland, on the Columbia river. Above this point the roads are reported to be fair in good weather, and the rugged mountain scenery will repay the tourist who finds it possible to extend his trip on through Olympia and Tacoma to Seattle. From Seattle roads lead eastward to Spokane, but they are not always in condition to tempt the motorcyclist. Portland is advantageously situated on the Willamette river, above its confluence with the Columbia. The city is a railway and commercial center, much of its trade being in lumber; from 600,000,000 to 700,000,000 feet of timber is handled annually in this district. A visit to the shipping section of the city should prove interesting, and there are many imposing buildings which warrant the expenditure of time for an inspection.

Favorite excursions from Portland are by steamer up the Columbia river to the Cascades and to the Dalles. The scenery along the river is beautiful and fully justifies the trip. Steamers also descend the Lower Columbia to Astoria, affording a fine view of the wide estuary of the river. A visit to a salmon cannery may be combined with this trip. A steamer plies across the Columbia river to Megler, from which point a railway runs to Ilwaco. At the latter point the visitor will find large canning factories. Another fine outing may be enjoyed on the Willamette, a steamer running regularly to Oregon City, Dayton and Corvallis. Mt. Hood is conveniently ascended from Portland by taking the train to Hood river. Mt. St. Helens (a more or less active volcano), Mt. Adams, Mt. Jefferson and the Three Sisters may also be visited from Portland.

The tourist who finds himself in Tacoma should visit one of the large sawmills and also inspect the huge factories devoted to the manufacture of furniture and stoves. There are big foundries, smelting plants and flour mills at this point and any one of them is worthy of a special visit. Many good roads and paths lead from Tacoma to the natural parks, which begin about six miles south of the city and extend for 15 miles, with an average width of 10 miles. This large area is dotted with lakes and patches of virgin forest and is highly attractive from a scenic standpoint. The parks make ideal motoring places, as there is no dust in summer and no mud in winter. From this point Mt. Rainier may be seen, but a visit to it will require about three days' time.

Seattle, one of the most prosperous cities in the Pacific Northwest, lies on a series of terraces rising from Puget Sound. Only a short distance away lies Lake Washington, a beautiful sheet of water 20 miles long. It is a favorite excursion point and many parks have been laid out in the vicinity. The traveler should not fail to make a trip to Snoqualmie Falls (270 feet high), and a shorter trip may be made by steamer across Puget Sound to Bremerton, on Port Orchard Bay, which has a U. S. navy yard and a large dry-dock. Tourists with time to spare should also visit the Olympic Mountains, the comparatively unknown scenery of which, including many glaciers and forests of magnificent firs and cedars, is unusually striking. The best scenic center in this region is Crescent Lake, which may be reached by steamer from Seattle (return fare $6). In view of the fact that motorcyclists of Tacoma and Seattle do not hesitate to make long road jaunts, it may be taken for granted that the general going is fair, but some strenuous climbs may be expected. In general the scenery of Oregon and Washington is rugged, but the rivers and lakes relieve it here and there to such good effect that no section of the country offers greater attractions for the seasoned tourist.



Great Northern Docks in Seattle, Wash.

261. Big Springs, Neb., to Cheyenne, Wyo., 163.3 Miles.

Route Follows R. R., Some Good Parts; Balance Fair with Some High Centers. Direct Line Avoiding Denver.

0.0 Big Springs. 26.9 Chappel. 37.4 Lodge Pole. 56.9 Sidney. 96.6 Kimball. 98.7 Bushnell. 118.9 Pine Bluff, Wyo. 163.3 Cheyenne.

262. Cheyenne, Wyo., to Rawlins, Wyo., 188.4 Miles.

Dry Weather Route, Gradually Rising Over Sherman Divide, Good Dirt with Soft Steep Hills. Altitude 8,000 to 9,000 Feet; Carburetion Changes. Follow Old U. P. R. R. Bed to Hanna; Then South of R. R. Through Sagebrush Country with No Water. Way Bad, Nothing But a Trail. Cross North Platte River at Ft. Steele, On R. R. Bridge, Applying for Permission by Telegraph from Omaha. In Wet Weather Go Directly North to Rock Creek (103 Miles) Thence to Medicine Bow.

0.0 Cheyenne. 20.1 Granite Canyon. 41.3 Kaska's Ranch. 58.1 Laramie. 85.3 Lookout. 103.5 Rock River. 128.4 Medicine Bow. 143.7 Hanna. 164.4 Walcott. 172.4 Ft. Steele. 188.4 Rawlins.

263. Denver, Colo., to Cheyenne, Wyo., 116.9 Miles.

Good Roads to Carr, Small Hills and Good if Dry Balance of Route. Difficult to Follow.

264. Pocatello, Idaho, to Granger, Wyo., 262 Miles.

Good Road Along the O. S. L. from Pocatello, and Along Bear River to Cokesville. Thence Over Shale Road to Bridge Near Mygette Sta., Then Good and Bad with Some Washouts to Granger.

0.0 Pocatello. 24.0 McCammon. 45.0 Hatch. 73.0 Soda Spr. Then Manson, Georget'n and Montpelier to 106.0 Rorder. 163.0 Cokev'le. Then Pixley, Beckwith, Sage, Nugget, Fossil, Kemmerer, Waterfall, Opal, Nutria and Moxa to 262.0 Granger.

265. Pueblo, Colo., to Colorado Springs and Denver, Colo., 115 Miles.

0.0 Pueblo. 44.0 Colorado Springs. 50.0 Pike View. 52.0 Breed. 60.5 Pring. 67.0 Palmer Lake. 76.5 Perry Park. 91.0 Sedelia. 95.5 Gann. 105.5 Littleton. 115.0 Denver.

266. Rawlins, Wyo., to Rock Springs, Wyo., 131.7 Miles.

Sagebrush Country from Rawlins. Good Roads with High Centers Before Reaching Wamsutter. Gasoline and Meals at Rock Springs.

0.0 Rawlins. 44.7 Wamsutter. 54.0 Red Desert. 80.0 Bitter Creek. 92.1 Black Buttes. 104.1 Pt. of Rock. 131.7 Rock Spr.

267. Reno, Nev., to Sacramento, Cal., via Tallac, 183.9 Miles.

Fair Road; Ditches Across Route Near Carson. Good Surface to Genoa; Carson Valley to Kingsbury, Grade 2,600 ft. in 4.9 Miles. Up and Down for 7 miles, Tallac to Strawberry; Good Road to Plainville, and Oil Macadam the Balance.

0.0 Reno. 31.0 Carson; then Genoa and Edgew'd to 64.9 Tallac. 83.9 Strawberry. 126.0 Plainv'le, and Folsom to 183.9 Sacramento.

268. Rock Springs, Wyo., to Evanston, Wyo., 148.3 Miles.

Supplies at Rock Springs, Evanston and Granger. Bad Section Near Granger Over Red Desert; Streams to Be Forded, Washouts, Sand and Hills. Road Good, Opal to Cumberland; in Dry Weather Good, Cumberland to Evanston.

Overlooking the City of Spokane, Wash.

0.0 Rock Springs. 15.6 Green River. 30.1 Bryan. 50.1 Granger. 79.9 Opal. 99.9 Cumberland. 148.3 Evanston.

269. Wells, Nev., to Grass Valley Ranch, Nev., 188 Miles.

Poor Roads to Deeth; Rough and Sandy, Halleck to Elko. Follow R. R. on Good Roads to Carlin. Good to Simons Ranch; Poor to Beowawe and Next 30 Miles, Then Good to Cortez.

0.0 Wells. 21.0 Deeth. 34.0 Halleck. 62.0 Elko. 85.0 Carlin. 97.0 Simon ranch. 113.0 Beowawe. 156.0 Cortez. 166.0 Cold Spr. 188.0 Grass Valley ranch.

270. Ashland to Portland, Ore., 347 Miles.

Good Mountainous Roads with Several Steep Hills. Roads Improve as Portland Is Neared.

0.0 Ashland. 5.0 Medford. 25.0 Gold Hill. 35.0 Grant's Pass. 56.0 Wolf Creek. 78.0 Carrysville. 101.1 Roseburg. 128.0 Oakland. 164.0 Cottage Grove. 188.0 Eugene. 253.0 Salem. 328.0 Oregon City. 347.0 Portland.

271. Portland, Ore., to Seattle, Washington, 198 Miles.

Portland to Kalama, Bad Road Near Woodland. Alternately Good and Bad Kelso to Chehalis; Hills, Sand and Considerable Corduroy Roads. Chehalis to Tacoma, Fair to Good, Balance Excellent.

0.0 Portland. 7.5 Vancouver, Wash. 21.0 Ridgef'ld. 28.0 Woodland. 41.0 Kalama. 55.0 Kelso (bridge). 63.0 Castle Rock. 70.0 Olequa. 72.5 Little Falls. 79.0 Winlock. 102.0 Chehalis. 106.0 Centralia. 118.0 Tenino. 123.0 Ranier. 147.0 Sth. Tacoma. 168.0 Tacoma. 186.0 Christopher. 198.0 Seattle.

272. Seattle, Wash., to Walla Walla, Wash., 292 Miles.

Seattle to North Bend, Good Road; Steep and Bad (Corduroy) Up Snoqualmie Pass. At Lake Keechelus, Take Steamer for 5 Miles, Then Fair Road to Easton. Easton to Walula, Fair with Some Sand. Walula to Walla Walla, Fair-to-Good, a Little Sand.

0.0 Seattle. Follow on through Georgetown, Renton and Fall City to 59.0 North Bend. 74.0 Snoqualmie Pass. 83.0 Lake Keechelus. 93.0 Easton. Then Cle Elum, and Dudley to 125.0 Ellensburg. 160.0 Nth. Yakima. 219.0 Prosser. Then Kiona, Kenwick and Walula to 292.0 Walla Walla.

273. Walla Walla, Wash., to Pocatello, Idaho, 540 Miles.

Road Good to Blue Mt., and up on Military road to Toll-Gate at Summit. To Summerville, Good Going. La Grande to Olds Ferry, Fairly Good; Approach to Snake River Ferry Bad. To Boise Good, but after bad with gullies to Soldier. Balance to Blackfoot Over the Lava Beds and Foot Hills. Five Miles of Sand between Blackfoot and Pocatello.

0.0 Walla Walla. Then Blue Mt. (toll gate). 55.0 Summerville. — La Grande. 60.0 Union Sta. 75.0 North Powder. Then Hutchinson and Haines to 99.0 Baker City. Next in Order Pleasant Val., Unity, Durkee, Wetherby and Huntingdon to 144.0 Olds Ferry, Ida. 159.0 Weiser. Then Payette, Emmett, and Middleton to 229.0 Boise. 291.0 Dixie. Next in order Soldier and Martin to 416.0 Lava Beds, Arco and Blackfoot. 540.0 Pocatello.

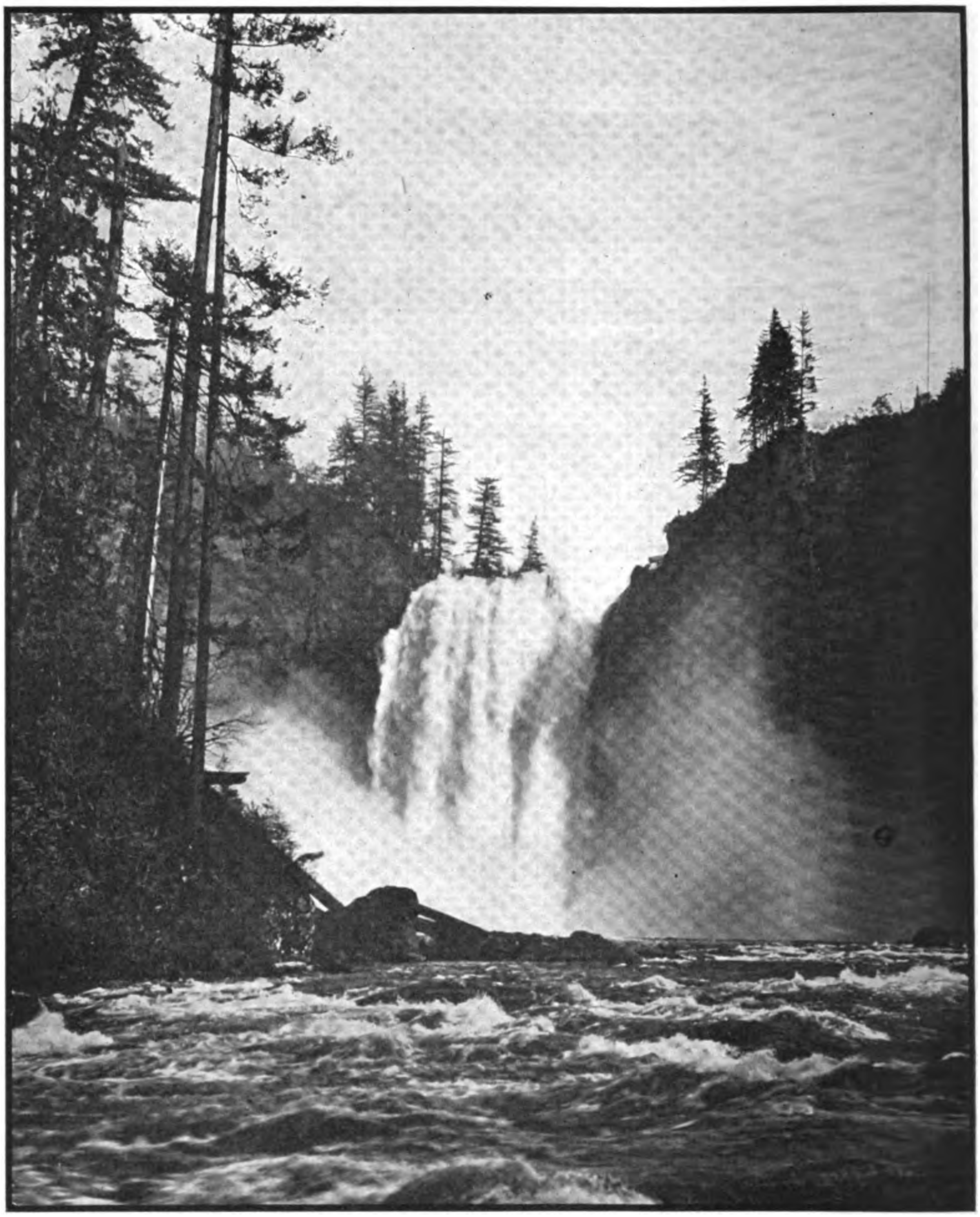
On One of the State of Washington's Finest and Most Picturesque Roads.

TO SNOQUALMIE FALLS.

MOTORCYCLISTS who have made the trip to Snoqualmie Falls at the right time of the year, and that is most any season, have said that it is one of the most interesting trips in the world. With the exception of the trip to Mt. Tacoma, which must always rank by itself, perhaps no other run leaves such an impression on travelers as this marvelous woodland highway, remarkable for its diversity and its natural glories, around hills and over some through valleys of indescribable beauty and down the ribbons of roads threading between towering trees mile after mile.

There are some wonderful woodland vistas between Renton and Falls City which are well worth traveling many miles to see. A grand view of Lake Washington is had at several points along the route, especially on the heights above Renton. Down the stretch which leaves Issaquah to the right, nestling in a hollow, stands Mt. Tacoma, with snow-top hanging in the heavens just where the two green-clad hills taper down in a charming framework.

Of Snoqualmie Falls too much cannot be said. At this time of year especially, an immense amount of water is going over the falls, which have a height of 375 feet. Returning by way of Kirkland is a splendid road, where the scenery is park-like, although still retaining the abandon of the woods. The highway is efficiently marked and forms one of the most traveled thoroughfares of the Northwest tourist from Seattle. The surface, take it all in all, is good both ways, with the Kirkland road the better of the two. From Kirkland a good ferry service across Lake Washington connects with Madison Park, at Seattle, providing an enjoyable round trip.—*Submitted by F. K. Haskell, Tacoma.*



Snoqualmie Falls.

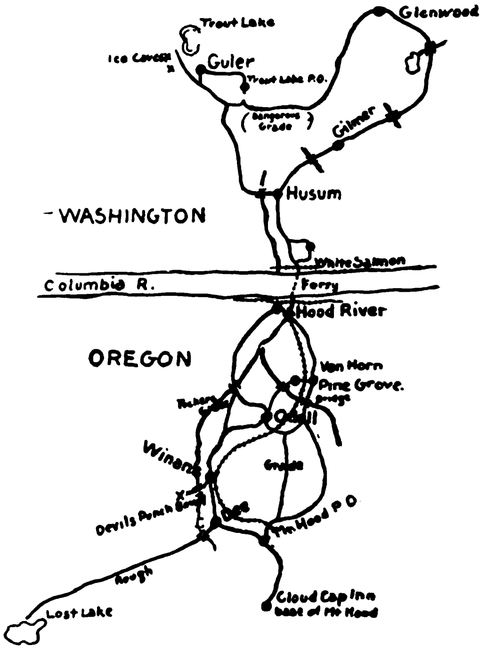
AN OREGON ROUTE.

GO from Hood River to Pine Grove, take left hand road; after crossing bridge turn to left, taking new Neal Creek road to Mt. Hood post office and Cloud Cap Inn. Return by same road to Mt. Hood post office; take left road to Dee; cross bridge to Lost Lake. Return by same road; at Wians visit Devil's Punch Bowl, return to Odell or take cut-off down river to Tucker's Bridge and to Hood River. Total distance, about 50 miles. From Hood River take ferry to White Salmon, then go to Husum; cross bridge at left, go to Gulers; visit Ice Caves; return via Trout Lake post office, Glenwood, Gilmer, Husum and White Salmon. Distance, about 60 miles.

Roads from Hood River to Pine Grove, macadam; from thereon earth roads, some gravel, usually in good condition. Mostly up grade to Cloud Cap Inn; rather rough from Dee to Lost Lake. Macadam from near Tucker's Bridge to Hood River. Roads from White Salmon to Gulers, earth, mostly good; no bad grades except near White Salmon. Returning, one bad grade near Trout Lake post office; lacks turn-outs; rough in places. Hotel accommodations: Hood River, Mt. Hood Hotel; Winans, Winans Hotel; others easily located.

From Hood River to Mt. Hood are orchards and strawberry fields; foothills heavily timbered; stop at Cloud Cap Inn, climb Mt. Hood; at Dee see one of the largest lumber mills on the coast; Lost Lake is worth a visit, also the Devil's Punch Bowl, a hole 150 feet wide and 100 deep through which the river foams. At Mt. Adams visit the Ice Caves; catch trout at Trout Lake.

June and July probably best for this trip. Do not attempt road from Mt. Hood post office to Cloud Cap Inn and from Dee to Lost Lake unless machine is equipped with clutch or two speed. Distances given are only approximate. On map the best route is heavily marked; roads lighter marked may be taken.—*Submitted by B. L. Clark, Hood River, Ore.*

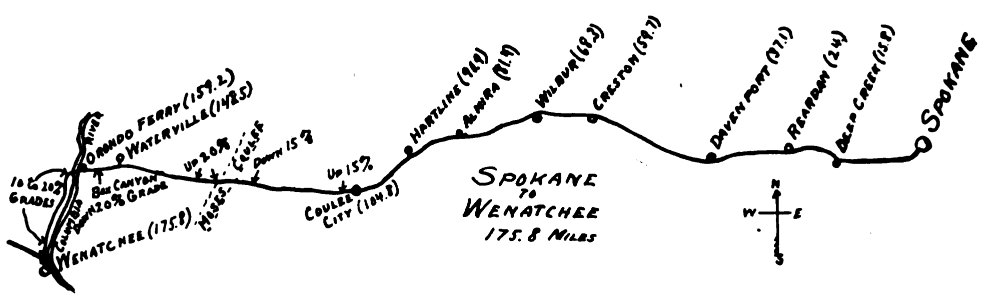


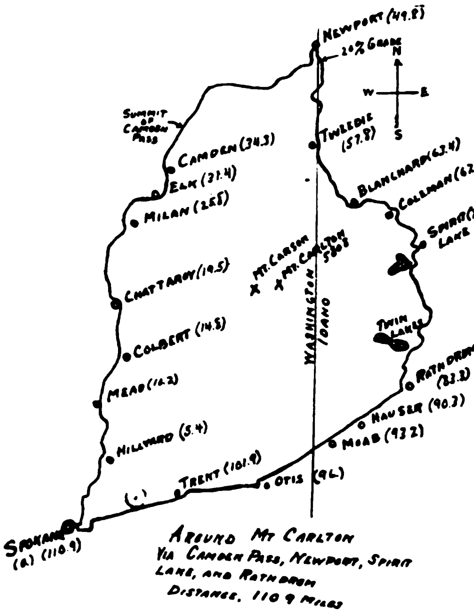
THREE WASHINGTON TOURS.

THREE State of Washington tours are contributed by John R. Ritchie of Spokane. The first is a one hundred and ten mile tour around Mt. Colbert, through Hillyard, Mead, Colbert, Chataroy, Milan, Elk, Camden and over Camden Pass into Newport. There one takes the south road from Newport through Tweedie, Blanchard, Coleman and Spirit Lake to Rathdrun; then the west road from Rathdrun through Hauser, Moab, Otis and Trent into Spokane. The trip can be easily made in one day. The road from Mead to Newport is through a thickly wooded country and but little traveled. While it is not much of a speedway, the going is fairly good, the surface being for the most part hard, with very little sand or dust. The road between Newport and Spirit Lake is about the same, while from Spirit Lake back to Spokane the roads are straight and level, the only bad grade being just beyond Newport, a rough and sandy 20 deg. hill. There are several pretty lakes along the route which invite stop-overs, with hotel accommodation at Spirit Lake and Rathdrun, both popular summer resorts.

SPOKANE TO WENATCHEE.

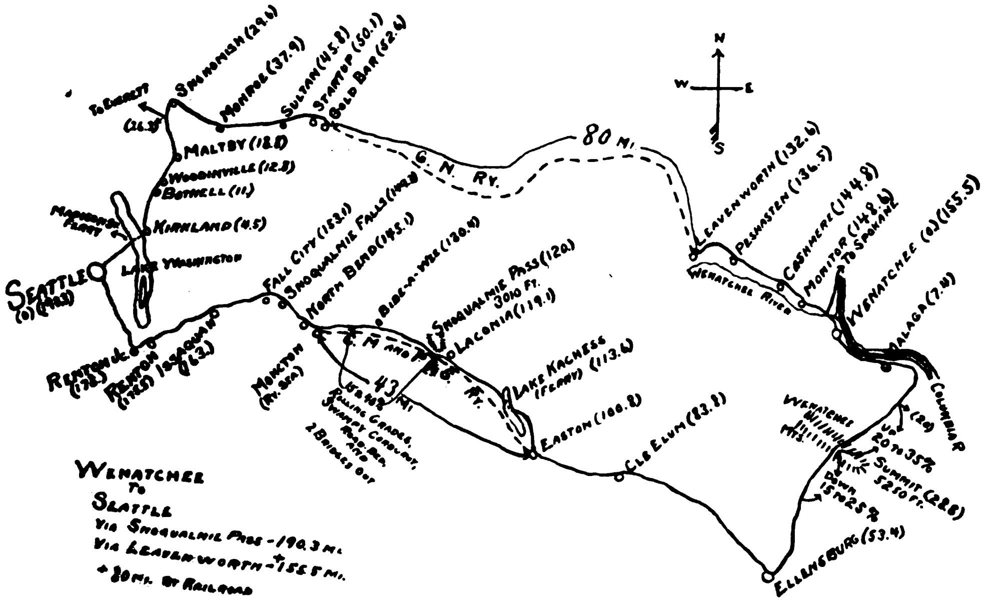
LEAVING Spokane by way of the State Aid road, go through Deep Creek and Reardon into Davenport. Following the main road west, pass through Preston, Wilbur, Almeia and Heartline into Connelly City. Frequent 10 to 20 per cent. grades are encountered up to this point and there is a two hundred-yard stretch of sand west of Heartline. The first really difficult grade is two miles west of Connelly City, a 15 per cent. ascent, sandy and five miles long. A few miles farther on the road begins winding downward and is quite sandy in places. From the summit to Waterville there is a new road, with dust holes here and there. Waterville proper is a quarter mile north of the main road. A few miles beyond this town one begins the descent through Box Canyon to Columbia River. The grade is rough and steep, ending at Orando Ferry, where motorcyclists are compelled to pay a 35 cent fee for ferryage across the stream. From the landing on the opposite side to Wenatchee the road follows the river. Rolling 10 to 20 per cent. grades predominate. Wenatchee is a town of 6,000 inhabitants, with a motorcycle shop and good hotel accommodations. There are also hotels at Wilbur and Connelly City and Waterville. The run can be made in one day on a twin or a two-speed single, but hardly on a smaller powered single speed machine.


Orando Ferry (159.2)
Waterville (142.5)
River
10 to 20% Grades
Box Canyon
Down 20% Grade
Columbia
Wenatchee (175.8)
Up 20%
Moses
Coulee
Down 15%
Up 15%
Coulee City (104.8)
Hartline (96.9)
Almira (81.9)
Wilbur (68.3)
Creston (59.7)
Davenport (37.1)
Reardan (24)
Deep Creek (15.8)
Spokane
Spokane to Wenatchee 175.8 Miles
N
W
E
S


Newport (49.8)
20% Grade
N
W
E
S
Summit of Camden Pass
Camden (34.3)
Elk (31.4)
Milan (25.8)
Tweedie (57.8)
Blanchard (63.4)
Coleman (67.7)
Spirit (74.7) Lake
Mt. Carson
Mt. Carlton 5808
Chattaroy (19.5)
Washington
Idaho
Twin Lakes
Colbert (14.8)
Mead (11.2)
Rathdrum (83.3)
Hauser (90.3)
Moab (93.2)
Hillyard (5.4)
Trent (101.9)
Otis (96)
Spokane (0) (110.9)
Around Mt Carlton Via Camden Pass, Newport, Spirit Lake, and Rathdrum
Distance. 110.9 Miles

WENATCHEE TO SEATTLE.

LEAVING Wenatchee by the south road, follow the river through Malaga to the right fork, 15.3 miles from the starting point. Follow the main road here to the summit of Wenatchee Mountain, then down the other side into Ellensburg. The road from the twenty-mile point to the summit, 28.8 miles, is not ridable for a single speed machine. It is only a trail, the grade reaching 35 per cent. An idea of the character of the climb is given by the following table: 21.5 miles, 2,500 feet; 22.6 miles, 2,953 feet; 24.5 miles, 3,500 feet; 25.3 miles, 4,400 feet; summit, 28.8 miles, 5,250 feet. The grade on the south side is much easier, 25 per cent. being seldom reached. The road up the valley from Ellensburg on to Easton is good. From Easton it is best to ship one's machine forty-three miles to Moncton on the C. M. & P. S. Railway at a cost of about $5. However, if the tourist is willing to take the risk, these forty-four miles can be negotiated, although I would not guarantee that it may not take two if not three days. The road from Moncton through North Bend, Fall City and Renton to Seattle is good, partly macadamized. There are hotels at Ellensburg, Easton and Fall City.

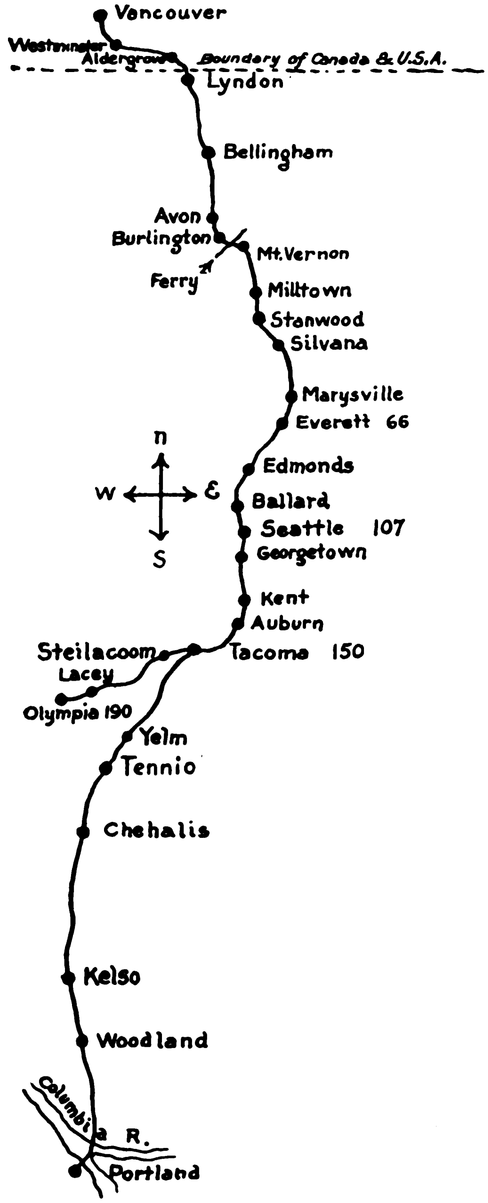

To Everett
(26.3)
Snohomish (29.6)
Monroe (37.9)
Sultan (45.8)
Startup (50.1)
Gold Bar (52.6)
Maltby (18.8)
Woodinville (12.8)
Bothell (11)
Madison St. Ferry
Kirkland (4.5)
Lake Washington
Seattle (0) (190.3)
Renton Jc. (17.3)
Renton (176.5)
Issaquah (163)
Fall City (153.1)
Snoqualmie Falls (149.3)
North Bend (145.1)
Bide-a-Wee (130.4)
Moncton (Ry. Sta.)
43 Mi
C. M. and P. S. Ry.
G. N. Ry.
80 Mi.
Rolling Grades, Swampy Corduroy Road. Bad and 2 Bridges Out
Snoqualmie Pass (120) 3010 Ft.
Laconia (119.1)
Lake Kachess (Ferry) (113.6)
Easton (100.8)
Cle Elum (83.8)
N
W
E
S
Leavenworth (132.6)
Peshastin (136.5)
Cashmere (144.8)
Monitor (148.6)
To Spokane
Wenatchee River
Wenatchee (0) (155.5)
Malaga (7.4)
Columbia R.
Wenatchee Mts.
(20)
Up 20 to 35%
Summit 5250 Ft. (28.8)
Down 15 to 25%
Ellensburg (53.4)
Wenatchee to Seattle
Via Snoqualmie Pass - 190.3 Mi.
Via Leavenworth - 155.5 Mi.
+ 80 Mi. by Railroad

VANCOUVER, B. C., TO PORTLAND, ORE.

JOHN CORNYN and H. A. Rodolf, the former of Vancouver and the latter of Bellingham, Wash., contribute maps and tour directions which, combined, cover the route between Vancouver and Portland, including Bellingham, Everett, Seattle and Tacoma, the total distance from Vancouver to Portland being 376.75 miles. This road has been signposted by the Seattle Automobile Club so that it is almost impossible for a tourist to lose his way.

The distance between Vancouver and Bellingham is 60.7 miles. Having reached Bellingham one travels from that town by way of the Pacific Highway to Burlington, where you cross the Skaget River on a ferryboat, then to Mt. Vernon and on to Everett, passing through small towns like Milltown, Stanwood, Silvanna and Marysville. The distance from Bellingham to Everett is 66 miles. From Everett, Seattle is 31 miles distant by way of Edmonds and Ballard. Next in order in the way of big towns comes Tacoma, 150 miles from Bellingham and 43 miles from Seattle by way of Georgetown, Kent and Auburn. From Tacoma through Steilacom and Lacey the distance to Olympia is 40 miles, making the total from Bellingham 190 miles. It is best to allow two days for the trip each way with night stops at Seattle. Should one desire to make Portland, go by way of Yelm, Chehalis, Kelso and Woodland, the distance from Tacoma to Portland being approximately 162 miles.

The roads are mostly gravel, though macadamized here and there. There are not many hills too steep for a single cylinder machine of 4 h. Hotel and restaurant accommodations are good. The mountain scenery is superb, the snow-capped summits of Mt. Baker and Mt. Ranier towering over many other peaks of the Cascade Range. Bellingham, Everett, Seattle, Tacoma and Olympia are among Washington's leading cities and have many points of interest. Seattle is the


Vancouver
Westminster
Aldergrove
Boundary of Canada & U.S.A.
Lyndon
Bellingham
Avon
Burlington
Mt.Vernon
Ferry
Milltown
Stanwood
Silvana
Marysville
Everett 66
Edmonds
Ballard
Seattle 107
Georgetown
Kent
Auburn
Steilacoom
Tacoma 150
Lacey
Olympia 190
Yelm
Tennio
Chehalis
Kelso
Woodland
Columbia R.
Portland
n
W
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largest city in the State and is noted for its parks and boulevards. Olympia is the State capital.

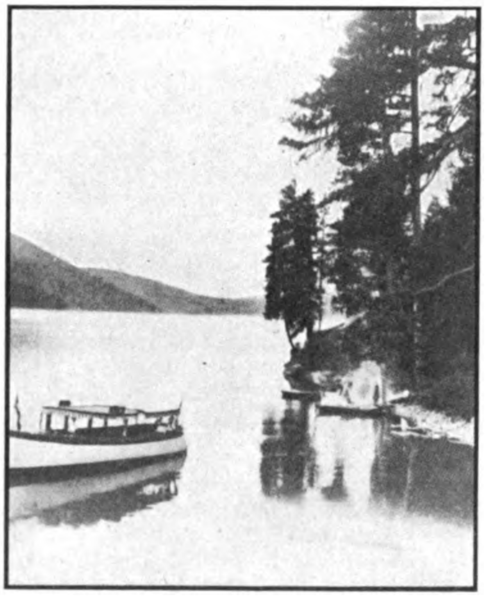
FINE TRIP IN WASHINGTON.

TACOMA motorcyclists and in fact all owners of machines in Pierce County are much gratified with the new road leading toward Tacoma out of Buckley. The run to Buckley from Tacoma is generally looked upon as one of the prettiest drives in the country. A portion of the road has recently been improved with a patent two-layer concrete material 24 feet wide, and the four-mile section into Buckley is laid with water-bound rock macadam.

Lake Union; Seattle in the Distance.

From a scenic standpoint the run to Buckley is well worth the time of any motorist. Every kind of view is offered. From Tacoma one follows Bay street to the Cushman Indian school. There the road branches off to the left, crossing the Puyallup river bridge and the Indian reservation, turning at Fife to the right and following the State-aid highway through North Puyallup. In this part of the trip the rider has passed through the rich truck garden district of the lower Puyallup valley and has come to the great berry district on the north bank of the Puyallup river. From North Puyallup the road cuts directly through Boatman's grove of splendid fir trees. From here the highway that the rider must take branches off to the right from the Pacific Highway route to Seattle, and crossing a steel span over the Struck river, enters the business part of the thriving town of Sumner. Gasoline and oil may be had there.

There are two routes here that offer themselves for the journey to the northeast corner of Pierce County. Driving east out Main street one may select the roads running off to the right in several places and eventually come to the one road over Elhi hill. Or, starting out Main street, one may take a course that leads a trifle to the left, or north, and mounting a hill, skirt presently to Lake Tapps, and from there southeasterly toward Buckley.



Spirit Lake, Wash.

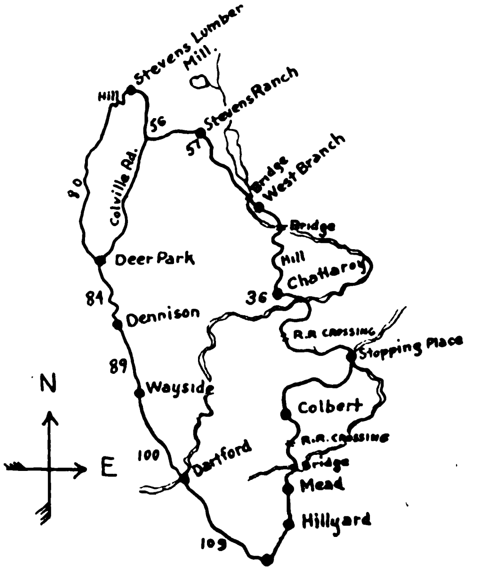
But the Elhi hill road is equally interesting. It winds up gradually through the firs and cedars—twisting and turning in snake fashion and occasionally offering a beautiful view of the cultivated Puyallup valley on one hand and Mt. Tacoma on the other. Then after approximately two miles of travel on a sort of plateau, the road turns rather abruptly to the right and almost plunges down into the valley. The hill is quite steep, but the road has been so built that the grade is not dangerous. From the bottom of the hill to Buckley is approximately ten miles. Fine farms and occasional settlements are the rule for the remainder of the route.—*Contributed by F. K. Haskell, Tacoma.*

Nine-Mile Bridge, Wash.

A TOUR OUT OF SPOKANE.

RIDE out Hamilton street and follow the car line to Hillyard. Turn to the left and follow the Calispell road in a northerly direction, passing through Mead over a high bridge at Deep creek; then up a sandy hill across the railroad track. Keep to the left until you come to Colbert. Leave Colbert, going north about a mile and turn right and proceed to what is known as the main Calispell road. A long, winding hill crossing a railroad brings you into Chateroy. From Chateroy go north up a short hill on to a long, level stretch through a densely timbered country, finally coming out at the bridge over the Little Spokane river. Turn left from Calispell road and pass through a swamp at the foot of a lake, keeping to the right along the lake to Steven's Ranch. The roads thus far are of a hard, sandy formation and while the country is of a hilly character there are no insurmountable grades. Leaving Steven's Ranch pass out along the main road to the Old Colville road. Turn right, following this road until you come to Steven's Lumber Mill; passing south of the mill take the left road up a short hill, and then along a level stretch to Deer Park, and south on the main traveled road through the Arcadia Orchard, Denison and Mayside to Dortford, which is on the Little Spokane river. Going south from Dortford you come to a long, winding hill through a thickly wooded district, soon striking the automobile boulevard which leads into Spokane.

Four days may well be given to this journey, as there are numerous interesting side trips, such as the run to Horseshoe Lake.


Stevens Lumber Mill
Hill
56
Stevens Ranch
57
Bridge
West Branch
Bridge
Colville Rd.
80
Deer Park
Hill
Chatteroy
36
84
Dennison
R.R. Crossing
Stopping Place
89
Wayside
Colbert
R.R. Crossing
Bridge
Mead
100
Dortford
Hillyard
105
SPOKANE
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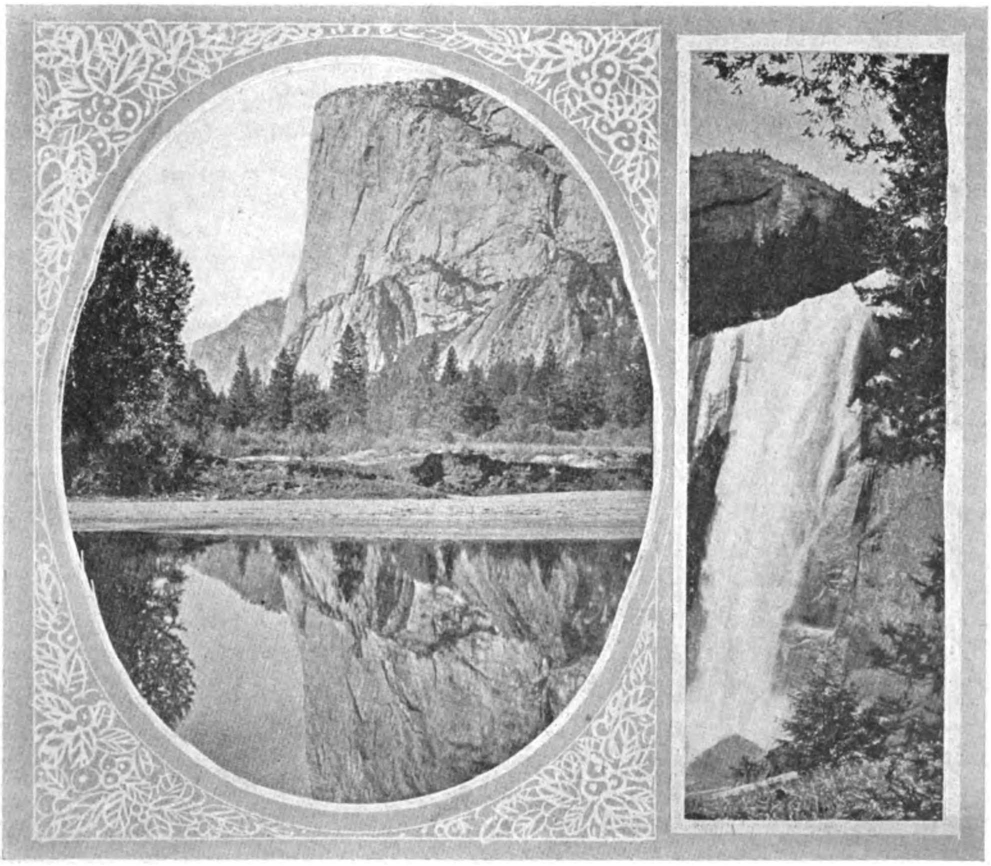
ON THE PACIFIC COAST

THROUGHOUT the Pacific Coast States, California, Oregon and Washington, Nature has set a stage of wonderful scenic diversity for the operations of the motorcyclist. In lower California there is the unfailing lure of the Southland, the glorious contrast of plain and mountain and flowered valley; quaint mission towns dot the touring routes and picturesque scenes beckon the traveler on every hand. Northward the mildness of the climate tones off into Oregon, with its rugged coastline and its sterner interior beauty, until finally the tourist finds himself climbing into the mountains of Washington. It is safe to say that between Seattle on the north and Los Angles on the south the motorcycle traveler will experience every thrill possible to the open road. There is none of the monotony which marks touring in some of the Middle Western States, and not the least important feature is a system of fair to good roads.

The rider who is following the southern transcontinental route will enter lower California by crossing the Colorado river near Blythe. He will then proceed to Mecca and Beaumont, and finally arrive in San Bernardino. At this point he enters what is called the Garden of Southern California; but even here he must not expect to find the country an unbroken paradise of orange trees and roses. Great areas are covered with orange and lemon orchards, it is true, but there are also wastes of sand. As a matter of fact southern California owes its most attractive features of vegetation to its settlers who have brought to it streams of revivifying water. San Bernardino County alone is twice as large as the State of Massachusetts. The metropolis of this section is, of course, Los Angeles, but San Diego, Pasadena and Santa Barbara are picturesque cities which should be included in the itinerary of the tourist.



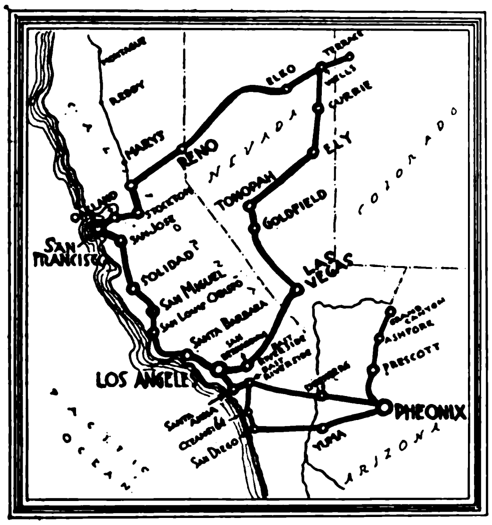
Mirror Lake and the Vernal Falls in the Yosemite Valley, Cal.

In 1885 Los Angeles was an adobe village; today it is a city of brick and stone which harbors more than 60,000 inhabitants. It is the capital of southern California, and the headquarters of its fruit culture. The plains and valleys surrounding the city are one mass of vineyards, orange groves and orchards. One of the chief charms of Los Angeles is the sudden contrasts it presents. For instance, a three-minute ride from the center of the city will bring the tourist to the remains of the humble Mexican village which was the forerunner of the present city. Here he will find the characteristic adobe church and many of the marks of other days. The transition from the modernism of the city to the ancient atmosphere of the little village is so rapid as to be striking. Los Angeles has its Chinatown, quite distinct from the American portion of the city, and it will amply repay the tourist for a visit. There are two large ostrich farms in the vicinity of Los Angeles, one of which should be visited.

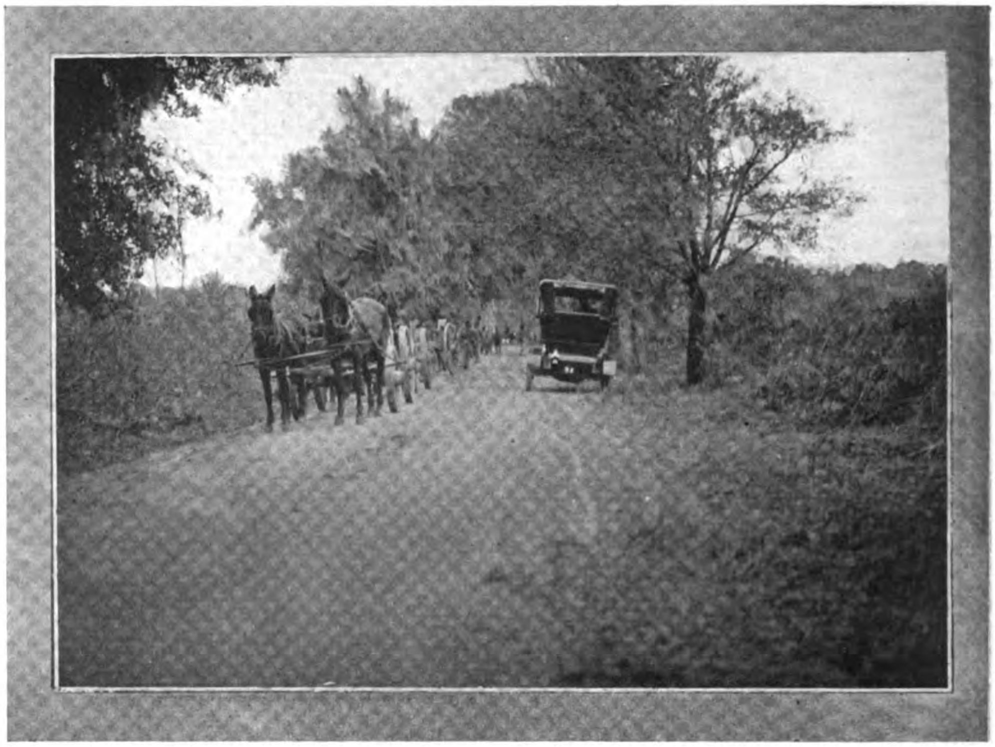
Sixteen miles from Los Angeles rise the Sierra Madre Mountains, near which lies the city of Pasadena. A striking feature of these mountains is that they rise so abruptly from the San Gabriel Valley that the tourist in Pasadena may look directly to their bases and even ride to them without difficulty. Well-paved streets, usually palm-lined, handsome public buildings and beautiful grounds are features of the city. From Raymond Hill a wonderful view of Pasadena may be obtained, and the visitor should not fail to make this ascent. The San Gabriel Valley is a famous wine-making district, a great part of its wine output being sent to European countries to be imported back into the United States and paid for as French and other brands. No visit to Pasadena would be complete without a trip to the neighboring mountains. At the very base of the cliffs are orange and lemon groves, and from these the traveler climbs rapidly into a region of mountain grandeur. Rubio Canyon, a wild gorge, is a favorite show place. If there is sufficient time an ascent of Mt. Lowe should be made by the cable road. This is a never-to-be-forgotten trip.

Riverside is another attractive city, about 60 miles from Los Angeles. The pride of this city is its far-famed Magnolia avenue, fifteen miles in length, with two broad drives lined by pepper and eucalyptus trees. No motorcycle visitor should fail to make a trip over it. All about Riverside are orchards with inviting roads for the motoring tourist. Redlands is another "orange city." One hundred and twenty-six miles southwest of Los Angeles is San Diego, a charming city of fine buildings and wonderful vegetation; it has an excellent view over the ocean from Point Loma. The latter is a famous bathing place. Much of the charm of touring in this region lies in the fact that whatever is to be seen may be reached easily. In or near every town in southern California is a picturesque mission, from every hill exquisite views are to be obtained and on all sides the best of hotel accommodations are available.

Passing northward from Santa Barbara the tourist reaches Bakersfield, on the north-central route, or San Luis Obispo and Paso Robles on the coast route. Continuing along the coast the traveler will touch Salinas and San Jose, at which point the route divides, one branch going to Oakland, and the other to San Francisco. It would be folly to attempt a description of San Francisco's points of interest within the limited scope of this treatise. Let the tourist obtain a good guidebook to the city and its environs and then make the most of the attractions offered. After leaving Bakersfield the inland course is to Fresno, Merced and Stockton, where a turn may be made to the west to Oakland. The motorcyclist who proceeds northward from Stockton arrives in Sacramento, the capital city, which lies on the Sacramento river just below its confluence with the American river. It has wide streets, well laid out, and many beautiful parks. The State Capitol has a library which contains 150,000 volumes. One of the features of the city is the Riverside Drive, along the Sacramento. A short distance north of Sacramento is Auburn, marking the junction of the coast touring route with one of the branches of the transcontinental tour course. From Auburn the northern route leads to Marysville, Oroville, Red Bluff, Anderson and Redding, and thence to Yreka, near the northern boundary of the State. All the towns mentioned have their points of scenic interest, and the route is one of never-failing fascination. The vivid contrasts in the southern section of the State are found here in only slightly modified forms; the tourist will not find this portion of his trip monotonous, even though he may not encounter anything particularly striking aside from the scenery.


RENO
NEVADA
ELKO
WELLS
CURRIE
ELY
TONOPAH
GOLDFIELD
LAS VEGAS
COLORADO
MARYS
REDDY
STOCKTON
SAN JOSE
SAN FRANCISCO
SOLIDAD
SAN MIGUEL
SAN LOUIS OBISPO
SANTA BARBARA
SAN BERNARDINO
RIVERSIDE
LOS ANGELES
SANTA ANA
OCEANSIDE
SAN DIEGO
YUMA
PHEONIX
PRESCOTT
ASHFORK
GRAND CANYON
ARIZONA
PACIFIC OCEAN

Route from Phoenix into Southern California, with a Branch Through Nevada.



A Typical Road in Southern California.

274. Blythe to Palm Springs, California, 136 Miles.

Roads Generally Good.

0.0 Blythe. 22.6 Wiley's Wells. 84.0 Dos Palmas. 99.6 Mecca Sta. 103.0 Durbrow. 136.0 Palm Springs.

275. Eureka, Cal., to Waldo, Oregon, 158 Miles.

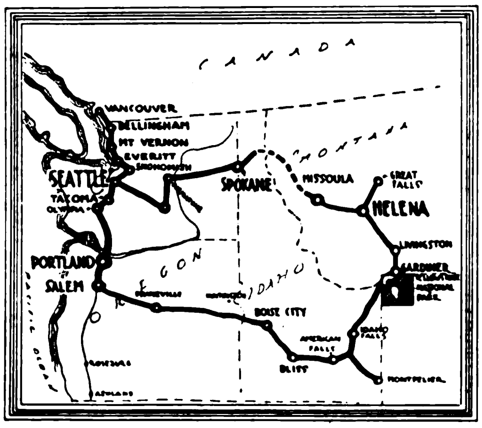
0.0 Eureka. 12.0 Arcata. 28.0 Trinidad. 37.0 Big Lagoon. 45.0 Stone Lagoon. 53.0 Orick. 78.0 Requa. 103.0 Crescent City. 121.0 Gasquet. 135.0 Patrick's Crk. 158.0 Waldo.

276. Gilroy to Los Banos, Cal., 52.8 Miles.

0.0 Gilroy. 11.0 San Felipe. 20.4 Bells Sta. 28.0 Pacheco Pass. 37.0 San Luis ranch house. 47.7 Bolta Sta. 52.8 Los Banos.

277. Los Angeles, California, to Lida, Nev., 324 Miles.

Los Angeles to Newhall, Good to Fair Dirt with One Grade. San Francisquito Canyon and Newhall, at least 51 fords in 15 miles. Elizabeth Lake to Mojava and Olanche, Good Generally. Big Pine to Lida, Bad Roads.


CANADA
VANCOUVER
BELLINGHAM
MT VERNON
EVERITT
SNOHOMISH
SEATTLE
TACOMA
OLYMPIA
SPOKANE
MONTANA
MISSOULA
GREAT FALLS
HELENA
LIVINGSTON
GARDINER
YELLOWSTONE NATIONAL PARK
PORTLAND
SALEM
OREGON
IDAHO
BOISE CITY
AMERICAN FALLS
IDAHO FALLS
BLISS
MONTPELIER
ASHLAND
PACIFIC OCEAN

Along the Coast of California, Oregon and Washington.

0.0 Los Angeles. Then Newhall, San Francisquito Canyon and Elizabeth Lake to 98.0 Mojava. 195.0 Independence. Then Big Pine, Alvord, Oasis (Cal.), and Palmetto to 324.0 Lida.

278. Los Angeles to Sta. Barbara, Cal., 106.7 Miles.

Good to Hollywood, Rolling and Partly Rough to Calabasas, then Good.

0.0 Los Angeles. 6.5 Hollyw'd. 27.6 Calabasas. 43.7 Newbury Pike. 53.5 Camarillo. 62.7 Oxnard. 73.1 Ventura. 96.8 Carpentaria. 106.7 Sta. Barbara.

279. Palm Springs to Los Angeles, Cal., 115.8 Miles.

0.0 Palm Springs. 8.8 Whitewater. 22.6 Banning (signposts for next 30 miles). 53.0 San Bernardino. 70.0 Cucamonga. 78.3 Nth. Pomona. 87.6 Glendora. 93.2 Duarte. 105.0 Pasadena. 115.8 Los Angeles.

280. Redding, Cal., to Ashland, Ore., 179 Miles.

Good Mountainous Roads and Several Ferries.

0.0 Redding. 29.0 Baird. 58.0 Castella. 68.0 Shasta Spr. 88.0 Sisson. 95.0 Weed. 124.0 Montague. 135.0 Thrall. 146.0 Hornbrook. 154.0 Cole. 179.0 Ashland.

281. Santa Barbara to San Luis Obispo, Cal., 134 Miles.

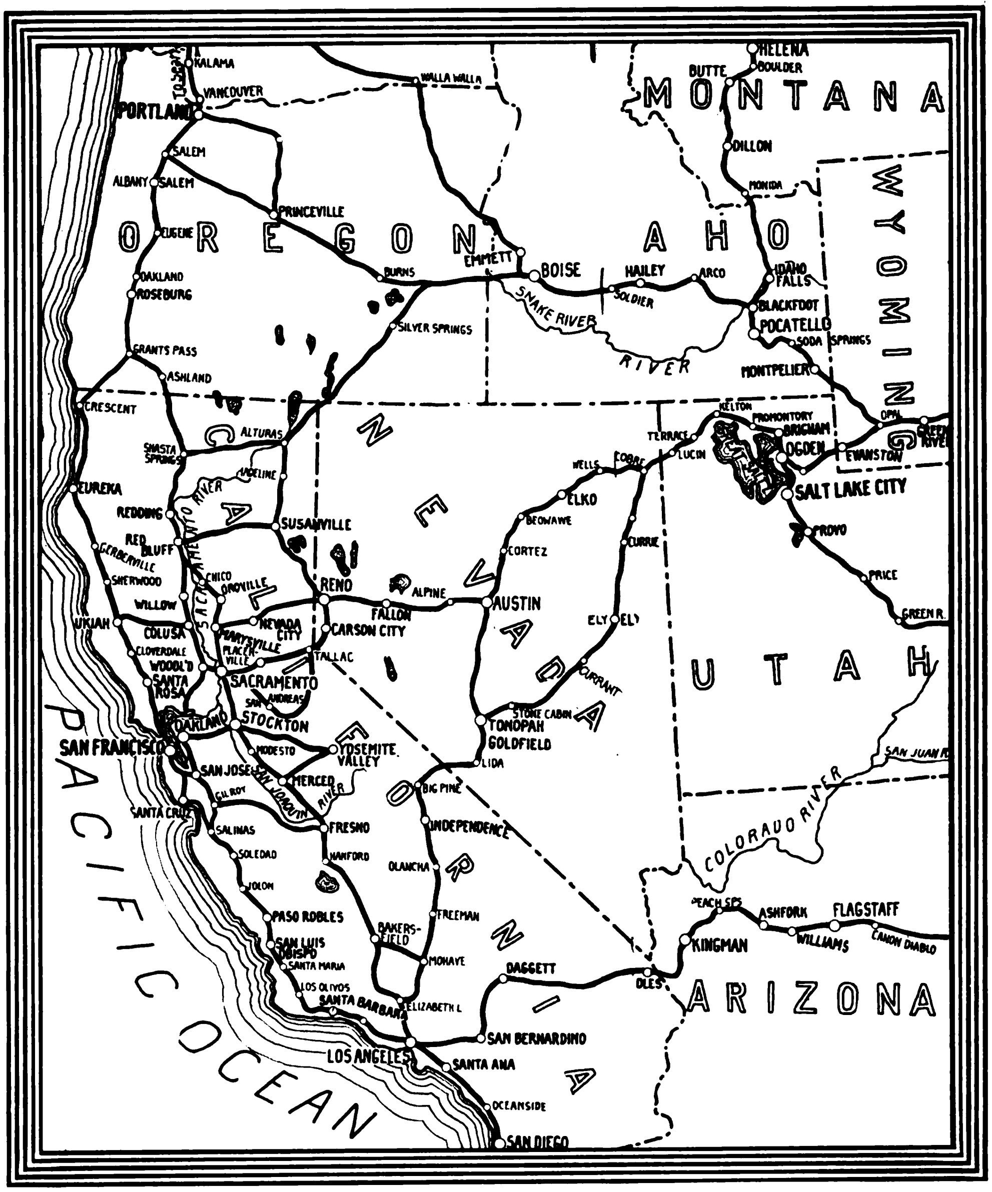
Good Roads except Sand around Gary and Arroyo Grande.

0.0 Sta. Barbara. Then through Golita and Gaviota to 59.0 Los Olivos. 100.0 Sta. Maria. Then Nipoma and Orroyo Grande to 134.0 San Luis Obispo.

282. Sacramento, Cal., to Reno, Nev., 221.7 Miles.

Follow Signs of San Francisco Motor Club.

0.0 Sacramento. 15.1 Regal. 44.5 Marysv'le. 64.0 Honcut. 89.3 Challenge. 104.8 Camptonv'le. 126.0 Downiev'le. 138.9 Sierra City. 161.1 Sierav'le. 187.2 Truckee. 210.7 Verdi. 216.2 Lawton. 221.7 Reno.


MONTANA
OREGON
IDAHO
WYOMING
NEVADA
CALIFORNIA
UTAH
ARIZONA
PACIFIC OCEAN
KALAMA
VANCOUVER
WALLA WALLA
PORTLAND
SALEM
ALBANY
PRINEVILLE
EUGENE
OAKLAND
ROSEBURG
BURNS
EMMETT
BOISE
HAILEY
ARCO
SNAKE RIVER
SOLDIER
SILVER SPRINGS
GRANTS PASS
ASHLAND
CRESCENT
ALTURAS
SHASTA SPRINGS
EUREKA
REDDING
RED BLUFF
SACRAMENTO RIVER
SUSANVILLE
CHICO
OROVILLE
RENO
FALLON
ALPINE
AUSTIN
CARSON CITY
UKIAH
COLUSA
WILLOW
SHERWOOD
NEVADA CITY
PLACERVILLE
TALLAC
SACRAMENTO
SANTA ROSA
OAKLAND
STOCKTON
SAN FRANCISCO
MODESTO
YOSEMITE VALLEY
SAN JOSE
SAN JOAQUIN RIVER
MERCED
GILROY
SANTA CRUZ
SALINAS
FRESNO
SOLEDAD
HANFORD
JOLON
PASO ROBLES
SAN LUIS OBISPO
SANTA MARIA
LOS OLIVOS
SANTA BARBARA
BAKERSFIELD
MOHAVE
LOS ANGELES
SAN BERNARDINO
SANTA ANA
OCEANSIDE
SAN DIEGO
TONOPAH
GOLDFIELD
LIDA
BIG PINE
INDEPENDENCE
OLANCHA
FREEMAN
ELIZABETH L.
DAGGETT
NEEDLES
KINGMAN
WILLIAMS
ASHFORK
FLAGSTAFF
PEACH SPS.
CANON DIABLO
COLORADO RIVER
SAN JUAN R.
ELKO
WELLS
COBRE
LUCIN
TERRACE
KELTON
PROMONTORY
BRIGHAM
OGDEN
EVANSTON
SALT LAKE CITY
PROVO
PRICE
GREEN R.
ELY
CURRIE
CORTEZ
BEOWAWE
STONE CABIN
HELENA
BOULDER
BUTTE
DILLON
MONIDA
IDAHO FALLS
BLACKFOOT
POCATELLO
SODA SPRINGS
MONTPELIER
OPAL
GREEN RIVER

283. San Francisco to Redding, Cal., 291 Miles.

Ferry to Vallejo, follow General Lines of the Pacific R. R.

0.0 San Francisco. 25.0 Vallejo. 38.0 Fairf'ld. 72.5 Woodl'd. 94.8 Yale. 108.9 Dunnigan. 120.0 Arbuckle. 129.0 Williams. 140.0 Maxwell. 147.0 Norman. 169.0 Willow. 198.0 Corning. 207.0 Tehama. 257.0 Red Bluff. 291.0 Redding.

284. San Francisco to Sacramento, Cal., 128.6 Miles.

New Boulevard between Sacramento and McConnell avoiding Elk Grove. Roads Posted by San Francisco Motor Club.

0.0 San Francisco. Ferry to Oakland. 14.8 Haywoods. 24.3 Dublin. 34.4 Livermore. 42.1 Altamont. 60.3 Banta. 68.0 Lathrop. 74.3 French Camp. 83.9 Woodbr. 99.0 Galt. 104.8 Arno. 110.6 Elk Grove. 128.6 Sacramento.

285. San Francisco to Soledad, Cal., 137.2 Miles.

Good Level Roads.

0.0 San Francisco. 20.7 Hayward. 34.4 Irvington. 42.6 Milpitas. 49.7 San José. 55.4 Edendale. 65.0 Coyote. 70.8 Madrome. 79.5 Rocker. 88.4 Sargents. 110.6 Salinas. 137.2 Soledad.

286. San Francisco to Ukiah, Cal., 120.5 Miles.

0.0 San Francisco. 11.6 Green Brae Sta. 21.6 Ignacio Sta. 36.6 Petulama. 39.6 Crononа. 53.3 Sta. Rosa. 70.1 Healdsb'g. 88.0 Gloverdale. 99.1 Pieta. 116.7 Guidev'le. 120.5 Ukiah.

287. San Luis Obispo to Soledad, Cal., 119 Miles.

Fair to Good Roads.

0.0 San Luis Obispo. 11.0 Sta. Margarita. 26.0 Templeton. 32.0 Paso Robles. 41.0 San Miguelo. 53.0 Bradley. 79.0 Jolon. 119.0 Soledad.

288. Ukiah to Eureka, Cal., 175.3 Miles.

Good Roads and Fine Scenery, Thoroughly Sign Posted.

0.0 Ukiah. 6.1 Calpella. 24.4 Willits. 34.7 Sherwood. 50.5 Laytonv'le. 64.2 Cummings. 76.7 Bell Spr. 90.2 Harris. 114.1 Fruitl'd. 133.4 Pepperw'd. 144.8 Rio Dell. 150.3 Alton. 157.6 Singley. 159.2 Lolita. 168.2 Fields L'd'g. 175.3 Eureka.

289. San Mateo to Pescadero and Santa Cruz, Cal., 70.4 Miles.

0.0 San Mateo. 13.1 Half Moon Bay. 18.2 Purisima. 24.4 San Gregorio. 31.1 Pescadero. 44.9 Torquay. 56.7 Davenport. 61.8 Laguna. 70.4 Santa Cruz.

290. San Francisco to San Carlos and San Jose, Cal., 53.2 Miles.

0.0 San Francisco. 9.3 Colma. 15.8 San Bruno. 22.5 San Mateo. 27.7 San Carlos. 33.3 Menlo Pk. 36.1 Mayf'ld. 48.8 Santa Clara. 53.2 San José.

291. Bowie to Tucson, Ariz., 118.9 Miles.

Some Natural Good Roads with many Cross Washes.

0.0 Bowie. 4.2 Cholla. 16.9 Glade. 24.6 Wilcox. 35.9 Cochise. 45.7 Dragoon. 64.4 Benson Sta. 74.6 Mescal. 93.9 Vail Sta. 118.9 Tucson.

292. Deming, N. M., to Bowie, Ariz., 112.3 Miles.

Good Natural Road to State Line, then Rough.

0.0 Deming. 19.6 Gage. 28.6 Wilna. 34.3 Ladin. 49.3 Lisbon. 60.1 Lordsb'g. 95.8 San Simon. 107.9 Holt. 112.3 Bowie.

293. Phoenix, Ariz., to Blythe, Cal., 167.6 Miles.

0.0 Phoenix. 33.1 Buckeye. 103.7 Salome. 144.1 Quartzite. 167.7 Blythe.

294. Tucson to Phoenix, Ariz., 127.1 Miles.

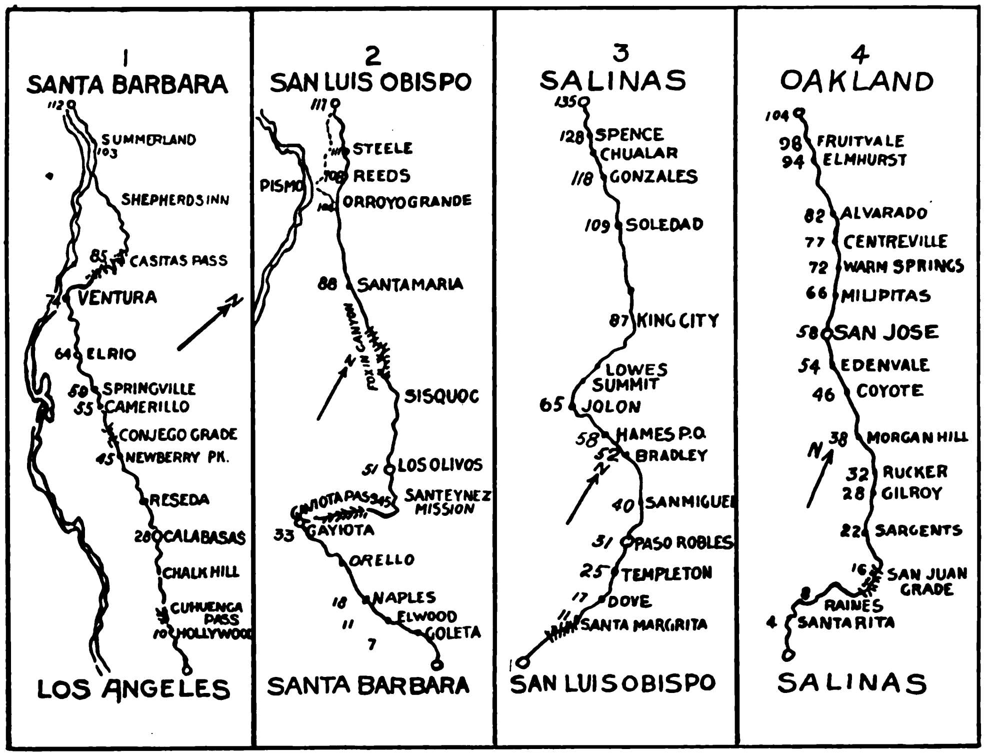
0.0 Tucson. 34.7 Red Rock. 69.0 Florence. 111.0 Mesa. 118.1 Tempe. 127.1 Phoenix.

LOS ANGELES TO OAKLAND.

Go from Los Angeles north on Wilshire boulevard to Hollywood; turn right on main road to Cahuenga Pass, a short 10 to 15 per cent. grade, and then continue over Chalk Hill and through Calabasas, Resada and Newberry Park. Go over the Conejo grade (about 10 per cent.), and pass through Camerillo, Springville, Elrio, Ventura and through Casitas Pass (12 to 25 per cent. grade), to Shepherd's Inn and on to Summerland and Santa Barbara. Proceed then to Soleta, Elwood, Naples, Gaviota Pass (10 to 12 per cent. grade), Santenynez Mission, Losolivos, Sisquoc, Foxen Canyon (10 to 15 per cent. grade), Santa Marie, Arroys Grande, Reeds, Steele and into San Luis Obispo.

From this point go out the main street two and a half miles upgrade to Santa Margarita, Dove, Templeton and Paso Robles; from the latter point proceed one mile and then turn right to San Miguel; there turn to the right again and go via Bradley, Jolon (8 per cent. grade), King's City, Soledad and Gonzales to Salinas. Follow main street out of Salinas to Santa Rita, Raines and San Juan grade (one mile—10 to 15 per cent.); then proceed to Sargent, Gilroy, Rucker, Morgan Hill, Coyote, Edenville, and finally to San Jose. From this point the route continues northward to Milipitas, Warm Springs, Centerville, Alvarado, Elmhurst and Fruitvale, and into Oakland.

On the whole the roads are good if the trip is made early in the summer—not later than July 1. Between Los Angeles and Santa Barbara there is a sandy stretch of about 10 miles over Cahuenga Pass, and


1
SANTA BARBARA
112
SUMMERLAND
103
SHEPHERDS INN
85
CASITAS PASS
74
VENTURA
N
64
ELRIO
60
SPRINGVILLE
55
CAMERILLO
CONJEGO GRADE
45
NEWBERRY PK.
RESEDA
20
CALABASAS
CHALK HILL
CUHUENGA PASS
10
HOLLYWOOD
LOS ANGELES
2
SAN LUIS OBISPO
111
STEELE
108
REEDS
PISMO
ORROYO GRANDE
88
SANTAMARIA
FOXEN CANYON
N
SISQUOC
51
LOS OLIVOS
GAVIOTA PASS
45
SANTEYNEZ MISSION
33
GAYIOTA
ORELLO
18
NAPLES
11
ELWOOD
GOLETA
7
SANTA BARBARA
3
SALINAS
135
128
SPENCE
CHUALAR
118
GONZALES
109
SOLEDAD
87
KING CITY
LOWES SUMMIT
65
JOLON
58
HAMES P.O.
52
BRADLEY
N
40
SANMIGUEL
31
PASO ROBLES
25
TEMPLETON
17
DOVE
11
SANTA MARGRITA
1
SAN LUIS OBISPO
4
OAKLAND
104
98
FRUITVALE
94
ELMHURST
82
ALVARADO
77
CENTREVILLE
72
WARM SPRINGS
66
MILIPITAS
58
SAN JOSE
54
EDENVALE
46
COYOTE
N
38
MORGAN HILL
32
RUCKER
28
GILROY
22
SARGENTS
16
SAN JUAN GRADE
8
RAINES
4
SANTA RITA
SALINAS

Los Angeles to Oakland, by Way of Santa Barbara, San Luis Obispo and Salinas.

some very sharp turns in the Casitas Pass. From Santa Barbara to San Luis Obispo there are only a few rough spots. On the next stretch the Jolon grade may give trouble. It is usually deep with dust which covers many rocks. From Salinas to Oakland the road is fair.

The following are good hotels: Santa Barbara, Carlton House San Luis Obispo, Commercial; Salinas, Abbott House; Oakland, Key Route Inn. Garages: Santa Barbara, Wood's; San Luis Obispo, first garage on east side of Main street; Salinas, Salinas Cyclery; Oakland, Keystone, 22nd street and Telegraph avenue.—*Submitted by A. S. Harris, South Berkeley, Cal.*

AN EXCITING CHASE.

DEPUTY SHERIFF A. SCHLAGER, of La Porte, Ind., mounted on a motorcycle, recently made a wild ride through that city in chase of two supposedly automobile thieves. The shots fired by the deputy were returned by the would-be robbers, who finally ran the car into a fence and made good their escape.

RACE IN MOVING PICTURES.

A MOVING picture firm at Bartlesville, Okla., is showing pictures of the recent motorcycle races held in that city. The films show Wells Bennett (Indian rider), champion of Kansas, and Roy Goode, a Kansas "hope," in a hot contest, and also depict a spill taken by Bennett. The films are being shown in Kansas and Oklahoma.

SPECIAL OKLAHOMA TAGS.

A SPECIAL tag has been ordered to be affixed to motorcycles in Oklahoma City, and the chief of police has been instructed by the mayor to arrest every rider who exceeds the speed limit or travels through the streets with open muffler.

The Calgary (Alberta) Club is arranging for a run to Banff on May 24, 25 and 26.

SEATTLE SCHEDULE

Washington Riders Complete Plans for Fine Series of Runs and Races—Club Rules for Road Work.

AT a recent meeting the Seattle (Wash.) M. C. adopted the following rules to govern its road trips for the coming season. They were outlined by Captain William Taft:

Special attention must be paid to road courtesy at all times; club members are warned against road racing with either motorcyclists or automobiles; exercise particular care when passing a scared horse on the road; mufflers must be kept close except on very steep hills or out in the country; on runs where it is specified that members shall ride in pairs no rider shall desert his partner—in case of trouble he must remain and give all the assistance possible; no rider will be allowed to start until the captain so orders, and no rider shall run ahead of the captain without good cause; parade formation will be adhered to through towns whenever possible.

On April 7 the club held a run to Bothel, Kirkland, Redmond and Falls City and returned by way of Renton. On April 21 a tandem run was made to Lakeside Inn. A hill-climb was held at Grouse Ridge on May 5, the club riders making the trip by way of Renton. They returned through Kirkland. Other features of the club's program have been listed as follows: May 19, picnic tandem run to the "Narrows" at Tacoma; May 30, race meet; June 2, tandem run to Olympia; June 16, third annual endurance run to Portland, Ore., and return; two-day run with $300 in prizes for perfect scorers; June 30, tandem run and fishing trip to Cedar Mountain; July 4, race meet; July 14, Northwestern District tandem run to American Lake, in conjunction with the Tacoma, Everett, Olympia, Centralia, Chehalis clubs and others.

CAPTURED ESCAPING JAIL-BIRD.

THE efficiency of the motorcycle for police use was demonstrated at Coffeyville, Kan., recently when a machine was brought to use to capture an escaping prisoner. A man was in the jail waiting to be taken to the State reformatory. Plumbers were at work in the jail and it was necessary to have the door open in order to carry in supplies. The jailer did not put the prisoner in a cell and when a chance presented itself the "bird" made a break for liberty. The prisoner, who was eighteen years old, soon outdistanced the jailer and was about to escape.

R. E. McCullough, city plumbing inspector, also agent for the Indian, was in his office and saw the jailer giving chase to the fleeing man. McCullough ran out of his office, took the police machine and gave chase. After a run of five blocks across unpaved streets he recaptured the man and turned him over to the police.

EXPLAINED NEW ORDINANCE.

COUNCILMAN DOWLING, of the Cleveland City Council, recently addressed the Cleveland M. C. at a special meeting with a view to making clear the provisions of a new motorcycle ordinance. The measure prohibits the carrying of a passenger on a luggage carrier or on the tank of a machine and a regulation tandem attachment with handlebars and pedals must be provided if a passenger is to be accommodated. A ban has also been placed on the undue smoking of motors and the ordinance prohibits the use of the muffler cut-out within the city limits. The police have received orders to enforce the rules strictly.

McACY SAVED THE DAY.

AS a means of replenishing the President's supply of collars an Excelsior machine thoroughly demonstrated its efficiency in Savannah, Ga., recently.

President Taft visited that city on May 1 and was entertained by a luncheon at the Casino in Thunderbolt, five miles from Savannah. The day was warm and the President's linen wilted most distressingly, so that at 2 o'clock Officer McAcy, whose photograph appears herewith, was dispatched from the Casino to the De Soto Hotel for more collars for the President. He mounted his Excelsior, rode the ten miles and delivered the collars to the President's aide at 2:17. The photograph and the above information come from the Balfour Hardware Company of Savannah.

IN THE LAND OF DIXIE

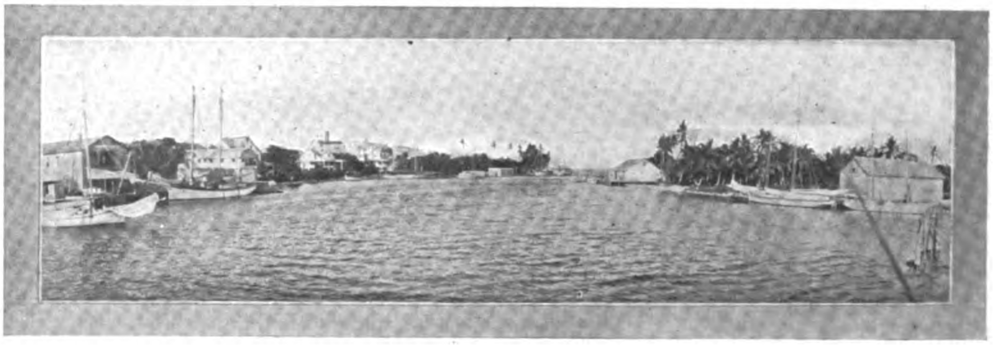
TOURING conditions in the Sunny Southland would be ideal but for the fact that roads in many of the outlying districts are unimproved and therefore not conductive to long jaunts for any but the hardiest riders. The scenery throughout this section of the country is widely diversified and usually pleasing. Here and there it assumes aspects approaching the sublime and for panoramic interest the tourist will find parts of it unsurpassed except in the Far West. Many of the towns retain their ante-bellum atmosphere, their quaint homesteads and picturesque roads and bridges practically unchanged, and in some sections the tourist feels that he has stepped back through half a century into "the old South." Hospitality is a by-word with the typical Southerner, and the reasonable visitor is always welcome. Hotels are old-fashioned in many instances, but usually to be depended upon for artistic cookery. Their very quaintness adds to the enjoyment of the full-fledged tourist. In the larger cities, of course, the best of service is always obtainable, but the experienced traveler will keep off the beaten track—wherever the roads are rideable.

The eastern section of North Carolina is dotted with winter resorts, couched in ideal surroundings, but aside from their scenic attractions they hold out no special inducements for the motoring tourist. All the roads are hilly, even in the eastern districts; some have alternating sandy and rocky stretches, but quite a few of them have been traveled by motorcyclists and a two-speed machine should enable the rider to reach most of the points of interest. Side trips are not recommended without careful inquiries as to roads. It is regrettable that so many of North Carolina's natural beauties are inaccessible to the motor tourist, but a Good Roads movement is now being taken up to remedy this condition and the State will no doubt prove more inviting in a year or two. Raleigh is the capital and most interesting city, but many of the smaller towns along the coast will repay the tourist for a short visit. Wilmington, in the southeastern corner of the State, is a thriving city engaged largely in the tobacco and lumber trade and shipping.

Road conditions in South Carolina show little or no improvement over those existing in its sister State on the north. Tourists should keep quite close to the main routes here and even then great areas of swampy land will be encountered which at certain seasons render the highways practically impassable. In the northwestern section of the State sandy and rocky hills abound, and it is advisable to follow a coast route in passing through. Columbia, the capital city, lies on the high banks of the Congaree river in the center of the State, and has several notable features for the visitor. One of the most imposing buildings is the State House, in the grounds of which stands a handsome monument to the "Palmetto Regiment" which served with distinction in the Mexican War. The State Penitentiary, the University of South Carolina and other public buildings are worth inspecting. Pleasant jaunts may be taken through the fair grounds and in Sydney Park. Large car, machine and iron plants may also be visited.

Charleston is the largest city in South Carolina and is one of the chief seaports of the Southern States. It is also well to the fore as a point of historical interest. The Civil War began at Charleston with the bombardment of Fort Sumter, and the city was more than once attacked by the Unionists in ensuing years, being finally evacuated in 1865. Tourists should not fail to visit the phosphate mines near the Ashley river. The South Carolina Military Academy, the cadets of which figured prominently in the Civil War, is located in Charleston and should be inspected. One of the show places is St. Michael's church, which was struck repeatedly by shots from the Federal cannon during the seige of the city. Among the more interesting buildings are the College of Charleston, St. Philips church (Calhoun's grave in the churchyard), St. Finbar's cathedral, the old Huguenot church, the Medical College, the old powder magazine (now occupied as a chapter room by the Colonial Dames), and the Porter Military Academy. To the north of the city about 3 miles is Magnolia Cemetery, which should be visited for a view of its fine live oaks (draped with Spanish moss), its azaleas, magnolias, camelias and almond trees. This trip is most effective in May or June. No tourist should fail to visit the Gardens of Magnolia, on the Ashley river, the chief glory of which is its azalea bushes, some of which reach a height of 15-20 feet. The semi-tropical vegetation makes the park a place of remarkable beauty. On the Cooper river, to the north of Charleston, is a United States naval station with a drydock. A number of fine side trips to parks and quaint amusement places may be mapped out, but care should be taken to make inquiries relative to road conditions.

The latter admonition also applies to touring in Georgia. Good roads are comparatively few and there are numerous swampy sections. In the dry seasons some of the highways are in fair condition, but at other times the term road as applied to the touring routes is a misnomer. The motorcyclist should keep to the main lines as much as possible, along which good hotel and garage accommodations are usually obtainable. Savannah is one of the most interesting cities in Georgia. It is well laid out and its semi-tropical vegetation is seen to excellent effect in numerous parks and squares. The city is rich in historical atmosphere. In 1778 it was captured by the British, who repulsed an attempt to retake it the following year. The port of Savannah was closed to commerce by the Federal fleet from 1861 to 1865, and Sherman occupied the city at the close of his famous "march to the sea." The first steamship to cross the Atlantic ocean started from Savannah in 1819. The visitor will find much to interest him in the warehouses and wharves along the river, and later he should inspect the City Exchange, the Customs House, Christ Church and the Federal Building. A boulder monument in Court House Square commemorates Tom-O-Chi-Chi, the Indian chief from whom General Oglethorpe acquired the site of the city. Monterey Square, one of the show places



A Palm-bordered River in Florida.

of the city, contains a fine monument to Count Pulaski, who fell at the seige of Savannah in 1779.

Side trips may be made to Bonaventure Cemetery over the Thunderbolt shell road; to Thunderbolt, on the Wilmington river; to White Bluff, over another fine shell road; to the Hermitage, a fine old Colonial mansion on the Savannah river; to the Isle of Hope, on the Skidaway river; to Tybee Beach, a popular bathing place, and over the Savannah Grand Prize automobile course, one of the best in the country.

Atlanta, the capital, referred to as the "Gate City," is known principally for its industries. The chief point of interest in the history of the city is its seige and capture by General Sherman, who after holding the city for two months here began his famous "march to the sea." Atlanta is one of the main distributing points in the South for northern and western manufactures. The staples of its domestic trade are tobacco and cotton. Among the buildings worthy of note are the State Capitol, the new Court House, the City Hall and the Chamber of Commerce. The finest residence district is Peachtree street. Tuskegee is the seat of the well-known industrial school for colored pupils and a short stop should be made here. Athens and Macon are lively cities, the latter being a cotton mart and railroad center. The Wesleyan Female College and Mercer College are located in Macon and near Griffin is the Georgia Experimental Farm.

After making his way into Alabama the motorcycle tourist should find it possible to spend a pleasant day in and about Mobile, owing to the fact that the city has many fine drives shaded with magnolias and live oaks. The city is the only seaport in Alabama, and is therefore interesting for its shipping. About 6 miles to the west is Spring Hill, with a large Roman Catholic College; Monroe Park is a popular resort reached over a good shell road, and Frederic's restaurant, at the end of the shell road, is a favorite eating place for those who lean to fish, game and oysters. More distant resorts are Point Clear, Magnolia Springs and Alabama Port. Throughout this region the scenery is beautiful and the many shell roads in the vicinity of Mobile afford fine traveling by motor. Beyond the city the main roads traverse a typical southern landscape, passing savannahs, canebrakes and pine forests and winding around bayous. Pass Christian is the chief of the summer and winter resorts of Alabama on the Gulf coast. Dunbar, formerly known as English Lookout, from its occupation by the British in 1812, is a noted fishing center and if the roads are presentable the motorcycle tourist would do well to make a short stop there. One of the best-known tour routes in this district is from Atlanta, Ga., to Birmingham, Ala. The roads are reported to be poor in many places and only fair at best. In rainy weather touring in this region should not be attempted. The country is inclined to be flat and swampy in many parts and clay is also encountered. Hotel and garage accommodations are very uncertain outside the large cities.

Florida is one of the most attractive States in the southern division for the motoring tourist, owing to its excellent climate and fair roads and the great number of resorts which dot its coast and the banks of its rivers. In late years automobile traffic to the Florida beaches and fishing resorts has been exceptionally heavy and as a result the State has taken steps to improve many of its roads. Some of them, of the shell type, rival northern boulevards. Near the best-known resorts rates for hotels and garages are likely to be high, but it is always possible to obtain reasonable service by departing a short distance from the beaten track.

Jacksonville is the commercial metropolis of Florida and is much frequented as a winter resort. It offers no points of special interest to the passing tourist, who will probably regard it merely as a stage on the way to St. Augustine and more attractive points. However, pleasant runs may be made over shell roads to the north of the city and in the suburb of Riverside to the southwest. Pablo Beach, Atlantic Beach and Mayport are places near Jacksonville which offer bathing inducements and the usual line of seaside amusements.

No tourist should fail to give due attention to St. Augustine, one of the most picturesque and interesting little cities in the country. It lies on the Atlantic coast near the southern end of a narrow peninsula formed by the Matanzas and St. Sebastian rivers. The older streets of the city are all very narrow; the houses are built of coquina (a kind of shell limestone) and some of them have overhanging balconies. The gardens and squares are full of palmettos, orange and citron trees, date palms, magnolias and bananas. It was to Florida that Ponce de Leon went in his search for the "Fountain of Youth." He landed at the Indian town of Seloy (on or near the site of St. Augustine), but re-embarked after failing to find the fountain. As St. Augustine dates back to 1565 it is one of the oldest permanent settlements in America; the tourist will find evidences of this on all sides. From 1565 to 1665 the city had a very checkered existence, being the center of almost continuous warfare between the Spaniards and neighboring Indian tribes. In 1586 the city was plundered by Sir Francis Drake and by Captain John Davis in 1666. Many of the older and more picturesque features of the place are now disappearing, but an effort is being made to erect new buildings in a style in harmony with the local atmosphere and traditions and the visitor will still find much to impress him. In the center of the city is the Plaza de la Constitucion, which contains several fine monuments and statues. On the south side of the plaza runs the Alameda (King street), which leads to a fine group of buildings in the Spanish or Moorish style. There are some fine drives and many beautiful gardens and little shaded squares. The visitor should not fail to see the City Gate, made up of two pillars 20 feet high, which date back to the Spanish period. The Huguenot graveyard is another point of interest.

Fort Marion, lying on the Matanzas river, invariably charms the tourist, and St. Francis Barracks, the Military Cemetary and Flagler Hospital are worthy of attention. In St. Francis street, opposite the barracks, stands what is probably the oldest house in the United States. It was built by the Huguenots in 1564. Ormond and Daytona are watering places of national reputation, and should be visited without fail. At Ormond the smooth beach, as hard as a boulevard, is used for motoring, and there are numerous fine drives. Excellent roads lead to Daytona from Ormond. New Smyrna is an old and interesting town. It has a ruin believed by some antiquarians to be the remains of a chapel built by Columbus on his second voyage in 1496 or 1497. The Indian river is a favorite fishing ground, and its banks abound with small game. Palm Beach is one of the most fashionable winter resorts in the country, and is worth a visit. Rockledge, Pensacola, Miami and Key West all have their points of interest and relics, and they may be reached by good roads. Tallahassee, the capital city, has fine drives, gardens and squares and some old buildings.

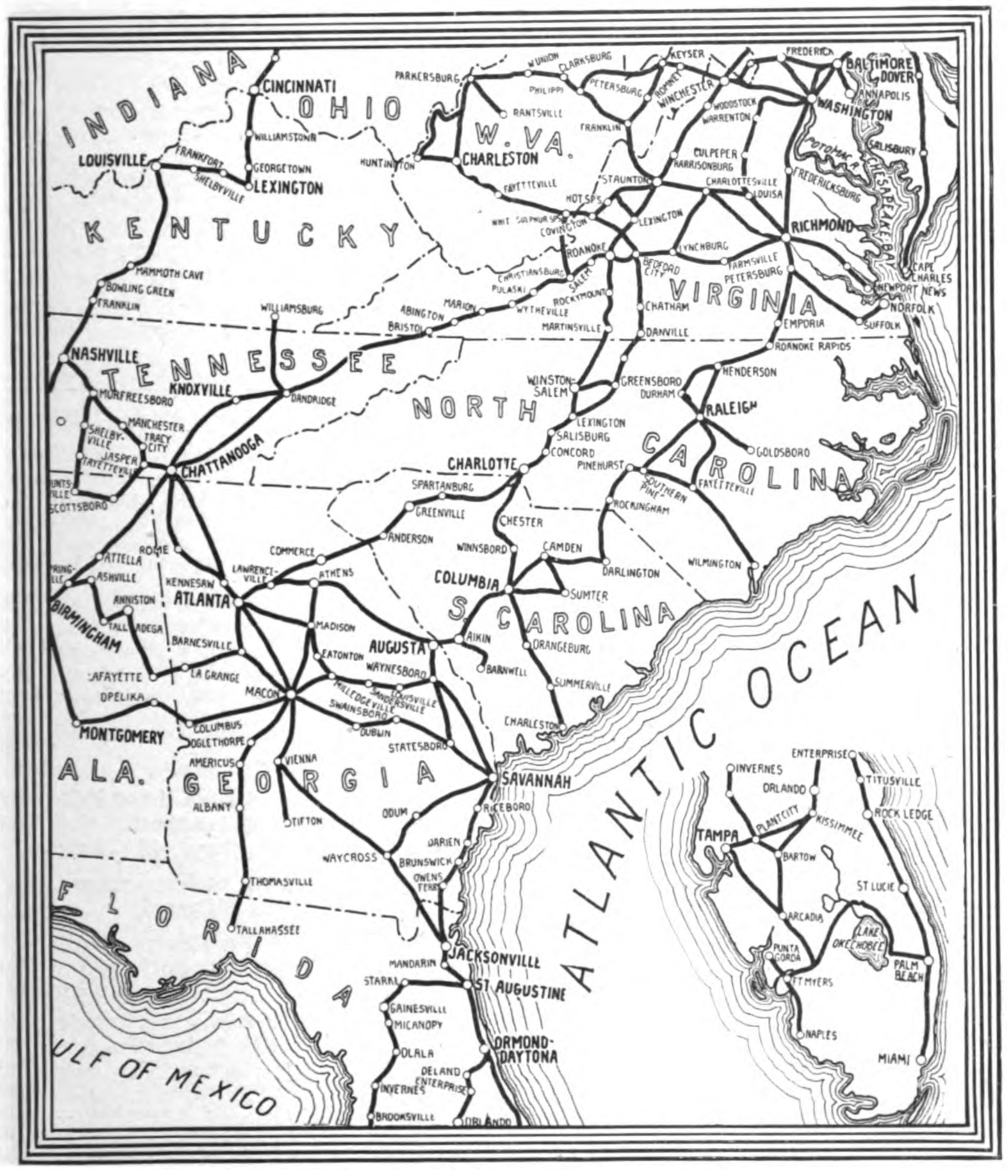
Mississippi, like some other Southern States, has regions of scenic beauty not within the reach of the motorcyclist. Practically all its roads are poor, and most of them are beyond description. It would be foolhardy to attempt long tours through this State, and even short runs will be attended by all kinds of road trouble. Owing to the present flooding of the Mississippi river the entire western section must be left out of the reckoning by motoring visitors.

Tennessee offers only fair roads, mostly dirt and clay. In the eastern section the Cumberland Mountains make touring difficult; in some districts, impossible. Nashville, in the north-central section, and Memphis, in the southwestern corner of the State, are the most interesting cities. Memphis is best known as a distributing point for cotton, but it has other trade of importance. Tourists should visit the Cotton Exchange, the Merchants' Exchange, the cotton compresses and the cottonseed oil mills. A number of the smaller towns are of historical interest, and some points in the eastern section have war-time data.

It goes without saying that the tourist in Louisiana should visit New Orleans, located on the Mississippi 106 miles above its mouth. Owing to the survival of the buildings, manners and customs of the original French and Spanish inhabitants the city is one of the most interesting in the country. It has many miles of good streets, scores of shady squares, and whole districts which exude the atmosphere of a century back. The French quarter should be visited, and the levee, the Cathedral of St. Louis, the French Market, Lafayette Square, the Howard Library, the Cotton Exchange, the Tulane University of Louisiana, the City Park, Audubon Park and the cemeteries are all worthy of attention. Among the favorite resorts of New Orleans is Lake Pontchartrain, five miles to the north of the city; a game or fish dinner at one of the garden restaurants here is a regular feature of a visit to the Crescent City. A side trip may be made to the Battlefield of New Orleans, and another to the National Cemetery, which contains 12,000 graves of Union soldiers who fell during the Civil War. Like other Southern States Louisiana does not hold out road inducements for the motorcyclists outside of the larger cities. Its roads are only fair at best, mostly dirt and clay, and usually cut up to such an extent that they are in no condition for motorcycling. However, a number of pleasant side trips may be arranged out of New Orleans, Baton Rouge and several of the other more important cities.

Arkansas roads are rough, and the tourist in this region must expect heavy going much of the time. The State is not without its scenic attractions, however, and Hot Springs, in the Ozark Mountains, is a favorite resort. Pilot Knob and the city of Little Rock are points of interest.

Texas roads, as a rule, are fairly level, but some rough going may be expected, and there are fords to be made on almost every touring route. The topography of the region is not calculated to enchant the motorcycle tourist, the State making its greatest appeal to the visitor through its climate and its vast open territories. Abilene, Big Springs, Fort Stockton, Fort Worth, El Paso, Dallas and Houston are touched by touring routes, but the joy of riding itself must repay the tourist through this section. Points of real interest are few.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BALTIMORE
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RICHMOND
FREDERICKSBURG
CHESAPEAKE BAY
NORFOLK
NEWPORT NEWS
KENTUCKY
MAMMOTH CAVE
BOWLING GREEN
FRANKLIN
VIRGINIA
LYNCHBURG
PETERSBURG
ROANOKE
BRISTOL
ABINGTON
DANVILLE
EMPORIA
SUFFOLK
NASHVILLE
TENNESSEE
KNOXVILLE
MURFREESBORO
CHATTANOOGA
NORTH CAROLINA
WINSTON-SALEM
GREENSBORO
DURHAM
RALEIGH
HENDERSON
GOLDSBORO
FAYETTEVILLE
CHARLOTTE
SALISBURY
CONCORD
PINEHURST
SPARTANBURG
GREENVILLE
ANDERSON
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CAMDEN
WILMINGTON
COLUMBIA
SOUTH CAROLINA
SUMTER
AIKEN
ORANGEBURG
CHARLESTON
ATLANTA
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ALA.
GEORGIA
ALBANY
SAVANNAH
BRUNSWICK
WAYCROSS
THOMASVILLE
TALLAHASSEE
FLORIDA
JACKSONVILLE
ST. AUGUSTINE
ORMOND-DAYTONA
GAINESVILLE
OCALA
DELAND
ORLANDO
TAMPA
KISSIMMEE
TITUSVILLE
ROCK LEDGE
LAKE OKEECHOBEE
PALM BEACH
MIAMI
FT. MYERS
NAPLES
GULF OF MEXICO
ATLANTIC OCEAN

295. Abilene, Tex., to Big Springs, Tex., 110.6 Miles.

Main Travel Prairie Road, Paralleling Texas & Pacific R. R.

0.0 Abilene. 7.9 Tye. 16.2 Merkel. 22.7 Trent. 28.5 Eskota. 41.4 Sweetwater. 50.2 Roscoe. 61.1 Loraine. 70.5 Colorado. 71.4 Mesquite. 80.8 Westbrook. 90.4 Satan. 98.8 Coahama. 110.6 Big Springs.

296. Baton Rouge, La., to New Orleans, La., 117.7 Miles.

Fair to Poor Roads.

0.0 Baton Rouge. 7.5 Old Church. 9.8 River road. 29.3 turn left. 43.4 Darrow. Follow levee to 85.6 Laplace. 107.6 Kenner. 117.7 New Orleans.

297. Big Springs, Tex., to Ft. Stockton, Tex., 177.5 Miles.

Over Special Auto Roads across the Plains.

0.0 Big Springs. 23.7 Stanton Sta. 43.6 Midland. 54.2 Warfield Sta. 66.0 Odessa. 79.8 New district road. 97.5 Y-Ranch. 110.0 auto road. 116.8 ranch gate. 122.3 corners—take righ fork. 136.7 bridge—cross and take left turn. 145.0 Grand Falls. 177.5 Ft. Stockton.

298. Chattanooga, Tenn., to Birmingham, Ala., 153.5 Miles.

Good Gravel and Macadam Roads.

0.0 Chattanooga. 10.2 Wildwood. 13.0 Morganville Sta. 18.8 Trenton. 27.8 Rising Faun. 32.8 Sulphur Spr. 55.3 Ft. Wayne, Ala. 68.0 Porterv'le. 73.0 Collinsv'le. 95.4 Attala. 104.4 Steele. 124.4 Springville, 153.5 Birmingham.

299. Chattanooga, Tenn., to Huntsville, Ala., 129.3 Miles.

Mostly Poor Dirt, but some Fine Macadam Roads. Good only in Dry Weather.

0.0 Chattanooga. 26.5 Jasper. 34.2 Sth. Pittsburg. 49.2 Bridgeport. 60.0 Fackler. 79.0 Scotsboro. 86.2 Larkinsv'le. 97.5 Woodville. 100.3 Paint Rock. 110.2 Gurley. 118.3 Mayfield. 129.3 Huntsville.

300. Chattanooga, Tenn., to Nashville, Tenn., 156 Miles.

Indifferent Dirt Roads, with Toll Gates.

0.0 Chattanooga. 25.0 Jasper. 49.0 Sequatchie. 60.0 Tracy City. 66.0 Monteagle. 72.0 Pelham. 82.0 Hillsboro. 90.0 Manchester. 99.0 Holly. 123.0 Murfreesboro. 156.0 Nashville.

301. Dallas, Tex., to Lawton, Oklahoma, 200.7 Miles.

Fine Pike to Ft. Worth, Clay to Decatur, Rough in spots; Clay, Gravel and Sand to Bowie, Good Prairie Road Red River to Lawton.

0.0 Dallas. 13.0 Grand Prairie. 19.6 Arlington. 26.0 Handley. 32.6 Ft. Worth. 35.0 Nth Ft. Worth. 40.6 Caganaw. 46.6 Hicks. 57.1 Rhone. 72.1 Decatur. 85.5 Alvord. 93.8 Sunset. 97.7 Fruitland. 103.1 Bowie. 113.7 Stoneburg. 124.9 Ringgold. 130.1 Terral. 138.4 Ryan. 150.5 Waurika. 159.5 Hastings. 169.5 Temple. 179.2 Walter. 192.0 Geronimo. 200.7 Lawton.

302. Dallas to Paris, Tex., 119.8 Miles.

Fair Roads.

0.0 Dallas. 13.1 Richardson. 19.2 Palno. 26.0 Allen. 33.3 McKinney. 40.8 Melissa. 45.8 Anna. 52.8 Sadalia. 58.8 Pilot Grove. 65.2 Whitewright. 70.6 Ely. 80.6 Bonham. 87.1 Dodd City. 91.4 Windom. 96.8 Honey Grove. 103.5 Petty. 109.8 Brookston. 119.8 Paris.

303. El Paso, Tex., to Deming, New Mexico, 104 Miles.

Good Roads.

0.0 El Paso. 10.9 Montoya. 16.2 Vinton. 19.5 La Cuna. 24.8 Berino. 37.1 San Miguel. 51.5 Afton. 56.3 Kenzin. 63.7 Aden. 76.6 Carbray. 104.0 Deming.

304. Ft. Stockton to Sierra Blanca, Tex., 222.3 Miles.

Auto Roads Ft. Stockton to Alpine, Fair to Good Roads balance of route along Southern Pacific R. R.

0.0 Ft. Stockton. 58.3 Marathon. 90.7 Alpine. 117.4 Marfa. 127.0 Aragon. 152.7 Valentine. 161.4 Wendell. 168.7 Chispa. 180.9 Lobo. 192.4 Dalberg. 203.3 Torbert. 212.4 Grayton. 222.3 Sierra Blanca.

305. Fort Worth to Abilene, Tex., 175.4 Miles.

Considerable Pike, balance Generally Good ta Mineral Wells. Cross Prairies with occasional Hard Going to Abilene.

0.0 Ft. Worth. 10.3 Benbrook. 19.9 Aledo. 26.5 Anneta. 35.1 Weatherford. 56.4 Mineral Wells. 68.5 Palo Pinto. 95.1 Caddo. 110.5 Breckenridge. 135.1 Albany. 169.4 Hamby. 175.4 Abilene.

306. Hazlehurst, Miss., to Baton Rouge, La., 143.1 Miles.

0.0 Hazlehurst. 11.8 Beauregard. 13.5 Wesson. 23.5 Brookhaven. 38.0 Northfield. 41.7 Johnston. 66.0 Osyka. 75.5 Kentwood. 93.0 Greensburg. 143.1 Baton Rouge.

307. Lawton, Okla., to Oklahoma City, Okla., 145.3 Miles.

Good Prairie Roads with Some Heavy Sand.

0.0 Lawton. 13.8 Rohrer. 26.6 Apache. 44.8 Anadarko. 54.4 Verden. 64.6 Chickasha. 75.7 Pocassett. 83.7 Minco. 112.6 El Reno. 125.1 Yukon. 145.3 Oklahoma City.

308. Little Rock, Ark., to Texarkana, Ark.

Fair to Poor Roads.

0.0 Little Rock. 15.2 Collegev'le. 23.5 Benton. 37.9 Lonsdale. 54.0 Hot Springs. 59.7 Lawrence. 78.6 Social Hill. 88.2 Friendship. 97.6 Arkadelphia. 113.4 Dobyv'le. 119.4 Okolona. 132.3 Boughton. 137.4 Prescott. 145.8 Emmet. 169.2 Fulton. 176.9 Homan. 185.2 Mandeville. 191.6 Texarkana.

309. Memphis, Tenn., to Greenwood, Miss., 177.9 Miles.

0.0 Memphis. 13.1 Lynchburg. 17.6 Wallace. 24.0 Lake Cormorant. 31.2 Clacks. 42.1 Hollywood. 46.7 Tunica. 55.1 Clayton. 62.2 Dundee Sta. 69.0 Lula. 72.6 Rich. 79.2 Coahoma. 87.0 Cloverhill. 92.9 Clarksdale. 114.1 Tutwiler. 127.6 Sumner. 140.7 Whitehead. 143.7 Black Bayou Sta. 160.6 Schlater. 177.9 Greenwood.

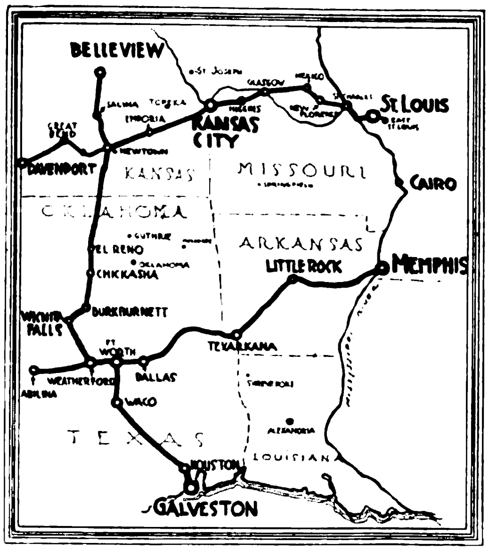
310. Memphis, Tenn., to Little Rock, Ark., 199.8 Miles.

0.0 Memphis to 46.5 Tunica over route (341). 62.0 Trotters Ldg. 62.6 Helena, Ark. 70.2 Belser. 75.1 Barton. 80.5 Popular Grove. 84.4 Marvel. 99.6 Blackton. 112.4 Clarendon. ferry to Roe. 134.0 Stuttgart. 154.4 Hazen. 164.6 Carlisle. 175.4 Lonoke. 198.6 Argenta. 199.8 Little Rock.

311. Memphis, Tenn., to Sheffield, Ala., 161.7 Miles.

Rough Roads.

0.0 Memphis. 5.3 Aulon. 9.6 Whites. 14.7 Germant'n. 18.0 Forest Hill. 23.6 Collierv'le. 30.3 Rossville. 38.7 Moscow. 48.4 La Grange. 58.7 Saulsbury. 66.3 Rodgers Spr. 79.1 Essary Spr. 99.6 Corinth. 115.2 Burnsville. 124.8 Iuka, Miss. 135.4 Bear Creek. 143.0 Cherokee. 147.8 Barton. 159.6 Tuscumbia. 161.7 Sheffield.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Little Rock
Memphis
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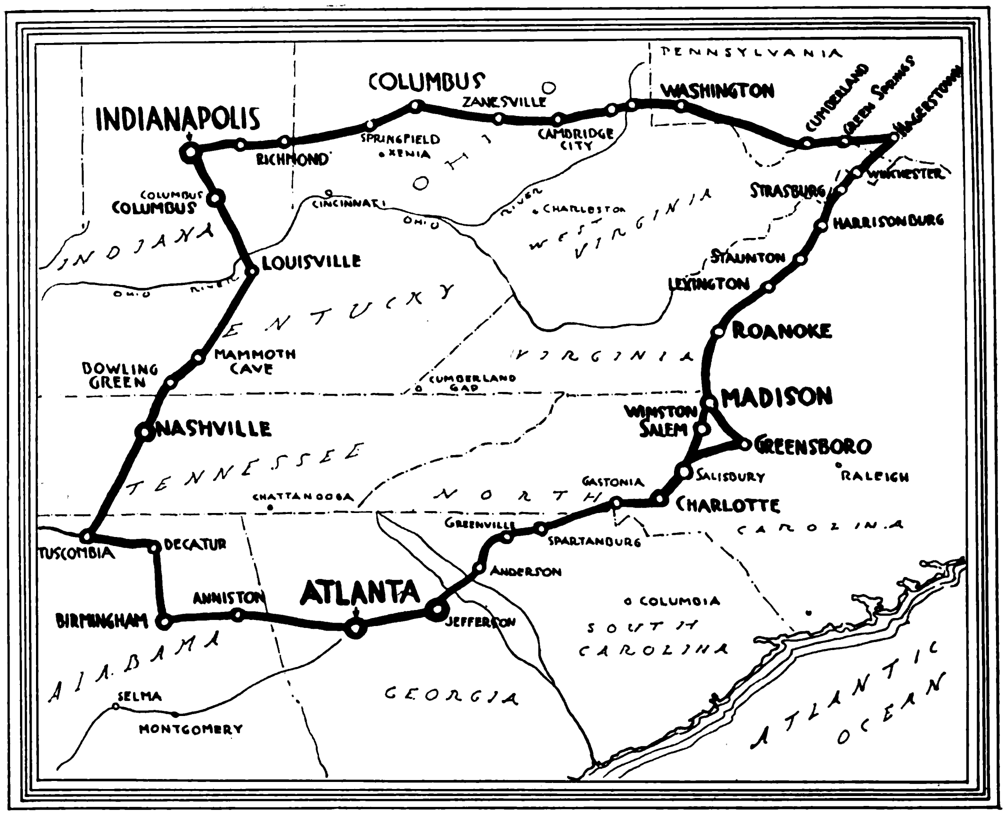
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WEST VIRGINIA
WINCHESTER
STRASBURG
HARRISONBURG
INDIANA
LOUISVILLE
STAUNTON
LEXINGTON
KENTUCKY
ROANOKE
VIRGINIA
BOWLING GREEN
MAMMOTH CAVE
CUMBERLAND GAP
MADISON
WINSTON SALEM
GREENSBORO
NASHVILLE
TENNESSEE
GASTONIA
SALISBURY
RALEIGH
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SPARTANBURG
ANDERSON
ATLANTA
ANNISTON
BIRMINGHAM
JEFFERSON
COLUMBIA
SOUTH CAROLINA
ALABAMA
ATLANTIC OCEAN
SELMA
GEORGIA
MONTGOMERY

312. Nashville, Tenn., to Huntsville, Ala., 117.7 Miles.

Fair to Poor Roads.

0.0 Nashville. 17.7 Lavergne. 33.8 Murfreesboro. 57.7 Shelbyville. 85.6 Fayettev'le. 109.0 Meridianv'le. 117.7 Huntsville.

313. Nashville, Tenn., to Mammoth Cave., Ky., 103 Miles.

Rough and Heavy Roads.

0.0 Nashville. 13.0 Goodlettsv'le. 25.9 White Horse. 42.3 Franklin. 67.4 Bowling Green. 92.0 Glasgow Jc. 103.0 Mammoth Cave.

314. Nashville, Tenn., to Sheffield, Ala., 119.7 Miles.

Rough and Heavy Roads.

0.0 Nashville. 8.9 Brentwood. 17.8 Franklin. 30.3 Spring Hill. 34.0 Neapolis. 41.5 Columbia. 51.3 Ridley. 56.8 Sandy Hook. 61.8 Crestview. 76.9 Lawrenceburg. 82.6 Leoma. 90.3 Loretto. 98.2 Greenhill. 109.0 St. Florian. 115.2 Florence. 119.7 Sheffield.

315. New Orleans, La., to Gulf Port, Miss., 134.5 Miles.

0.0 New Orleans. 7.0 Milneburg; ferry across Lake Pontchartrain to 17.1 Mandeville. 45.9 Bogalusa. 64.8 Camerons Ferry. 81.0 Poplarv'le. 106.7 Standard. 112.4 Vidalia. 122.8 Couvas. 126.5 Pass Christian. 131.4 Long Beach. 134.5 Gulf Port.

316. Oklahoma City, Okla., to Anthony, Kans., 172 Miles.

0.0 Oklahoma City. 18.0 Yukon. 29.9 El Reno. 72.0 Enid. 129.0 Pond Creek. 159.8 Bluff City, Kan. 172.0 Anthony.

317. Sierra Blanca, Tex., to El Paso, Tex., 107 Miles.

Fairly Good Pike Roads.

0.0 Sierra Blanca. 4.3 Etholen. 38.0 Finlay. 53.3 Ft. Hancock. 67.1 Polvo Sta. 77.9 Faybans. 107.0 El Paso.

318. Texarkana to Paris, Tex., 97.3 Miles.

0.0 Texarkana. 10.4 Leary. 15.0 Hooks. 22.3 New Boston. 36.3 de Kalb. 55.5 Annona. 65.0 Clarksv'le. 78.3 Detroit. 87.7 Blossom. 97.3 Paris.

319. Athens, Ga., to Augusta, 110.3 Miles.

Poor Dirt Roads.

0.0 Athens. 15.5 Crawford. 19.0 Lexington. 34.7 Helena. 45.3 Washington. 71.9 Thomson. 85.3 Harlem. 86.8 Campania. 89.7 Berzelia. 98.4 Belair. 110.3 Augusta.

320. Atlanta to Athens, Ga., 76.7 Miles.

Poor Dirt Roads.

0.0 Atlanta. 4.4 Kirkwood. 6.5 Decatur. 30.4 Lawrenceville. 46.1 Auburn. 47.4 Karl. 53.3 Winder. 61.6 Statham. 76.7 Athens.

321. Atlanta, Georgia, to Birmingham, Ala., 189.3 Miles.

Good Dirt Roads.

0.0 Atlanta. 13.4 Mableton. 17.0 Austel. 19.6 Lithia Spr. 26.0 Douglasville. 31.2 Winston. 36.9 Villa Rica. 45.6 Temple. 53.4 Bremen. 55.9 Waco. 63.4 Tallapoosa. 80.9 Edwardsv'le. 87.0 Hefflin. 93.7 Iron City. 96.1 Choccolocca. 100.0 De Armanv'le. 106.9 Oxanna. 108.0 Anniston. 117.1 Alexander. 125.5 Ohatchee. 132.2 Greensport F'y. 144.7 Ashville. 155.3 Clair Spr. 160.2 Springv'le. 189.3 Birmingham.

322. Atlanta, Ga., to Chattanooga, Tenn., 143.5 Miles.

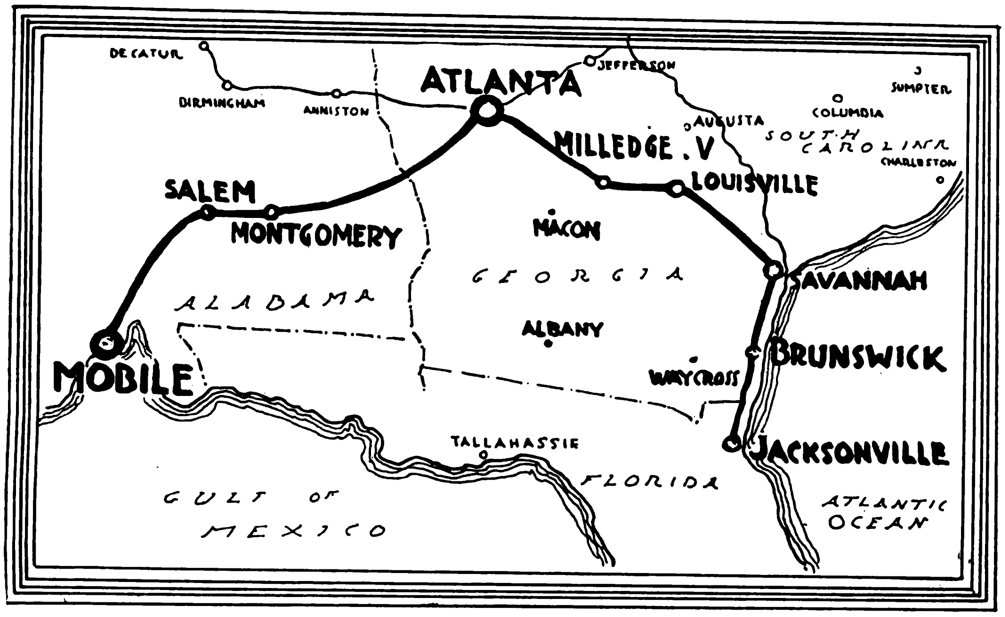
Fair Dirt Roads.

0.0 Atlanta. 18.6 Marietta. 25.1 Kennesaw. 30.4 Ackworth. 42.2 Cartersville. 54.5 Kingston. 69.0 Rome. 95.4 Summerville. 114.0 Lafayette. 143.5 Chattanooga.

323. Atlanta to Vienna, Ga., 151.1 Miles.

Mostly Macadam Roads.

0.0 Atlanta. 3.8 Ft. McPherson. 6.3 East Point. 24.5 College Park. 28.1 Harp Sta. 31.8 Woolsey. 35.1 Lowry. 40.7 Essmond.



45.0 Griffin. 50.8 Orchard Hill. 56.1 Milner. 62.0 Barnesville. 75.1 Forsyth. 80.3 Smarrs Sta. 86.7 Boling Brook. 89.7 Lorane. 100.5 Macon. 111.9 Echeconnee. 128.1 Perry. 154.1 Vienna.

324. Charlotte, N. C., to Columbia, S. C., 112.2 Miles.

Fair to Good Dirt Roads.

0.0 Charlotte. 10.8 Pineville. 32.7 Rock Hill. 46.5 Lewis Sta. 52.8 Chester. 61.4 Cornwell Sta. 65.1 Blackstock. 67.8 Woodward Sta. 73.3 White Oak. 81.4 Winnsboro. 86.1 Rockton Sta. 89.0 Simpson Sta. 112.2 Columbia.

325. Columbia, S. C., to Aiken and Augusta, Ga., 81.1 Miles.

Fair Dirt Roads.

0.0 Columbia. 14.2 Lexington. 31.1 Leesville. 33.0 Batesburg. 34.6 Hibernia. 59.0 Aiken. 65.0 Warrenville. 67.6 Langley. 81.1 Augusta.

326. Columbia, S. C., to Charleston, S. C., 123.3 Miles.

Poor Dirt Roads.

0.0 Columbia. 28.2 Mount Pierce. 31.3 St. Mathews. 34.9 Riley. 45.6 Orangeburg. 60.2 Bowman. 77.3 Harleyville. 94.7 Jedburg. 100.3 Lincolnv'le. 103.7 Ladson. 123.3 Charleston.

327. Greenville, S. C., to Charlotte, N. C., 117.5 Miles.

Rough Dirt Roads.

0.0 Greenville. 14.2 Greer. 19.3 Duncan. 36.5 Spartanburg. 41.5 Converse. 57.0 Gaffney. 66.7 Blacksburg. 72.9 Grover. 81.3 Kings M't'n. 87.2 Bessemer Cy. 94.6 Gastonia. 99.8 Lowell. 101.7 McAdenville. 104.7 Belmont. 117.5 Charlotte.

328. Jacksonville, Fla., to Ormond-Daytona, 93 Miles.

Mostly Sandy Roads.

0.0 Jacksonville. — Loretta. — Bayard. 37.0 St. Augustine. 42.6 Moultrie Cr'k. 43.0 Moultrie. 85.2 Ormond. 93.0 Daytona.

329. Jacksonville, Fla., to Tampa, Fla., 245.9 Miles.

0.0 Jacksonville. 31.0 Highland. 36.4 Lawtry. 44.0 Starke. 72.3 Gainesville. 90.6 Miconopy. 93.9 Evanston. 116.0 Ocala. 139.7 Dunnellon. 157.7 Iverness. 177.8 Brooksville. 191.9 Trilby. 198.8 Dade City. 204.4 Greer. 213.9 Zepher Hills Colony. 219.9 Knights. 223.9 Plant City. 230.2 Dover. 233.7 Seffner. 235.7 Mango. 245.9 Tampa.

330. Live Oak, Fla., to Jacksonville, Fla., 65.8 Miles.

Sandy Roads.

0.0 Live Oak. 5.5 Houston. 9.9 Welborn. 22.4 Lake City. 25.0 Watertown Sta. 29.6 Mt. Carrie. 34.2 Olustee. 43.8 Sanderson. 52.3 Glen St. Mary. 54.7 MacClenny. 65.8 Baldwin.

331. Ormond-Daytona, Fla., to Rockledge, Fla., 76.3 Miles.

Some Shell and Sandy Roads.

0.0 Ormond. 7.8 Daytona. — New Smyrna. 33.3 Oak Hill. 56.0 Titusville. — Cocoa. 76.3 Rockledge.

332. Ormond-Daytona, Fla., to Tampa, Fla., 188.4 Miles.

0.0 Daytona. 24.0 Deland. 29.8 Orange City. 35.6 Enterprise. 51.5 Sanford. 62.2 Longwood. 68.2 Maitland. 74.7 Orlando. 80.1 Pine Castle. 93.8 Kissimmee. 106.6 Loughman. 113.4 Davenport. 117.4 Haines City Sta. 127.0 Florence villa. 129.2 Winterhaven. 132.8 Eagle Lake. 154.3 Lakeland. 164.0 Plant City. 188.4 Tampa.

333. Rockledge, Fla., to Miami, Fla., via Palm Beach, 209.8 Miles.

Sandy Roads.

Follow Route (334) to St. Lucie.

0.0 St. Lucie. 70.0 Fort Pierce. 75.9 White City. 133.5 Riviera. 138.0 W. Palm Beach. 182.0 Ft. Lauderdale. 187.2 Dania. 192.0 Hallandale. 195.5 Ojus. 196.4 Tilford. 203.2 Little River. 204.5 Lemon City. 206.0 Buena Vista. 209.8 Miami.

334. Rockledge, Fla., to St. Lucie., Fla., 67.2 Miles.

Heavy Going, Carry Plenty of Oil and Gasoline.

0.0 Rockledge. 15.6 Eau Gallie. 20.8 Melbourne. 33.1 Grant Sta. 42.3 Sebastian. 50.0 Quay. 53.6 Gifford. 55.9 Vero. 59.5 Oslo. 67.2 St. Lucie.

335. Savannah, Ga., to Lawton and Augusta, Ga., 134.8 Miles.

0.0 Savannah. 19.0 Eden. 22.3 Blechton. 51.0 Statesboro. 68.0 Rocky Ford. 72.8 Scarboro. 80.3 Millen. 86.7 Lawton. 88.5 Perkins. 102.6 Waynesboro. 120.4 Hephzibah. 134.8 Augusta.

336. Savannah, Ga., to Jacksonville, Fla., 174 Miles.

Roads Graded, Many Heavy Sand Stretches and Fords.

0.0 Savannah. 27.1 Freeman's Grove. 35.6 Riceboro. 51.9 Eulonia. 63.0 Darien. 75.4 Brunswick. 96.7 Brookman. 120.2 Owens Ferry. 135.0 Kings Ferry. 149.3 Dyall. 154.2 Callahan. 174.0 Jacksonville.

337. Savannah, Ga., to Milledgeville, Ga., 182.4 Miles.

Good Clay and Sand Roads.

0.0 Savannah. 9.4 Pooler v'lge. 18.9 Eden. 22.4 Blechton. 34.4 Stilson. 51.3 Statesboro. 68.0 Rocky Ford. 72.8 Scarboro. 80.5 Millen. 88.3 Perkin. 102.1 Waynesboro. 126.9 Louisville. 139.8 Davisboro. 153.0 Saunders-v'le. 182.4 Milledgeville.

338. Tampa, Fla., to Arcadia and Ft. Myers, Fla., 162.3 Miles.

Sandy Roads.

0.0 Tampa. 22.2 Plant City. 36.7 Mulberry. 44.9 Bartow. 51.0 Homeland. 56.5 West Ft. Meade. 65.0 Bowling Green. 72.0 Wauchula. 80.0 Zolfo Spr. 90.0 Gardner. 94.0 Brownsville. 101.6 Arcadia. 105.3 Langford Gr. 144.4 Alva. 162.3 Fort Myers.

339. Vienna, Ga., to Sycamore and Live Oak, Fla., 153.5 Miles.

Sandy Roads.

0.0 Vienna. 9.0 Cordele. 19.1 Arabi. 22.1 Sibley. 23.7 Dakota. 26.1 Worth. 29.2 Ashburn. 31.7 Sycamore. 39.4 Cycloneta. 42.2 Chula. 49.5 Tipton. 56.1 Eldorado. 62.1 Lenox. 69.4 Sparks. 71.7 Adel. 78.3 Cecil. 82.9 Hahira. 89.3 Mineola. 96.2 Valdosta. 124.7 Madison. 132.7 Lee. 140.1 Ellaville. 143.5 Falmouth. 153.5 Live Oak.

A SOUTHERN TOUR.

FIFTEEN members of the Montgomery (Ala.) Motorcycle Club participated on Sunday, April 29, in the tour outlined herewith.

Starting from Montgomery one passes Washington Park, and three miles farther on crosses the Patonna Creek over a covered bridge. This creek flows into the Alabama river, and there are fine fishing and camping places along its banks. Pope Hull is five miles distant, and after riding three miles Pintlalla creek is crossed. Next in order comes Colquette, Liberty, Old Fleta and Fleta, twenty-three miles from the starting point. As far as Fleta the roads are good, but nothing to compare with the speedway which spans the distance between Fleta and Ada, seven miles long and as smooth as a ballroom floor. Between Tharrin and Montgomery on the way back, one crosses the Atlanta Coast Line Railway five times, the crossing at Snowdown being a rather dangerous one. The city may be entered by any of the three roads shown on the map. Southern riders often travel from Montgomery to Troy, one hundred and six miles away, making it in half a day and, according to A. E. Dedrick, secretary of the Montgomery Club, the roads in that section are the finest in the South.

TRANSCONTINENTAL ROUTES

THROUGH the courtesy of the American Automobile Association, 437 Fifth avenue, New York City, which publishes many excellent touring maps, we reproduce herewith a map showing the principal three transcontinental routes west of Chicago. This map has been designed to show simply the main routes, their branches, and the principal north and south connections in their geographic relation. The scheme of light and heavy lines is used to show the relative importance of the routes from a strategic point of view and must not be understood to imply that road conditions are either good or bad, though naturally the main routes are planned to include as large a proportion of good roads as possible.

Bearing upon the subject "Touring Across the Continent," Mr. Robert Bruce, of the Route and Map Service of the American Automobile Association, whose maps are likely to be adopted by the F. A. M., says:

"In the days of the ox-team and 'prairie schooner' several well-defined trails were beaten across the prairies and mountains by a process of natural selection, keeping as close as possible to the bases of supplies and at the same time taking the easiest passes through the Rocky mountains. The first of these early transcontinentalists were the explorers Lewis and Clark, who between 1804 and 1806 followed up the Missouri river to its source, crossed the Bitter Root range to the Snake river and traced that river and the Columbia to the month of the latter, near where the city of Portland now stands.

"Travel across the continent did not become extensive, however, until about 1830, when the old Santa Fé trail was opened. This began at Little Rock, Ark., and followed the Arkansas and Canadian rivers across Oklahoma to Santa Fé. A few years later this route was practically superseded by the new or 'the' Santa Fé trail, from Kansas City across Nebraska to La Junta, Col., and thence southward to Santa Fé, continuing across Arizona and New Mexico to Los Angeles.

"The great colonizing movement to the Northwest reached its full strength in 1852. These pioneers, to whose enterprise we owe the States of Oregon and Washington, followed what is known as the 'Oregon trail,' from Omaha up to Platte river, across the southern part of Wyoming and the northern part of Utah to the Snake river, and down this through Idaho to the Columbia. The story of the Oregon trail has been told by Ezra Meeker, who, in 1906, retraced his journey of a half-century before and inspired many of the towns along the way to erect memorials to the memory of the pioneers.

"When the first railroads were built across the plains they for the most part followed the old trails, thus securing the easiest grades across the mountains. Thus the Union Pacific keeps fairly close to the line of the Oregon trail, and the Atchison, Topeka and Kansas to the Santa Fé trail. No matter which route the transcontinental tourist may choose, he will find himself more or less directly dependent on a railroad. In the deserts of Nevada and Arizona the railroad has often the only supply of water. The towns in which the tourist eats and sleeps owe their existence to the railroad, and the roads between them nearly always parallel the tracks. In some places the railroad bridge is the only means of crossing an otherwise impassable river or canyon, and the railroad officials issue passes to use them, allowing the tourist to start bumping across the ties at times when he will not be likely to meet a train coming in the opposite direction.

"There are three separate and distinct transcontinental routes available to the tourist west of the Missouri and the Mississippi. The most northerly follows the Oregon trail from Omaha to Granger, Wyo.; there it branches, one fork continuing along the trail of Portland, and the other bearing south to Ogden, Reno, Sacramento and San Francisco, or to Goldfield and Los Angeles.

"Second, and occupying a midway position geographically, is the Santa Fé trail route—Kansas City to Santa Fé to Los Angeles. Third, and most southerly, is that from Memphis through Dallas, Fort Worth and El Paso to Los Angeles, covered by E. L. Ferguson in the late fall and early winter of 1910."

A TACOMA BOOMER.

CLINTON HULL, president of the Tacoma (Wash.) M. C., who appears in the accompanying photograph, is one of the most active riders in his district. He has done much to advance the cause of the motor two-wheeler in the Northwest, and is always to the fore in planning the undertakings of the Tacoma squad.

GIVEN ANOTHER CHANCE.

WHEN Miss Hortense Gowing, of Wilmette, Ill., appeared in court recently under a charge of speeding, Officer Larkin, who had arrested her, pleaded in her behalf. The judge suspended sentence, whereupon Miss Gowing thanked His Honor and offered to take the policeman for a ride.

THE latest machine registration in Cleveland shows that there are over 2,000 motorcycles in use in the city.

WILMINGTON TO KANSAS CITY.

HOMER S. CARR—The route is: Wilmington to Baltimore via Newark, Elkton, Perryville, Havre de Grace, Belair and Towson. Follow route 76 in this number to Cumberland and route 99 to Pittsburgh, Pa. Take route 145 to Columbus, O., then number 134 to Indianapolis, Ind. From Indianapolis take route 214 to Terre Haute; then go to St. Louis via Marshall, Ill., Martinsville, Casey, Greenup, Teutopolis, Effingham, Vandalia, Hagerstown, Mulberry, Greenville, Pocahontas, Highland, Collinsville and East St. Louis.

From St. Louis take route 239 to Mexico. From Mexico go to Kansas City via Thompson Station, Clark, Higbee, Yates, Armstrong, Glasgow, Slater, Marshall, Mt. Leonard, Corder, Higginsville, Mayview, Odessa, Oak Grove, Independence and Centropolis. Details of this latter part of the route will be seen on tracing back route 230. Route 241 similarly treated gives the tour St. Louis to Terre Haute.

GAS CITY, IND., TO PHILADELPHIA.

WALTER BACON—From Gas City go to Muncie via Matthews, Wheeling, Stockport; then on to Richmond via New Burlington, Blountsville, Thornburg and Greens Forks. From Richmond go to Cincinnati via Liberty, Oxford, McGonegle, Hamilton, Symes Corners, Mt. Healthy and College Hill. From Cincinnati follow tour 133 backward to Columbus (see Middle West tours, this issue); then take route 145 backward to Pittsburgh. From Pittsburgh take tour 148 to Hagerstown, Md.; then go back over tour 76 to Baltimore. From Baltimore go to Philadelphia via Towson, Belair, Churchville, Havre de Grace, Perryville, Elkton, Newark, Del., Wilmington, Chelsea, Village Green and Darby. The hilly portion of the whole distance is between Pittsburgh and Hagerstown, Md., over the National and Baltimore Pikes.

ACCORDING to newspaper report Miss C. A. Coe is the first woman to ride a motorcycle in Rochester. She rides an R-S.

CONSUL E. N. Gunsaulus reports that there are 1,000 motorcycles in use in Johannesburg, So. Africa, and that the trade leaders there look forward to continued activity.

BALTIMOREANS ON OUTINGS

Riders of the Monumental City Enjoy Sunday Trips to Points of Interest—Plans for Chesapeake Run.

BALTIMORE, Md.—The first long run of the motorcyclists of this city this season was held on Sunday, May 5. The "Flying Squadron" of the Indian M. C. and several boys from the Maryland Club went up to Harper's Ferry, W. Va. Incidental to this long jaunt the Indians held what they called a "Triplet Radius" run. This was nothing more than three separate runs on the same day. One squad, made up of novices, took a short tour out into the country; another, composed of those who did not care to go on a longer trip, went to Frederick for dinner, and the remaining riders went out into the neighboring State.

Capt. Ed. Butler, of the Woodbine Indian Club, met the boys at Ridgeville and escorted them to Frederick. William Moelsworth, of Mt. Airy, joined the tourists up State and went all the way to Harper's Ferry. He demonstrated to the city boys that he is a genuine rough rider, and led them a merry chase over the mountains. The trip was made in good time, and when the participants returned they were tired but satisfied. Howard A. French and Caspar French met the bunch at Ellicott City. The boys derived some consolation for their long day's outing from being given two full points in the run contest, the prize being a diamond-studded gold medal offered by Howard A. French to the winner.

Near Snoqualmie Falls, Wash.

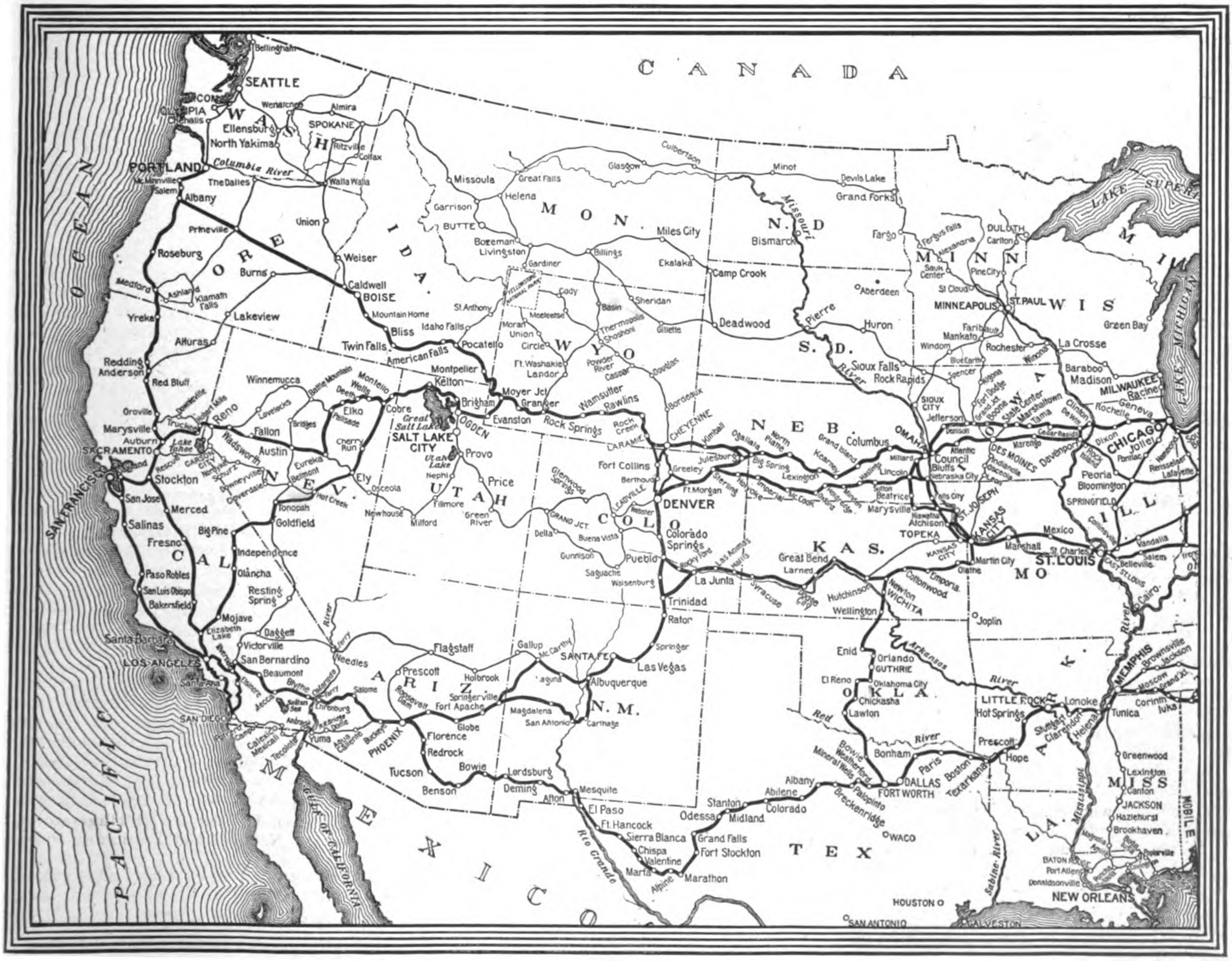
The Chesapeake M. C. has decided to hold a 12-hour, 200-mile endurance contest to Lancaster, Pa., on Sunday, June 30. Entrance blanks will soon be printed. The fee to enter will be only fifty cents. There will be seven or eight prizes for the best scores. The following firms have agreed to donate prizes: Eclipse Machine Company, Elmira, N. Y.; Howard A. French & Co.; Little Joe Wiesenfeld Company, and the Chase Motor Company.

The Los Angeles M. C. recently extended to the Maryland M. C. the courtesy of forwarding one of its pennants, which is unique in design. The local club is working on a new penant, and will reciprocate when it has been completed.

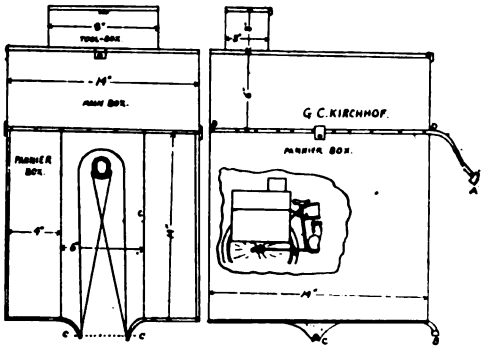
The bane of motorcyclists in this section is the toll system in effect on some of the good roads. The Maryland M. C., tired of forking over excessive tolls on the Reisterstown pike, which is traveled more than any other road in this section, made a request of the turnpike company that the toll be reduced. Much to their surprise the company complied with the request and the toll hereafter will be only three cents for motorcyclists.

IOWA MAPS, ETC.

WAYNE FITKIN—Write C. S. Mendenhal, Cincinnati, for maps, etc., of Iowa.

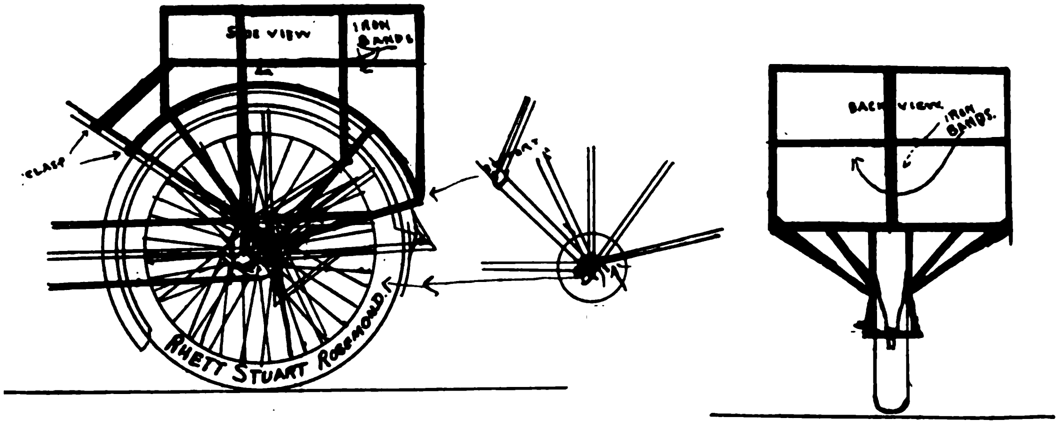

CANADA
PACIFIC OCEAN
MEXICO
GULF OF CALIFORNIA
WASH.
ORE.
CAL.
NEV.
IDA.
MON.
WYO.
UTAH
ARIZ.
N. M.
COLO.
N. D.
S. D.
NEB.
KAS.
OKLA.
TEX.
MINN.
WIS.
IA.
ILL.
MO.
ARK.
LA.
MISS.
LAKE SUPERIOR
LAKE MICHIGAN
Columbia River
Missouri
Rio Grande
Red River
Arkansas River
Sabine River
Mississippi River
Bellingham
SEATTLE
Tacoma
Olympia
Wenatchee
Ellensburg
North Yakima
SPOKANE
Almira
Ritzville
Colfax
Walla Walla
PORTLAND
McMinnville
Salem
Albany
The Dalles
Union
Prineville
Roseburg
Burns
Medford
Ashland
Klamath Falls
Lakeview
Yreka
Alturas
Redding
Anderson
Red Bluff
Winnemucca
Oroville
Marysville
Auburn
SACRAMENTO
Truckee
Reno
Lake Tahoe
Carson City
Fallon
Austin
Eureka
Ely
Elko
Cherry Creek
Stockton
SAN FRANCISCO
San Jose
Merced
Salinas
Fresno
Paso Robles
San Luis Obispo
Bakersfield
Tonopah
Goldfield
Big Pine
Independence
Olancha
Resting Spring
Mojave
Daggett
Victorville
San Bernardino
Beaumont
Santa Barbara
LOS ANGELES
Santa Ana
SAN DIEGO
Yuma
Needles
Blythe
Weiser
Caldwell
BOISE
Mountain Home
Bliss
Twin Falls
American Falls
Pocatello
Idaho Falls
St. Anthony
Montpelier
Kelton
Brigham
OGDEN
SALT LAKE CITY
Great Salt Lake
Provo
Nephi
Utah Lake
Fillmore
Milford
Price
Green River
Moyer Jct.
Granger
Evanston
Rock Springs
Rawlins
Laramie
CHEYENNE
Missoula
Garrison
Helena
Great Falls
BUTTE
Bozeman
Livingston
Gardiner
Billings
Miles City
Glasgow
Culbertson
Ekalaka
Cody
Sheridan
Gillette
Casper
Lander
Douglas
Thermopolis
Deadwood
Camp Crook
Pierre
Bismarck
Minot
Devils Lake
Grand Forks
Fargo
Aberdeen
Huron
Sioux Falls
Fort Collins
DENVER
Colorado Springs
Pueblo
Leadville
Glenwood Springs
Grand Jct.
Gunnison
La Junta
Trinidad
Raton
Springer
Las Vegas
SANTA FE
Albuquerque
Gallup
Flagstaff
Prescott
Holbrook
PHOENIX
Florence
Tucson
Benson
Bowie
Lordsburg
Deming
El Paso
Sierra Blanca
Marfa
Alpine
Marathon
Fort Stockton
Odessa
Midland
Abilene
Colorado
Albany
FORT WORTH
DALLAS
Waco
HOUSTON
SAN ANTONIO
GALVESTON
Julesburg
Kearney
Grand Island
Columbus
Lincoln
OMAHA
Council Bluffs
Beatrice
Marysville
TOPEKA
KANSAS CITY
St. Joseph
Great Bend
Hutchinson
Newton
WICHITA
Wellington
Emporia
Enid
GUTHRIE
Oklahoma City
El Reno
Chickasha
Lawton
Joplin
Springfield
ST. LOUIS
Sioux City
Jefferson
Des Moines
Davenport
Marshalltown
CHICAGO
Joliet
Peoria
Bloomington
Springfield
MINNEAPOLIS
ST. PAUL
DULUTH
Rochester
Winona
La Crosse
Madison
MILWAUKEE
Racine
Green Bay
LITTLE ROCK
Hot Springs
Texarkana
Prescott
Hope
Helena
MEMPHIS
Greenwood
Canton
JACKSON
Brookhaven
BATON ROUGE
NEW ORLEANS
Mobile
Cairo

Nine More Commercial Luggage Carriers


TOOL-BOX
MAIN BOX.
PANNIER BOX.
G. C. KIRCHHOF.
PANNIER BOX.
14"
A
B
C

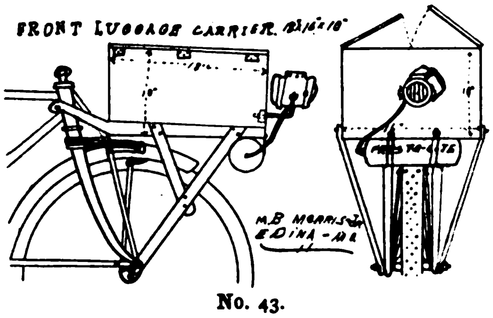
No. 41.

IN order to make room for maps and touring directions, only a few of the luggage carrier designs can be shown in this issue of Motorcycle Illustrated. No designs will be accepted after June 1, the closing date of the contest.

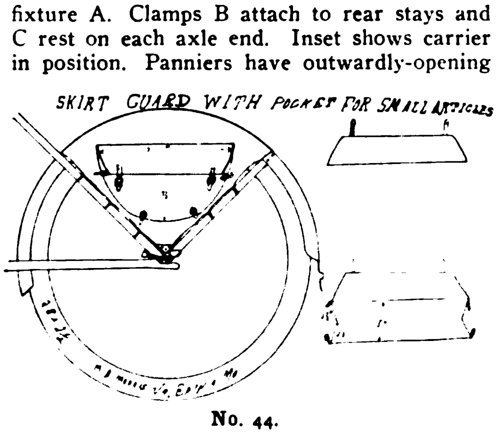

SIDE VIEW
IRON BANDS
CLAMP
BACK VIEW
IRON BANDS
RHETT STUART ROSEMOND

No. 42.

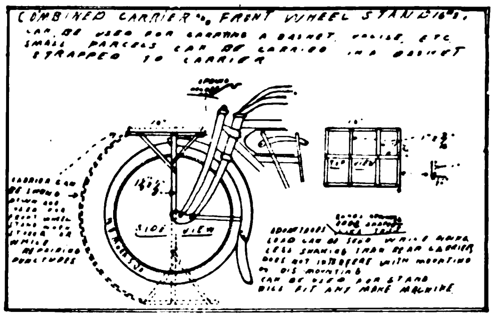
41—Rear luggage carrier consisting of tool-box, main box and side panniers, attached by strip DD to the seat-mast of the machine by fixture A. Clamps B attach to rear stays and C rest on each axle end. Inset shows carrier in position. Panniers have outwardly-opening doors, main box has hinged lid opening up, as has also tool-box. Contributed by G. C. Kirchhof, New York City.


FRONT LUGGAGE CARRIER.
M.B. MORRIS JR
EDINA - MO

No. 43.


SKIRT GUARD WITH POCKET FOR SMALL ARTICLES

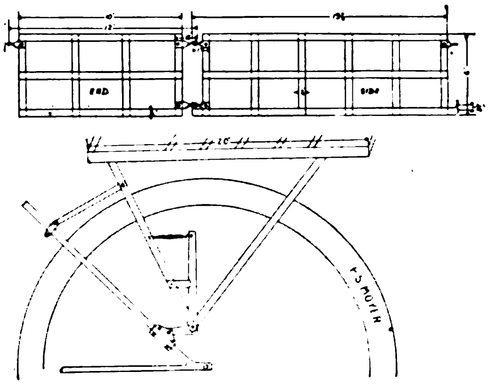
No. 44.


COMBINED CARRIER & FRONT WHEEL STAND
CAN BE USED FOR CARRYING A BASKET, VALISE, ETC.
SMALL PARCELS CAN BE CARRIED IN A BASKET STRAPPED TO CARRIER
SIDE VIEW
CARRIER CAN BE SWUNG DOWN AND USED FOR FRONT WHEEL STAND WHEN STOPPED OR WHILE REPAIRING PUNCTURES
LOAD CAN BE SEEN WHILE RIDING
LESS SHAKING THAN REAR CARRIER
DOES NOT INTERFERE WITH MOUNTING OR DISMOUNTING
CAN BE USED FOR STAND
WILL FIT ANY MAKE MACHINE

No. 45.

42—Rear carrier with oak box reinforced with strap iron bands, and clamps for holding to frame of machines. Two doors at top of box open outwardly together, leaving large space for luggage. Props come together and are fastened at hubs. Dimensions of box, 19 inches x 14 inches x 9 inches. Contributed by Rhett Stuart Rosemond, Washington, D. C.

43—Front luggage carrier and stand combined. Parcels can be fitted in basket strapped to carrier frame, or a valise can be fitted. Spring holder keeps carrier in upper position, notch in blade fitting over cross member as shown. Contributed by M. B. Morris, Jr., Edina, Mo.



No. 46.

44—Pannier pocket carrier and skirt guard combined. Pocket is normally 13 inches x 7½ inches, but can be extended to 13 inches x 7½ inches x 5 inches. Made of leather or canvas, and can be used in connection with tandem attachment without interfering with passenger. Contributed by M. B. Morris, Jr., Edina, Mo.

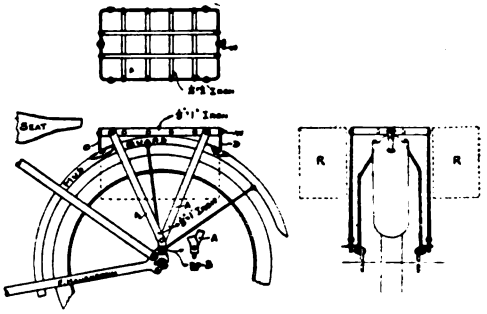
45—Front luggage carrier with attachments for gas-tank and headlight. Framing of 2 inches x ⅛ inch stock all around base and for stays. Twin top doors on box. Box of ½-inch oak, galvanized iron or leather, reinforced with band iron. Contributed by M. B. Morris, Jr., Edina, Mo.

46.—Rear luggage carrier, with hinged end for various-sized packages. Rear carrier stay is spring-suspended as shown. Clamps to rear forks. Framing of ½-inch flat stock. Contributed by P. S. Moyer, Greenville, Pa.

47—Rear carrier for small packages; readily removable or replaceable. Braces A are riveted together, and shoulder fits in socket B. Strap C riveted to luggage carrier and lower end hooks in hole in mudguard. Rear strap D similarly fitted, but fastens to carrier by nut W. Extra receptacles RR can be carried as shown. Contributed by F. Hauenstein, San Diego, Cal.

48—Rear carrier of 1 x ⅛-inch strip, with capacity of from 25 to 150 pounds. Openings as shown. Attachments to rear stays and axle ends. Not enclosed, but could have sheet-tin lining fitted if desired. Contributed by B. B. Hitterdal, Hitterdal, Minn.

49—Rear carrier of folding type, of ½-inch boards and canvas, with telescoping top covers. Bottom compartments shown at A and DD; rings for straps at F; hinged covers at CC. Detail of inside board B; G is hole for hook-bolt and E axle eye. Contributed by C. F. Rowe, Stephentown, N. Y.



No. 47.

A CORRECTION.

IN our issue of May 2 we inadvertently stated that luggage carrier number 32, contributed by H. J. Maffio, Globe, Ariz., was a rear carrier. It is intended to be carried by hooking over the handlebars, the rubber covers being fitted to obviate scratching the machine.

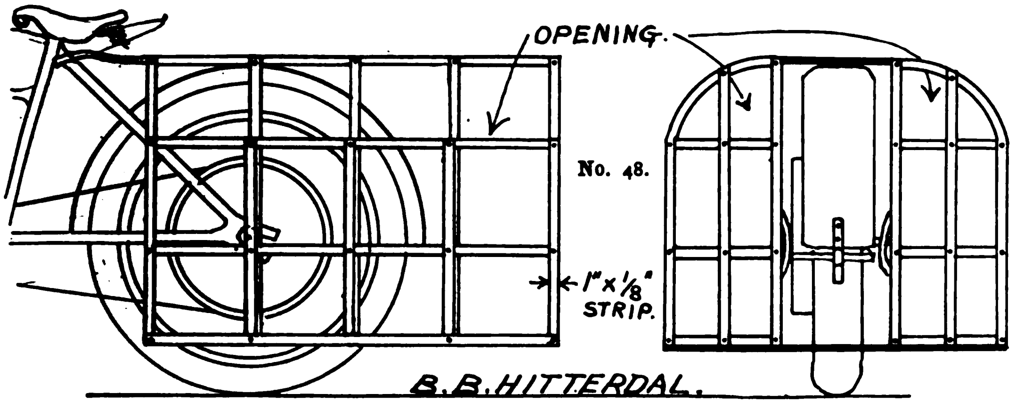
TO CLIMB WARNER HILL.

WARNER HILL has been selected as the scene of the annual hill-climb of the Cleveland M. C. instead of Snake Hill. Mr. Penniman, one of the club riders, has perfected an electrical timing device which will be used for the first time by the club.

READING RACES IN JULY.

A RACE meet will in all probability be held by the Reading Club at the Fair Grounds in Reading, Pa., some time in July.

The latest machine registration in Cleveland shows that there are over 2,000 motorcycles in use in the city.



No. 48.

CONEY ISLAND TRACK

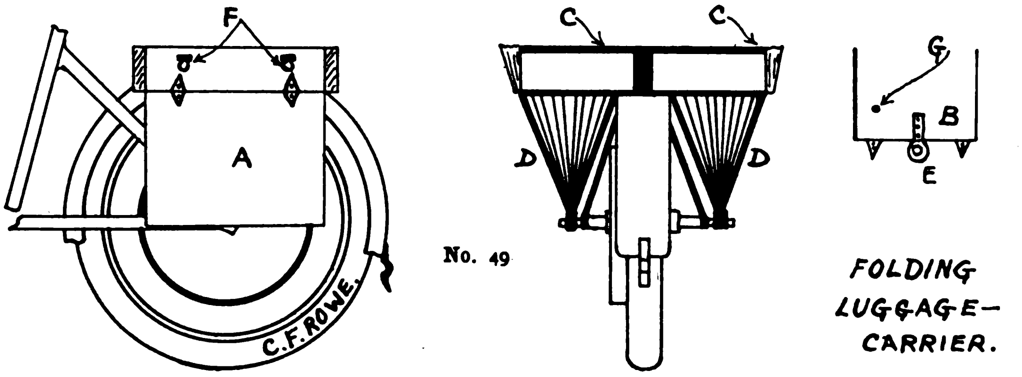
Work Started on Brighton Beach Park Motordrome—Opening Scheduled for Middle of Next Month.

WITH plans accepted by the building commissioners, work has been started on the Stadium-Motordrome at Brighton Beach Park, Coney Island, for the construction of a three lap course. The stand will seat ten thousand people, and it will be possible to accommodate a like number in the infield, which will be reached by a cement subway. The banking of the track will be fifty degrees, and the management is confident that it will be possible to do a mile in less than 35 seconds.

Coney Island has long been classed by the trade as one of the best spots in the world for a motordrome, but the tremendous value of real estate and strict building regulations have made the problem one of great difficulty compared with the other propositions where tracks have been erected. But with remarkable possibilities from a gate-receipt standpoint, the New York promoters will be able to offer the best prizes in the field, and the greatest stars of both this country and Europe are expected to be seen on the Brighton course. Work will be rushed with the expectation of its being finished by the middle of June.

ZANESVILLE MEET MAY 30.

AT a recent meeting, the Zanesville Club elected Earl Garrett, William Williams and Pearl Brehmer as a committee to conduct a race meet for the benefit of the club on Decoration Day, and the following program has been prepared. Novice—3 miles; belt drive—4 miles; stock 4 h.—4 miles; 5 mile open; pursuit race, 10 mile limit; 6 miles open; 25 mile open. It was deemed advisable to substitute the above program for the proposed 100 mile race, as the local track is only one-half mile, and some difficulty was anticipated in securing entries for such a fatiguing race. The wisdom of the change is apparent, as already many pledges have been received from riders in Columbus, Coshocton, Marietta, Newark, Kenton and Lancaster. The Marietta Club boys have announced their intention to hold a club run to Zanesville, as have also the Coshocton and Newark Clubs, while a large number will ride through from Columbus. Entry blanks may be obtained from P. R. Brehmer, acting secretary, 27-29 North 6th street. Prizes aggregating $250 will be awarded. The race will be under F. A. M. sanction and, as the track is one-half mile, will be limited to 30.50 racing machines and 50 cu. inches touring machines.



No. 49

PT. BREEZE TRACK

Philadelphia Motordrome, Now Ready for Practice, to Be Opened Memorial Day With a Big Meet.

THE management of the Board track in Philadelphia announces the completion of the structure, and Manager Baeuerle states it is now open for practice. In the construction of this track, the element of strength and rigidity has been first considered. Supporting timbers are the heaviest used for this purpose and are placed on concrete foundations.

The track is situated in Point Breeze Park, the new amusement resort which is to open May 30, the date set for the opening of the Motordrome. The facilities for reaching the track are perfect. For motorcycles and automobiles a good macadam road extends from Broad street direct to the park, where ample provisions for checking motorcycles have been made. Machines will be conveyed through a tunnel into the enclosure of the track and will be in full view of their owners during the races.

The track has a seating capacity of 8,000, the grandstand surrounding the entire track. At any time the seating capacity should prove inadequate, the enclosure will be thrown open for those unable to secure seats.

One of the most prominent features of the design and construction of this track is the calculation of the angle of vision, the relation of the seats to the track surface being such that no persons in any part of the grandstand need rise from the seats to secure a full view of the riders directly in front.

Anyone wishing further information should communicate with Mr. Baeuerle at the office of the Point Breeze Motordrome Association, Point Breeze Park.

SIX-DAY ENDURANCE SERIES

Eight Factory Teams Will Compete in Novel Grind Calling for 200-Mile Road Trip Daily.

UNUSUAL interest has been aroused in connection with the six-day series of endurance contests for factory teams to be held June 10-15, inclusive, under the management of the Chicago Motorcycle Club, and there is every reason for looking forward to the trials as the most significant so far conducted in this country. Only factory teams will be eligible, each competing company being allowed to enter three riders, and that the runs will be desperately contested goes without saying. Five complete trials are scheduled, each to start from the headquarters of the Chicago club in the morning and finish there in the evening, with the exception of one to Indianapolis. The latter will require one day each way and the night will be spent in Indianapolis.

Plans for the series were launched during the Chicago Show, when several of the manufacturers pledged themselves to enter teams. Since the show the project has been developed rapidly and eight entries are now assured, Harley-Davidson, Indian, New Era, Thor, Pierce, Yale, Minneapolis and Wagner teams being listed. The two latter companies will be represented for the first time in an official endurance contest and their participation will add not a little to the general interest in the program.

An unusual rule, outlined to insure perfect fairness throughout the tests, will provide that the members of each team shall not ride together. They will be hooked up with the riders of competing opposing teams, and each contestant will thus be enabled to call the attention of the judges to any action that he considers questionable on the part of a competitor. In short, there will be no opportunity for collusion by the riders of any team, and each entrant will win or lose on his own ability to stand the grind. On Sunday morning, June 15, a complete tour will be made of the city's system of boulevards, after which the teams will be checked out. Later a banquet will be served and a $500 trophy will go to the team having the highest score.

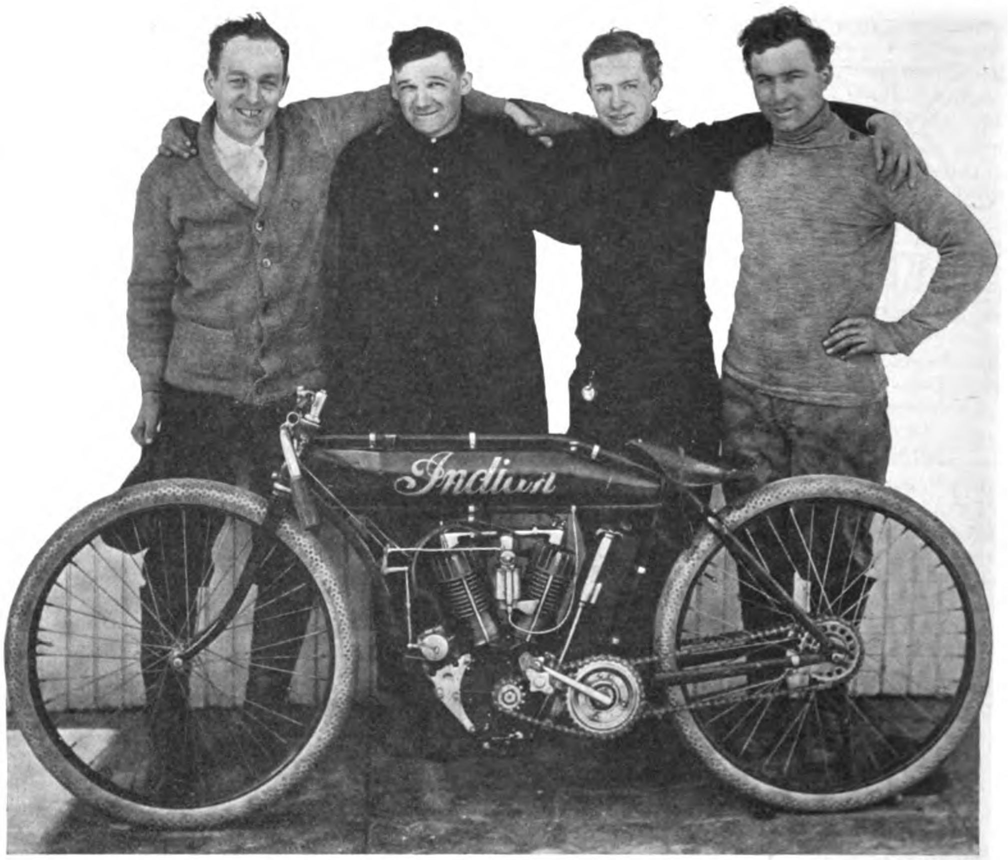
COFFEYVILLE RACES.

THE Coffeyville Motorcycle Club is planning to hold races July 4. The track on which the races will be held is considered a fast one as George Clark, auto racing driver, drove an automobile on it within one second of the world's record for a half-mile track.

CONTTANT GETS HIS MEDAL

Measurements of Motor Used in Parkway Race Satisfy Dr. Thornley—Rumors Are Unfounded.

AFTER three measurements of J. U. Constant's 2¼ h. machine, on which he took second place in the recent Bidwell Trophy road race, the motor dimensions were found to be approximately those of the stock 2¼ h. motor of 1906 model of Indian make. The first measurements were made at 2142 Broadway, New York, on Friday, May 3, in the presence of representatives of the leading motorcycle journals, by Chairman J. T. Thornley and were as follows: Average of bore taken at top and base of cylinder, 2.666 inches; stroke, 3.450 inches. This was too long in the stroke for the factory dimensions of 3¼ (3.250) inches. Dr. Thornley then returned to his office, but several riders present applied a foot-rule to the motor and on their asserting that the measurement was in error, Constant sought out the Chairman, who returned but declined to make further measurements. Accordingly, D. R. Hobart, representing MOTORCYCLE ILLUSTRATED, remeasured the stroke at the doctor's request, and the average of six measurements was 3.255 inches, or .005-inch over size. The parts were then sealed and on the next day the flywheel was put between lathe centers and the official stroke measurement was given as 3.228 inches. Allowing for inaccuracies of the lathe the stroke could be considered as 3¼ inches with several thousandths either direction. Accordingly Constant was awarded the silver medal for second place in the race.



A QUARTET OF CLEVELAND MOTORDROME RIDERS.
E. H. Tracy. F. H. Seliga. H. H. Huntsbery. Wm. Shaffer.

Three-Speed Epicyclic Hub Gaining In Popularity Among English Riders

The Leading Two Types—Great Things Predicted For The "Decompressor"—Endurance Run Rules Stiffened

THE British industry is at present sizzling with interest in variable gears. Probably the most popular type at the moment is the three-speed epicyclic hub. The experience gained with push-bicycle hubs, both in design and in metallurgy, has begun to flood the market with three-speed hubs, selling at about $50 complete; and these hubs are neither weighty, unwieldy nor unreliable. They include a separately spoked belt-rim, usually an aluminum casting, and a multiple disc clutch of from 12 to 24 plates, according to whether it is intended for side car or solo use. The two most popular samples are the Armstrong and the Sturmey-Archer, and the characteristic technical features of each may interest American designers. The Armstrong designer takes the view that it is undesirable to have two pinion trains in operation on any given gear, and as a consequence he uses his direct drive, from engine pulley to belt rim, without intermediate pinion trains, as his middle ratio. His gear affords ratios of say 3¾, 5½ and 7¼ to 1, of which the 5½ is the direct drive. This is admirably suited to a solo machine in fine weather, but it is not ideal for side car work. The small diameter of the engine pulley induces great liability to beltslip, especially with a side car climbing a hill in wet weather; the top ratio is too high to be of much service for side car work at any time with a small engine; if the engine pulley is enlarged, the bottom ratio is too high for real emergencies. Moreover, this hub does not allow of the engine being started up free with the back wheel on the ground.

The Sturmey-Archer hub has a much shorter public record, but possesses manifold attractions. It permits of the engine being started up free with the back wheel on the ground. Its direct drive is the top ratio, and the bottom gear is procured through a double pinion reduction, which necessitates increased friction, but permits of a very low emergency ratio being used in conjunction with a large engine pulley. If one may venture a prophecy, the real future of the variable gear lies with the counter-shaft patterns. Such gears utilize a chain and sprocket drive to the counter-shaft, on which an 8-inch pulley may be used to transfer the drive to the rear wheel, so that very low emergency gears, suitable for side car work with a 3½ h. engine, may be obtained without any fear of belt slip. Two or three leading makers are busy behind the scenes perfecting gears of this pattern for the 1913 season. They have the additional advantage of retaining an accessible back wheel. On a good British machine it is possible to detach the rear wheel in two minutes. You simply unhook the belt, and run off the axle nuts with a box spanner. There is no pedaling chain, as the engine starter (if one is fitted) acts on the engine direct, not on the rear wheel, and the only rear brake acts on the belt rim, and is dodged either by edging the wheel out of wide forks (if the shoe be inside the belt rim), or by simple withdrawal (if the shoe work in the V of the groove). Hub gears obstruct this accessibility by reason of their two control rods.

The Decompressor—English makers are now mostly coquetting with another novelty which I warmly commend to American designers. It's name—"decompressor"—is the only undesirable thing about it. It may be applied in various forms, but generally consists of a supplementary exhaust cam, of closely measured dimensions, slid in or out of engagement by a tiny pedal, and having the effect of preventing either inlet or exhaust valve from completely closing on the compression stroke, while leaving sufficient compression for the engine to fire and run light. I first tested one of these decompressors last August, and I see immense possibilities in it. You can start a 200-pound machine by pushing it gently along at a pace not exceeding three miles an hour—this is no fable—and you can walk the machine round and round the back garden of a small suburban villa with the engine firing with perfect regularity. It generates enough power to propel the rider on the level, even with the decompressor in action. After demurely stepping aboard, you cut out the special cam with your pedal, and shoot off at a more rational speed. This device is going to enormously enlarge the motorcycling public in Great Britain.

I think we have reached a stage ahead of you. We have exhausted the demand from sporting riders. Nearly all our young, sporty athletic boys are already motorcyclists, and for an expansion of our market we have to look to staid, timid, nervous, elderly and non-athletic people. The supposed difficulty of starting a motorcycle is the main deterrent with this huge army of potential riders, and the decompressor is going to clear it right out. I fancy your inferior roads still have a tendency to limit your market largely to the sporting type of rider; but as soon as you begin to touch the staider types of buyer, push the decompressor for all you are worth. There is money in it. It makes starting a motorcycle as easy as wheeling a baby carriage, and it is a far better talking point and demonstration asset than the best free engine clutch ever made. Moreover it goes well with the free engine. Fit a decompressor, and you can run a motorcycle engine both slowly and quietly, and it won't get hot, either.

Our Endurance Run Plans—There is going to be a big stiffening up of the regulations in our two chief endurance runs, the English and Scottish Six Days. Present suggestions make it probable that the old custom of allowing the riders 30 minutes or an hour before breakfast each morning for adjustments and repairs is going to die a sudden death. The boys will wheel their machines out of the locked garage sharp to starting time, hastily replenish oil and gasoline tanks under observation, and then the clock will be pressed, and they will be off, with never a moment to spend in tuning up. Once on the road they will find they have to climb two abnormal precipices every day, and that a single failure on an observed hill drops them from the gold to the silver medal class at one swoop. The old cozy interval between maximum and minimum time, which allowed us to perform many unauthorized repairs, will disappear, except for a three minutes' checking allowance; and some ardent spirits even talk of sealing the tool bags. This drawing tight of the cords shows what a high opinion the authorities take of modern reliability.

KNOCKING IN MOTOR.

HENRY CHAMPION—The knocking may be due to too large a jet opening and looseness of the wrist-pin or big end bearings. First try reducing the jet opening, noting if the color of the exhaust is deep blue at low speeds, with weakening in color at higher speeds. Try running with less spark advance also. If the bearings mentioned are loose, the suggestions made will not remedy the knock and an adjustment will have to be made. We refer you to our Motorcycle Manual for further information.

MEMBERS of the Aberdeen, Hoquiam and Montesano clubs, in Washington, have voted to co-operate and build a three-foot roadway between the three cities for the exclusive use of motorcyclists.

LOOKING DOWN
the
STRETCH

May 19, Detroit, Mich.—Race meet by dealers' club.

May 23, 24, 25, Vancouver, B. C.—Three-days' trip around Vancouver Island, by Vancouver M. C.

May 24, London, Ont.—Race meet by London M. C.

May 19, 22, 25, Chicago, Ill.—Race meets on Stadium Motordrome, Riverside Park.

May 24, Toronto, Ont.—Race meet.

May 25, Indianapolis.—Opening meet of new Indianapolis Motordrome. May 29-30, evening meets will be held.

May 26.—Race meet by Decatur (Ill.) M. C.

May 29, 30, Newark, N. J.—24-hour run by New Jersey M. C.

May 30, Zanesville, O.—100-mile race on half-mile track by Zanesville M. C.

May 30, Joliet, Ill.—100-mile race on mile track by Will County M. C.

May 30, Marion, Ia.—Race meet by Cedar Rapids M. C.

May 30, Elmira, N. Y.—Race meet by Elmira, M. C.

May 30, Philadelphia.—Point Breeze Motordrome, opening meet.

May 30, Washington, D. C.—Race meet at Bennings mile track by National Capitol M. C.

May 30, Lancaster, Pa.—Race meet by Lancaster M. C.

May 30, Los Angeles, Cal.—Annual endurance run of Los Angeles M. C.

May 30, Cleveland, Ohio.—Cleveland Motorcycle Club, annual hill climb at Snake Hill, electrical timing.

May 30, Detroit, Mich.—Race meet by Motorcycle Club of Detroit Wheelmen, on mile track.

May 30, 31, June 1, 2, Chicago.—Four-day race meet of North Shore M. C. at Hawthorne track.

June 1, Pittsburgh, Pa.—Pittsburgh Press Motorcycle Association race meet at Schenley Park Oval; half-mile dirt track.

June 5, Toledo, O.—Motorcycle Manufacturers' Association meeting at Hotel Secor.

June 10-15, Chicago.—Chicago Motorcycle Club, six-day contest for factory teams only, 1,200 miles.

June 28, July 1, Isle of Man.—Junior and Senior Tourist Trophy races.

June 29, Rochester, N. Y.—Race meet by Rochester M. C.

July 1, Hamilton, Ont.—Canadian championship meet by Canadian Motorcyclists' Association.

July 1, Douglas, Isle of Man, Great Britain.—International Senior Tourist Trophy motorcycle road race, 187 miles.

July 4, Cortland, N. Y.—Race meet by Cortland M. C.

July 4, Detroit, Mich.—Race meet by Motorcycle Club of Detroit Wheelmen, on mile track.

July 4, Elmira, N. Y.—Race meet by Elmira M. C.

August 6-9, Detroit, Mich.—Cycle Parts and Accessories Association annual summer convention.

August 17, Pratt, Kan.—Start of 15-day tour of Short Grass Motorcycle Club.

September 2, Detroit, Mich.—Race meet under auspices of Motorcycle Club of Detroit Wheelmen on State Fair grounds track.

MOTORCYCLIST "GETS THERE."

WITHIN four hours after a gang of auto bandits had beaten and robbed a Chicago bank cashier of $1,000, two efficient motorcycle policemen had captured the chauffeur and got a confession from him, although in the chase one officer had to jump from his machine to the running board of the automobile and grapple with the driver.

Officers Weber and Dubach were riding in the neighborhood of the robbery some time later and spied an automobile going at about 45 miles an hour. The two motorcycle officers took up the chase. The driver noticed their approach and increased his speed. Finally Officer Weber and his motorcycle ran along the side of the big car and he ordered the chauffeur to stop.

Instead, the driver turned his machine quickly toward the curb in an effort to throw the officer, but Weber was too swift and in an instant he jumped from his motorcycle to the running board of the auto, beat the driver into submission with the butt of his revolver, climbed in the front seat and stopped the car.

After reviving the chauffeur, Officer Weber drove the machine to the police station. In the hat of the chauffeur was found a $100 bill, which the bandits had paid him for driving them from the scene of their attack on the banker to another part of the city when they escaped.

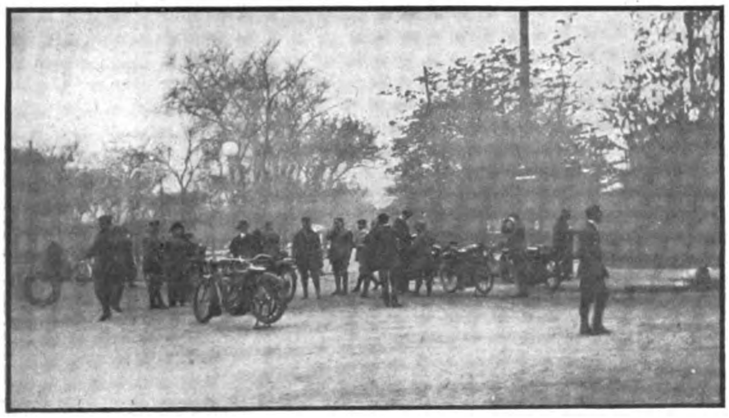
Assistant Chief of Police Schuettler, after hearing the confession of the man, said that his capture was one of the most exciting in the history of Chicago and that the feat of the motorcycle officers was a strong argument for the use of the two-wheelers where speed and reliability were needed in an emergency.

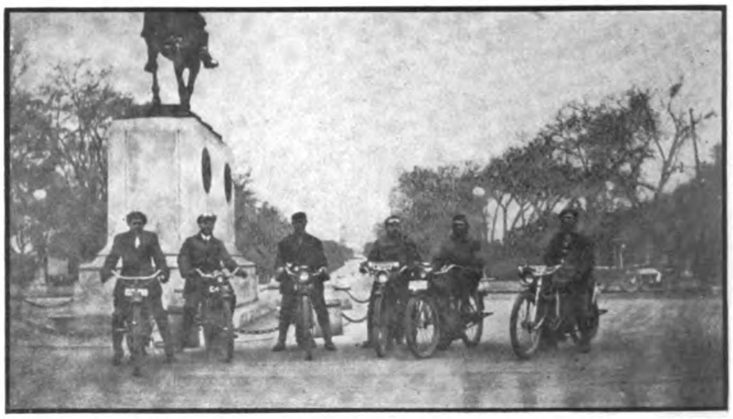
FOR CANADIAN RIDERS.

TYPOGRAPHICALLY neat and giving promise of meeting a need long felt by riders in the Dominion, the *Canadian Motorcycle*, a publication just launched in Toronto, enters the field under auspicious conditions. The first number, published for April, contains several articles of a semi-technical nature and considerable matter of general interest to the motorcyclist. A number of illustrations add to the attractiveness of the booklet.

BIG GOLD MEDAL SQUAD ON INVINCIBLE RUN

Over Sixty Riders, in Single and Double-Century Divisions, Finished Trips With Perfect Scores—Well-Managed Program Drew Ninety-nine Entrants in All, Including Side-Cars.





BEDFORD REST, in Brooklyn, appeared to be a motorcycle magnet early on Sunday morning, May 5, riders from all parts of the metropolitan district having assembled to give their machines, new and old, a try-out over the famous South Shore roads to Southampton and return, under the auspices of the Invincible M. C. As the day broke fair most of the riders arrived unprepared for the rain which fell later in the day and caused considerable discomfort. Captain J. C. Fawcett, of the Invincible Club, gave the word to start soon after 6 a. m. and the riders got away very quietly. This was strongly in contract to many club "getaways" in which the contestants line up for a photograph and then go off with a roar.

In the 200-mile division, with Southampton as the turning point, there were eighty-eight starters, including two side-cars, one being occupied by Mrs. John U. Constant, the redoubtable John U. piloting the machine; the other was an M. M. outfit occupied by George P. Jenkins and his dog Spot, and the machine was mounted by "Ginger" Walters. A year ago the dog Spot made a similar trip and returned with sore eyes, but this year he was provided with a pair of goggles which he lost on the return trip. W. M. Annes was accompanied by his wife on a tandem attachment, and both appeared to be in good trim at the finish.

After the first division was on its way a rider mounted on a single dashed up the hill and inquired whether a lady on a 7 twin had arrived. He was answered in the negative, but a moment later a young woman appeared sailing up the hill with an escort. She was Miss Frances Loeb. It was her desire to accompany the double-century squad and without delay she started after the first division, but turned right on the Parkway, toward Prospect Park and it was necessary for one of her male companions to ride after her. Finally she was headed in the right direction, but minor troubles caused her to abandon the trip at Patchogue. Dr. Thornley, of the F. A. M. Competition Committee, appeared on the scene before the second division started, but as he does not enter into competition of any sort he merely rode to Patchogue for old times' sake. There were eleven riders in this division.

Owing to the fact that parts of the Merrick road are being repaired, some of the riders went by way of the Jericho Turnpike, which is in splendid shape, then turning into Hicksville and cutting back into the Merrick road below Massapequa. While this route is about ten miles longer than the other, it has the advantage of avoiding the smaller villages which are numerous on the first stretch of the Merrick road, and also cuts around a number of speed traps, as some of the Merrick road squad discovered to their sorrow. Seasoned riders pronounced the general course in good condition, while others complained of numerous rough spots. These rough spots accounted for quite a few punctures, one rider reporting four.

H. A. Stout, on a Pierce 4, got caught in one of these bad stretches near Oakdale, and when his machine swerved he struck a log. A physician who happened to be passing in an automobile gave him "first aid" attention but found that he had escaped with bruises. Later while riding over the Shinnecock Hills W. Hetherington, who was closely following L. Campani, ran into the latter, who had struck a sand hole and gone down. The machines were not damaged, and their riders escaped with cuts and a few bruises.

While the riders were at dinner in the Commercial Hotel at Southampton a late arrival caused a stir by coming into the dining room with the announcement that it was raining. Some of the boys dropped their napkins at the shock, but the shower proved to be a light one. Dinner was finished, but afterward the boys lost no time in getting under way. It was 4.30 when the first riders appeared on the Eastern Parkway on the return trip, J. C. Davis, W. H. Ray and W. McMann being the first three home. J. H. Mann, Leslie Vine and A. Brown shared similar honors by leading the second division back to the starting point.

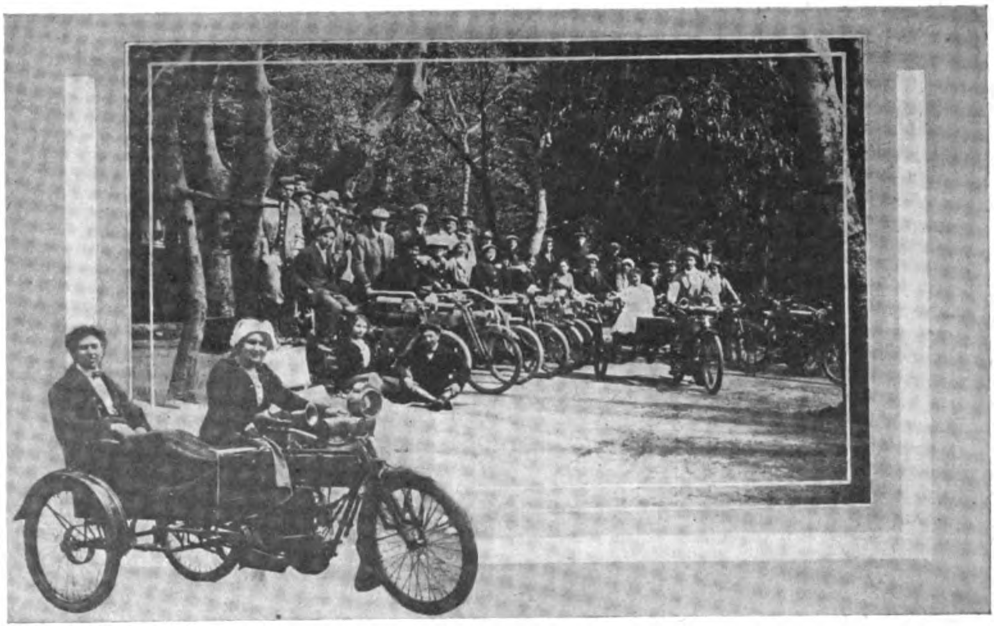
A heavy shower started soon after 4 o'clock, causing some of the riders to nurse their machines gingerly over the slippery streets, so that Captain Fawcett extended the time for checking in until 6 p. m. This helped quite a few of the boys to qualify for medals, and the officials were highly commended for their sportsmanlike attitude in the matter.

On the outward trip the mudguard on John Constant's side-car went adrift in some inexplicable manner and fell under the wheel, causing the machine to run off the road and cut some rather fantastic capers before it could be controlled. Neither Constant nor his passenger were injured, however, and the trip was continued to Southampton on time. Kenneth Conklin and Harvey Barnard attempted to cover the Southampton course twice by starting from the Bidwell-Conklin store on upper Broadway, New York, on Saturday night with a side-car. It was their intention to alternate in driving the 7 twin Indian and side-car, and to return in time to start out again with the Invincible boys on Sunday morning, but an accident caused them to abandon their plans. The side-car broke away from the machine and gave Conklin a bad spill, from which he emerged without serious injuries, and the riders made their way to the little village of Speonk. There they found it impossible to obtain lodgings and the night was spent in a farm wagon. The next morning the machine and side-car were shipped back to New York.

The riders who finished with clean scores were mounted as follows: Indian, 31; M. M., 6; Harley-Davidson, 4; Yale, 4; Merkel, 4; N. S. U., 4; Pierce, 3; Thor, 3; Excelsior, 3; Reading Standard, 2; Peugeot, 2; Flanders, 2; New Era, Waverley, Monarch, Emblem and Minneapolis, one each.

The official list of gold medal winners is as follows: W. M. Annes, D. C. Anderson, Frank P. Baker, J. Buckingham, O. S. Brandt, J. Beveridge, C. R. Burbank, G. W. Barnes, Jr., J. U. Constant and Mrs. Constant in side-car, J. Corbans, E. W. Crosbie, A. N. Corwin, J. J. Cox, Louis Compara, Wm. Dill, C. J. Davis, H. H. Davis, Wm. Earth, Eicholtz, J. Edwards, N. Ennello, C. J. Frolke, G. J. Fuehrer, J. B. French, A. E. Fisk, F. P. Frazer, J. C. Fawcett, W. Ginger, H. E. Hill, W. Hetherington, B. J. Heurlander, Jr., G. P. Jenkins, H. J. Krackowaza, Otto Krause, Gus. Koster, A. Krender, H. L. Livingston, A. P. Lane, E. M. Miller, D. Moler, E. J. Madden, C. D. Morgan, E. L. McClintock, A. M. McIntyre, W. Obert, A. B. Pollock, Chas. Rowland, E. A. Spitzer, Otto Shoefer, P. W. Stevens, J. Steele, Leo Schwartz, D. R. Thompson, A. J. Thomasian, Fred. Voelker, G. A. Vacareza, O. P. Warlick, Billy Wray, Harry Wills, A. Watzer, Ziechiel. In addition the following officials by vote of the club are also entitled to gold medals: Frederick H. Chase, referee, located at Patchogue; Robert F. Graves, checker, located at Brooklyn; George G. Nason, checker, located at Southampton.

The silver medal winners were as follows: M. M. Aiken, A. C. Brown, H. L. Clark, E. C. George, H. J. Mann, E. L. Parris, R. G. Taylor, L. N. Vine, C. J. Washburn.



Paul and Mrs. Derkum and Other Los Angeles Riders in the San Antonio Mountains.

PATTERSON FOR PRESIDENT.

WE have a letter from P. E. Zimmerman, of Lindsborg, Kan., booming for president of the F. A. M. Dr. B. J. Patterson, of Pratt, Kan., now vice-president of the Central District.

"Those who know Dr. Patterson through trade publications are aware that the doctor is a veritable human dynamo possessing the rare knack of doing big things in a big way, but only those who have worked with him in the accomplishment of the extraordinary know the real caliber of the man; know of his great executive ability, his ability to organize. Make him president of the F. A. M. give him a stenographer and a bunch of postage stamps and he will put the old organization on such a high plane as his most enthusiastic supporters never dreamed of."

A MODEL CLUB.

REALIZING that the motorcycle game has been hurt by reckless driving and riding with mufflers open the Coffeyville Motorcycle Club, of Coffeyville, Kan., has adopted rules governing members of the club with a view to remedying these evils. The club has made the offense of riding in the city with the muffler open a club misdemeanor, and any member guilty of violating this rule will be fined from one to five dollars. A second offense will mean expulsion from the club.

SECRETARY GIBSON'S APRIL REPORT.

NEW members.—New England, affiliated, 74; unaffiliated, 9; renewals, 26; Atlantic affiliated, 242; unaffiliated, 47; renewals, 106. Peninsular, affiliated, 31; unaffiliated, 8; renewals, 7. Lake, affiliated, 174; unaffiliated, 47; renewals, 64. Gulf, affiliated, 8; unaffiliated, 4; renewals, 2. Central, affiliated, 28; unaffiliated, 13; renewals, 9. Southwestern, affiliated, 73; unaffiliated, 16; renewals, 27. Pacific, affiliated, 49; unaffiliated, 2; renewals, 3. Canadian, affiliated, none; unaffiliated, 1; renewals, none. Insular, affiliated, 16; unaffiliated, none; renewals, none. Total affiliated, 694; total unaffiliated, 147; total renewals, 241; grand total of new members, 841. Last number, issued in April, 1912, 14,361.

New members by States: Massachusetts, 72; Rhode Island, 8; New Hampshire, 1; Connecticut, 1; New York, 175; New Jersey, 33; Pennsylvania, 49; Maryland, 6; District of Columbia, 25; North Carolina, 1; Alabama, 5; Georgia, 6; Florida, 22; Tennessee, 6; Kentucky, 6; Texas, 4; Oklahoma, 2; Ohio, 116; Indiana, 42; Illinois, 38; Michigan, 6; Wisconsin, 3; Missouri, 16; Minnesota, 3; Iowa, 7; South Dakota, 5; Kansas, 26; New Mexico, 1; Colorado, 3; California, 84; Montana, 7; Idaho, 2; Washington, 40; Utah, 1; Oregon, 2; Canada, 2; Manila, P. I., 16.

ACCORDING to present indications Ansonia, Conn., will soon have a motorcycle club.

STATE AND GOVERNMENT SERVICE.

THE Reading Standard Company reports that its Philadelphia agent, W. G. Rhodes, has sold to the State ten R-S twins to be used by the Pennsylvania Chestnut Tree Blight Commission; also that four Tourist Models were recently shipped to Panama for government service.

LA PORTE BANQUET.

SEVENTY-SEVEN motorcyclists of La Port, Ind., and vicinity attended the annual banquet of the La Porte Motorcycle Club on April 24. When a fine menu had been given proper attention, speeches and orchestral selections rounded out the program. Among the speakers was Chief of Police William Meinke.

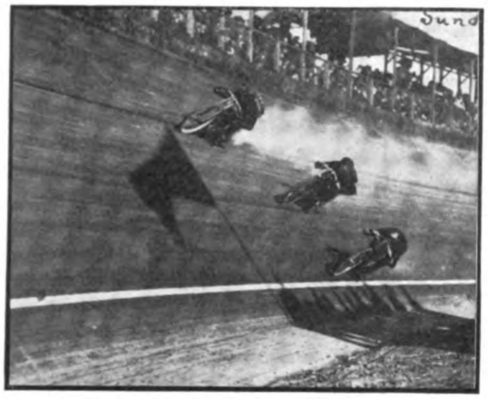
THE South Scranton (Pa.) Club is preparing for a meet about June 12.

Wichita (Kan.) Club Members Enjoying Informal Supper. District Vice-President Patterson and His Daughter at the Extreme Right.

THRILLS IN DENVER RACES

Humiston and Swartz Figure in Exciting Spill on Tuileries Bowl—Some Close Finishes.

THRILLS were the order of the day in the races at the Denver Tuileries Motordrome, Sunday, May 5. Three stirring finishes and one sensational accident served to keep the large crowd on edge throughout the program. L. J. Humiston, of Los Angeles, had a narrow escape in the last mile of the fifth race. Humiston was thrown when his front wheel touched the rear wheel of Swartz's machine. The impact threw Humiston to the running board and as he shot up he collided again with Swartz. Humiston was nearly unconscious when picked up, but it seems that he sustained no serious injuries. Summaries:



Swartz, on the Pole; Fleckenstein and Armstrong Neck and Neck with Him.

Two-mile amateur, 30.50 class—Won by Hurlburt (Indian); time, 2:28⅖.

Three-mile professional, 61 class for B riders—Won by Fleckenstein (Indian); time, 2:17⅗.

Three-mile professional, 61 class for B riders—Won by Bowan (Merkel); time, 2:14.

Five-mile open professional, 61 class—Won by Hasha (Indian); time, 3.32.

Five-mile professional, 61 class for B riders—Won by Cox (Merkel); time, 3:40.

Five-mile open professional, 61 class—Won by Hasha (Indian); time, 4:48⅗.

Wintry weather, with heavy rain and snow, prevented the running off of a program at Tuileries Park, Sunday the 12th inst. Hasha, Humiston, Chapple, Albright and the Denver referee will be in Chicago at the season's opening of the Stadium Motordrome at Riverview.

Hasha, on the Pole; Marty Graves Next, and Armstrong High on the Saucer.

RECORDS GO TO EXCELSIOR.

IN the account of the recent record-breaking trials by Graves and Don Johns on the Playa del Rey saucer in California MOTORCYCLE ILLUSTRATED stated inadvertently that Johns rode an Indian; his mount was an Excelsior, the machine used with such signal success by Balke in his coast performances. Owing to his youth and the fact that he is just out of the amateur ranks Johns' exhibition is all the more remarkable and other "big doings" are expected from him and his Excelsior before the summer is over.

IN NEW QUARTERS.

THE Sun Motor & Supply Company, New York distributors for the Flanders, and agents in this country for the N. S. U. motorcycles, N. S. U. two-speeds and parts, has moved from 206 W. 76th street to more suitably located quarters at 307 Amsterdam avenue, between 74th and 75th streets, right off Broadway.

A BIG WEEK.

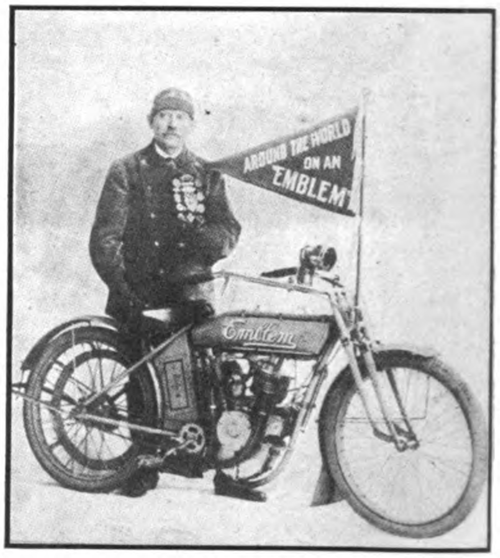
A RECORD of $3,000 worth of sales in one week was recently made by the Savannah, Ga., dealers. The roads about Savannah are reported to be in fairly good condition.

THAT NEWARK RUN.

AS announced in the last issue of MOTORCYCLE ILLUSTRATED, a 24-hour endurance run of the New Jersey Motorcycle Club of Newark will be held May 29 and 30, the start being made from Newark at 6.30 p. m., May 29. The circuit will carry the contestants through Elizabeth, Perth Amboy, Keyport, Freehold, Hightstown, Trenton, Princeton, Belle Mead, Summerville, Clinton, Washington, Belvidere, Hackettstown, Newton, Sussex, Port Jervis, Newburg, Tuxedo, Suffern and back to Newark by way of Singac and Caldwell. The schedule will call for an average mileage of 18 an hour. The contestants will be divided into the following classes: Private owners, trade riders, extra passenger and ladies' invitation classes.

KIPP ON THE ROAD.

H. KIPP, of Toronto, who looks after the Hendee interests in Canada, has been spending the last two weeks in Eastern Canada working up new connections. Last week was spent in Montreal, where the motorcycle game is still very young, after which he went to Ottawa. Kipp intends to ride back from Ottawa to Toronto, a distance of 275 miles, on an Indian mount.


AROUND THE WORLD ON AN EMBLEM
Emblem

RIDING AROUND THE WORLD.

F. J. Koegel, riding an Emblem, has just left Angola for a trip around the world. Koegel is now on his way to New York via Buffalo, Rochester, Syracuse, Utica and Albany. From New York he will sail for England and thus to France, Germany, Russia, Siberia, China, Japan and across the Pacific to either Portland, Ore., or San Francisco, from one of which cities he expects to complete the final leg of his long journey. Koegel has already made a 'round the world trip on a bicycle, and expects to complete his motorcycle circuit in six months. He is riding a 7 h. twin Emblem, fitted with a V-belt, Continental tires, 2½-in. in front, 2¾-in. on the rear wheel, and an Eclipse clutch. Mr. Koegel also holds the world's record for walking around the world.

DERKUM MAPPED ROUTE.

PAUL J. C. DERKUM has laid out the three-day endurance run which will be started from Los Angeles Decoration Day, the route being by way of Bakersfield, Wasco, Santa Barbara, and schedule will call for a mileage of 181 the first day, 189 the second and 202 miles the last day.

HOBART'S NEW CLUB.

THE Hobart (Ind.) Motorcycle Club has just affiliated with the F. A. M. on 100 per cent. basis, bringing in fifteen members; W. E. Corr is secretary, his address being P. O. Box No. 166.

WHIPPLE'S SPECIALS.

WHIPPLE'S late specials, announced May 1, include a number of big bargains in first class second-hand machines and new accessories. The list is well worth writing for.

DEATH CHEATED ONCE MORE.

PROMPT response by a physician on a motorcycle saved the life of Ralph Plazo, of Woodsocket, La., rendered unconscious by a fall from a buggy. An artery was severed and the victim would have bled to death had not Dr. George W. Ashton, on a motorcycle, reached Plazo just in time to cheat Death.

COLUMBUS GETS F. A. M. MEET

Receives the Votes of Five Directors, Two Favoring Cleveland and Two Not Voting—Meet Opens Wednesday, July 17—Tentative Program Suggested by the Columbus M. C.—Prizes for Professionals

MILWAUKEE, Wis.—Five of the F. A. M. directors having telegraphed their votes for Columbus as the scene of the next national assembly President Hamilton formally announces that the convention will be held in the Buckeye capital. Two votes were cast for Cleveland and the ballots of the two remaining directors had not been received at latest reports. However, even if these two votes should be cast for Cleveland the Columbusites would still have the winning margin of one ballot.

President Hamilton's announcement is to the effect that Columbus will entertain the F. A. M. delegates and riders July 17 to 21, and that the national assembly will be held on Thursday, July 18, at the Virginia Hotel.

That the erection of the half-mile board track in Columbus had an important bearing on the decision of the F. A. M. officials is certain. Without this inducement to offer the Capital City would have been at a marked disadvantage, and the big meet would undoubtedly have gone to Cleveland where a new quarter-mile board saucer is under way. The F. A. M. directors welcomed an opportunity to have the National Championships decided on a half-mile bowl, and this, combined with the belief that Columbus is just about the proper sized city to stage the convention most effectively, led to the vote above recorded.

The directors also voted favorably upon the following resolution, offered by Dr. Thornley:

"Be it resolved by the Board of Directors that there be competed for at the National Meet three professional championships for the distances of five, ten and twenty-five miles; that the winners of these events shall be known as the National Professional Motorcycle Champions of America for the distances stated, and that for each championship there shall be awarded three medals consisting of gold, silver and bronze for the value of $50."

The following tentative program for the convention week has been submitted to the F. A. M. directors by the Columbus Motorcycle Club:

Wednesday—Reception of riders and delegates (F. A. M. Headquarters—Virginia Hotel). 8 p. m., reception and smoker at Columbus M. C. clubhouse.

Thursday—10 a. m., parade of riders through Columbus. 2 p. m., business session, hotel parlors. 8 p. m. entertainment of riders and delegates (including lunch and refreshments), at motordrome. A number of novel features of entertainment open only to members and their friends.

Friday—10 a. m., business session in hotel parlors. 2 p. m., races at motordrome. 8 p. m., visit to Olentangy Park.

Saturday—2 p. m., races at motordrome.

Sunday—2 p. m., races at motordrome.

NEW GRINNELL GLOVES.

A NEW style of Grinnell gauntlet gloves, made especially for motorcyclists, is being put out by the Morrison-Ricker Mfg. Co., of Grinnell, Iowa. This glove has a double palm—both palms being made of the same leather of which the entire glove is made. The "Reindeere" and black coltskin leather used is so soft that the extra thickness is in no way a disadvantage, but in every way an advantage. It means not only doubled wear, but greater protection for the hands against blisters, callouses, hand cramp, etc.

The texture of the leather used in this "Motorcyclists Special" glove, as it is called, has earned for it the additional name of "Grip-Tite." The leather has a natural velvety finish, permitting as firm and non-slip a grip of the hands on the handle bars as though they were unprotected.

GOOD NEWS FOR RIDERS.

FROM now on American riders will be allowed to compete in Canada, under the auspices of the C. M. A., and Canadian riders will be granted reciprocal privileges in the United States as the result of an understanding reached between F. A. M. officials and the recently organized Canadian body.

WESTING RUN MAY 26.

G. H. WESTING will give his annual motorcycle run at Indianapolis, Sunday, May 26. There will be a big dinner for all participants. In the past, only Indian riders have been invited, but this year it will be an open event for riders of all makes of machines.

MUSSELMAN VS. HENDEE CO.

ANNOUNCEMENT is made by A. J. Musselman, who controls the Blodgett knock-out front axle hub, patent number 710.241, that on May 3 he entered suit against the Hendee Manufacturing Company for infringement. Mr. Musselman claims that the patent is a basic one and that the knock-out front axle cannot be used by any manufacturer or sold by any jobber or dealer except when licensed by him. At the present time, the Eclipse Machine Company, of Elmira, N. Y., is the only concern which has agreed to accept Mr. Musselman's claim.

Springfield, Mass., March 15.—At the Hendee factory it was stated today that no papers had yet been served upon the Hendee Manufacturing Company. Mr. George M. Hendee stated that they had been manufacturing motorcycles for over ten years and during that time they have been conversant with the patent situation affecting motorcycles, and he claims that neither the Indian machine nor any of its parts infringes upon any existing patents. As far as the knockout front axle hub is concerned, he assures every dealer and user of the Indian full protection from all patent litigation.

TO ADD A STORY.

THE Emblem Manufacturing Company has ordered steel for the construction of an additional story to its present factory. Another building, as large as the one now in use, will soon be started, and it is expected to be ready for the 1913 business.

FIRST CANADIAN CHAMPIONSHIPS.

GREAT preparations are being made by the riders of Hamilton, Ont., for the holding of the first annual championships of the Canadian Motorcyclists' Association at Hamilton on Monday, July 1 next. Steps are being taken to bring in a glittering array of talent for the occasion, the stars promised including L. S. Taylor, of Columbus; Joe Baribeau, the French-Canadian; Stauder, of Rochester; Herb Kipp, Joe Golden and Harold Cole, of Toronto, and several Buffalo cracks.

COLE GOES TO CHICAGO.

WITH his point of destination Chicago, Harold Cole, of Toronto, the young Canadian titleholder, who mounts an Excelsior, slipped out of town quietly on Saturday last, in order to participate in the opening races at Riverview Motordrome. The Canadian youngster intends to try his luck with the big American cracks and incidentally pick out a nice machine for work this summer on the Canadian circuit.

NEW MOSLER HEADQUARTERS.

A. R. MOSLER & COMPANY are now installed in their new factory and offices at Webster and Wakefield avenues, Yonkers, N. Y. Visitors may take the Harlem Division of the New York Central to Wakefield station, New York City, or the Third Avenue Elevated to Bedford Park station, and there take the West Mt. Vernon car to Wakefield avenue.

Diamond

Motorcycle Tires

Studded Tread

Corrugated Tread

Tires for Touring

**Built for maximum speed,
Resiliency and Endurance**

When about to start on that cross-country tour look to your tires. Be sure they will bear the strain of the extra baggage without losing their resiliency.

Your tires can make or mar the pleasure of your trip.

Diamond

Motorcycle Tires

are not built for ten miles of death-inviting speed and then the scrap pile.

They are built for the long run through sand or mud and over rock-strewn roads. Mileage has not been sacrificed for resiliency or resiliency for speed.

Our fourteen years' study of tire problems and rubber compounding have produced a tire strong enough to carry the overload of tandem riding, resilient enough to absorb the irregularities of the road and as speedy as the law allows.

When ordering a new machine or equipment insist on Diamond Tires. Made in two treads, studded and corrugated, single clinch only.

Send for our attractive booklet on Motorcycle Tires.

The Diamond Rubber Co., Akron, O.

Our Service Stations in 54 cities do more than sell tires—they take care of Diamond Users.

MOTORCYCLE ILLUSTRATED
Published every other Thursday at 51 Chambers Street, New York.
Home subscriptions, $1; foreign, $2.
Ten cents a copy.
J. LEO SAUER,
President

EDITORIAL

THURSDAY MAY 16, 1912
Entered as second class matter July 6, 1908, at the Postoffice at New York, N. Y., under act of Congress, March 3, 1879.
H. N. CONDICT,
Secretary

CIRCULATION, THIS ISSUE:
Total, 13,500 Copies
Net and Paid, 11,115

RIGHT TO THE POINT.

CO-OPERATION—not competition—is the life of trade.

That's the new way of looking at an old theory, and the new way is right. Co-operation means more business and bigger business. It has taken this idea some time to take hold, but it is gaining ground every day.

In every line of business enterprise and endeavor co-operation is being recognized and it would be to the direct and immediate advantage of motorcycle dealers everywhere to gain this advantage now instead of waiting until everyone else had proved it. Now is the time to grab a "ground-floor" opportunity.

Two men can do a thing better than one. Three men can do a thing better than two. There is strength and untold influence in concerted action. That's what co-operation means. In plainer words it is "get together."

It has been said that "too many cooks spoil the broth," but it depends altogether on the cooks and what kind of broth they are making.

In New York City there is a strong Motorcycle Dealers' Association. During the six-day bicycle races in Madison Square Garden last winter the Dealers' Association had painted a large banner: "Motorcycles—Cash or Easy Payments—Ask Any Dealer." Or, words to that effect. There were thousands of people coming and going to the Garden that week—and every one of them saw that banner. I don't know how many dealers there are in the New York Association, but if there are a dozen, there was a case where a dozen cooks didn't spoil the broth. On the contrary, they served up the best dish in the world and the public seemed to relish it.

They "got together" on motorcycles.

There's the point. They concentrated. They had only one sign and it was conspicuous for that very reason. It was a bull's eye shot and it was effective.

Every dealer, no matter what make of machine he handles, must, of course, be a motorcycle booster. Each dealer must agree that a motorcycle is a mighty good thing. Well, that's common ground on which you can get together.

Each dealer must, of course, sell his own machines. He must be active and aggressive in presenting the particular merits of his particular machine. But, first of all, and behind it all, is that idea that the motorcycle, as a general proposition, is a great convenience, that it is economical, that it opens up a new world of pleasure to a rider, that it is safe and reliable and easily operated.

Every dealer can agree on these points. Then why not say them together? Why not have one big voice saying these things, instead of four or five smaller voices?

If John Hancock had signed the Declaration of Independence all by himself, it wouldn't have gone very far, probably. But, other good men agreed with him on certain fundamental principles, and they all said so together. They spoke with one voice, and the echoes haven't died away yet.

Motorcycle conditions in every community can be bettered by the concerted action of the dealers in that community. If motorcyclists are violating the speed laws and are bringing motorcycles into bad repute with their open mufflers, the dealers can help check the evil. If the city or town authorities are a little severe, the dealers can do good by talking it over with the authorities. If there is a chance to boost good roads, the dealers can help the cause.

One dealer can do his level best in these directions, but he will be just one man. But, if all the dealers join in these movements, they will have the weight of organization. They will have the influence of four, five or six men, instead of one.

A city official will be much more apt to give his attention to a delegation representing every motorcycle dealer in the community than he would to any one dealer.

There are many ways in which the dealers of a community can work together for their mutual good. Many of these ways can be figured out in advance. Others will suggest themselves as time goes on.

In my opinion, co-operative advertising offers another big opportunity for wide-awake and progressive dealers.

Most dealers can not afford to use large amounts of space in the newspapers. At least, not often. Their ads. must be smaller. These smaller advertisements are being prepared and furnished to dealers, without cost, by the Motorcycle Dealer's Information Bureau, at 23 East Ohio street, Indianapolis. Take, for example, the opening of the motorcycle season. There is a fine opportunity for all the dealers of a community to get together and, instead of each dealer using a small space, put all their space together and use it to say something that can be truly said of all motorcycles. Let each dealer's name appear at the bottom of the ad. Each will have an equal chance to reap the direct benefit, and each will have the advantage of telling the public something interesting about a motorcycle in a space that is large enough to attract wide attention. Petty jealousies should not stand in the way of an opportunity like this.

This plan of using a larger space could be used to fine advantage also right along through the season. For example, the large space could be used in a co-operative way once every week, or once every two weeks—or at whatever periods the dealers might agree. Then, between these times, each dealer could use his individual ads.

The Dealers' Information Bureau is anxious and willing to communicate with dealers who would take up these co-operative advertisements, and will prepare the copy without charge.

Dealers can certainly agree that the motorcycle will bring pleasure and satisfaction to any rider. Let's convince the public of that fact first, and then let the best man win the sale for the machine he carries.

Co-operation first—and then competition. But let even the competition be of a co-operative and friendly nature.

A. B. Coffman,
President, M. M. A.

ADVERTISING—2.

PUBLICITY alone does not sell a commodity, except, under certain conditions, particularly attractive bargains.

But a staple article that is being marketed at a fair profit does not sell itself even though most extensively advertised.

To consummate the sale of an article, judicious advertising must be preceded by up-to-the-minute methods of manufacture and distribution, and followed by an effective selling system.

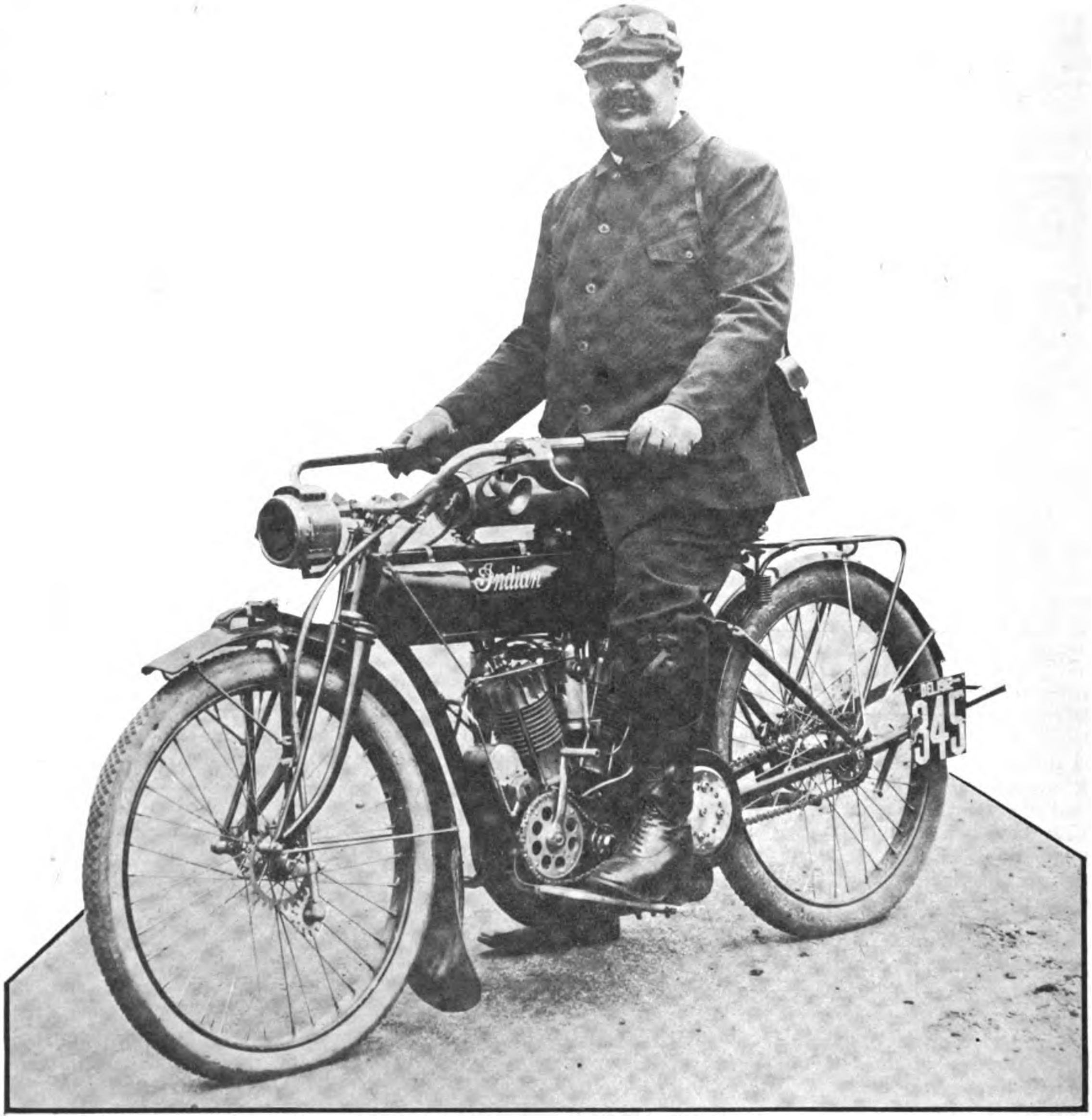
Manufacturers who are not in position to thus back up their advertising need not blame the publications they are using if their advertising does not prove sufficiently productive of sales.

The publisher cannot make an inferior article good, nor actually sell even a superior one.

But a publication like Motorcycle Illustrated *can and does put the wide-awake manufacturer and jobber in immediate touch with many who want to buy and are willing to pay the value of meritorious goods.*

The publishers of this paper guarantee not only by far the largest circulation in this field, but also that Motorcycle Illustrated *reaches the highest class of buyers.*

EMPIRES *for* TOURING



Simmons Rides Empires

Wilmington, Del., April 27th, 1912.

The Empire Tire Co., Trenton, N. J.

Gentlemen:—I write to tell you the satisfaction your "Empire" Tires have given me. I have been using your tires for three years and have never had one to go bad with me. My weight is about 240 lbs. and last year I rode in the Newark, N. J., Decoration and Labor Day runs and received a perfect score in both. I also took part in the F. A. M. tour to Buffalo, N. Y., there also having a perfect score, and your tires never gave me as much trouble as a puncture in any of the above runs that totaled 1,285 miles. The service from them is all that could be asked. Wishing you success, I remain,

Yours very truly,

JOS. B. SIMMONS.

When all motorcycles are built alike, one lubricating oil will suit all makes.

When winter is as warm as summer, one grade of lubricating oil will suit all seasons.

When heavy oils flow as freely as light oils, mechanical construction need not be considered.

Until then no one grade of lubricating oil will suit all motorcycles.

While we are recognized, in power-engineering circles, as the world leader in high class lubricants, we find lubrication no simple problem.

In producing a series of lubricating oils suited to the needs of all motorcycles, we analyzed the construction of every American motorcycle. We found that several distinct grades of oil were needed and now produce these grades: The various grades for motorcycle use go by the following names:

Gargoyle Mobiloil "A"
Gargoyle Mobiloil "B"
Gargoyle Mobiloil "Arctic"

Gargoyle Mobiloils are put up in barrels, half-barrels, in 5 and 1 gallon sealed, white cans. All are branded with the Gargoyle, which is our mark of manufacture.

They are handled by the higher class garages, auto-supply stores and others who supply motorcycle lubricants.

GARGOYLE

Mobiloil

A grade for each type of motor.

Vacuum Oil Company, Rochester, U. S. A.

DISTRIBUTING WAREHOUSES IN THE PRINCIPAL CITIES OF THE WORLD.

The list below shows the right oil for your motorcycle.

Explanation: In this schedule the letter opposite the name of motorcycle indicates the grade of Gargoyle Mobiloil that should be used. For example, "A" means "Gargoyle Mobiloil A." "Arc." means "Gargoyle Mobiloil Arctic." Recommendations cover all types of the same make unless otherwise stated.

MODEL OF	1908		1909		1910		1911		1912	
MOTORCYCLE	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
American					B	A	B	A	B	A
Apache	B	B	B	B						
Armac	B	A	B	A					B	A
Arrow									B	A
Augstin-Koch									B	A
Aurora									B	A
Auto-Bi	B	A	B	A						
Black Hawk									B	A
Bradley									B	A
Breed									B	A
Crouch	B	B	B	B						
Curtiss	B	A	B	A	B	A	B	A	B	A
C. V. S.					B	B	B	B	B	B
De Luxe (1 cyl)							B	A	B	A
De Luxe (2 cyl)							A	Arc.	A	Arc.
Detroit							B	A	B	A
Detroit Bi-Car									B	A
Eagle					B	B	B	B	B	B
Electra									B	A
Emblem (1 cyl)			B	B	B	B	B	B	B	B
Emblem (2 cyl)					B	A	B	A	B	A
Erie	B	B	B	B						
Excelsior (1 cyl)	B	A	B	A	B	A	B	A	B	A
Flanders									B	A
F. N.	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Geer	B	A	B	A	B	A	B	A	B	A
Gerhart									B	A
Greyhound					B	A	B	A	B	A
Harley-Davidson	B	A	B	A	B	A	B	A	B	A
Haverford							B	B	B	B
Hilaman	B	A	B	A						
Henderson									A	Arc.
Indian (1 cyl)	B	B	B	B	B	B	B	B	B	B
Indian (2 cyl)	B	A	B	A	B	A	B	A	B	A
Iver Johnson									B	A
Kokomo									B	A
Majestic									B	A
Manson	B	B								
Marvel					B	B	B	B	B	B
Mayo (1 cyl)	B	B								
Mayo (2 cyl)	B	A								
Merkel	B	A	B	A	B	A	B	A	B	A
Minerva	B	A	B	A						
Minneapolis			B	A	B	A	B	A	B	A
M. M.	B	A	B	A	B	A	B	A	B	A
Monarch									B	A
Motorette									B	A
New Era			B	A	B	A	B	A	B	A
N. S. U. (1 cyl)	B	B	B	B	B	B	B	B	B	B
N. S. U. (2 cyl)			A	Arc.	A	Arc.	A	Arc.	A	Arc.
Peerless							B	A	B	A
P. E. M.									B	A
Peugeot	B	A	B	A	B	A	B	A	B	A
Pierce (1 cyl)			B	A	B	A	B	A	B	A
Pierce (4 cyl)			A	Arc.	A	Arc.	A	Arc.	A	Arc.
Pope							B	B	B	A
Racycle							B	A	B	A
Reading Standard	B	A	B	A	B	A	B	A	B	A
Reliance	B	B	B	A	B	A	B	A	B	A
Royal	B	B	B	A	B	A				
Schickel							B	A	B	A
Scott									B	A
Theim	B	A	B	A	B	A	B	A	B	A
Thor (1 cyl)	B	B	B	B	B	B	B	B	B	B
Thor (2 cyl)	B	A	B	A	B	A	B	A	B	A
Torpedo	B	B	B	B	B	B				
Triumph	B	A								
Wagner	B	B	B	B	B	B	B	B	B	A
Yale (1 cyl)	B	B	B	B	B	B	B	B	B	B
Yale (2 cyl)					B	A	B	A	B	A

TIRE COMPANIES MERGE

Goodrich Rubber Companies of New York and Ohio Consolidate Under Name B. F. Goodrich Co.

ALBANY, N. Y.—The B. F. Goodrich Company, a consolidation of the B. F. Goodrich Companies of New York and Ohio, with principal office in New York City, was incorporated recently with a capital of $45,000,000 to deal in rubber goods. The directors are: William A. Means, Walter K. Means, Harold E. Joy, Frank H. Mason, Charles B. Raymond, Edwin C. Shaw, Howard H. Bryant, William A. Fuller, Albert T. Pelz, Bertram G. Work, of Akron, O.; David M. Goodrich, of New York.

The capital is divided into $15,000,000 preferred cumulative and $30,000,000 common stock.

The new company takes over the two corporations for a consideration of $47,598,000 and allotment of certain shares of stock. The company paid a corporation tax of $22,500.

FRENCH SALES ARE ACTIVE.

BALTIMORE, Md.—The dealers in this city are continuing to do a fine business with the machines they represent. Howard A. French & Co. have been doing a record business with the Indian, and now rank among the best agents of the Hendee Company. Week before last a shipment of 17 Indians was received and disposed of, and last week there arrived 46 machines, consisting of singles, twins and two speeds, and all of them were eagerly grabbed up by waiting customers. French has now placed orders for nearly 300 Indians to be used before next November.

TO HANDLE THE WAGNER.

THE K-V Motorcycle Company, 7706 Lake avenue, Cleveland, Ohio, composed of George B. Knapp and K. C. Volk, is handling the Wagner machines for that city. Mr. Knapp has handled the Wagner on a small scale for several years, but the increased demand for the machines has necessitated the opening of a spacious store with facilities for repairing. A full line of accessories and bicycles will also be carried.

WESCHLER IN BALTIMORE.

BALTIMORE, Md.—About ten days ago Frank J. Weschler, secretary-treasurer of the Hendee Manufacturing Company, came down from Springfield and spent a few days here as the guest of Howard A. French. He went over the local field, and expressed himself as well pleased with the situation. He also visited Washington and Philadelphia before returning home.

MERKEL IN TOLEDO.

NEWBY BROTHERS, Flying Merkel agents in Toledo, Ohio, have been filling orders rapidly of late, and their shop has been running under unusual pressure. Clarence Newby was a visitor at the plant of the Miami Cycle and Manufacturing Company, in Middletown, recently, and he also found time to drop in at the Dayton motorcycle show.

BOSCH DISTRIBUTORS.

THE Canadian Fairbanks Company, Limited, with branches in St. John, Montreal, Ottawa, Winnipeg, Calgary, Saskatoon, Vancouver, Victoria and Toronto, have been appointed distributors for the Bosch Magneto Company in the Dominion of Canada. In each one of these branches mechanics are now being trained to make adjustments or repairs to the Bosch product.

NEW WAYNE BELT.

NEITHER acid nor chrome-tanned, the new belt just placed on the market by the Wayne Belting Company, Department M, Detroit, Mich., is known as a "neutral tan." It is made of buckskin, and severe tests in actual service during the past two months have demonstrated its efficiency. The manufacturers of this belt deal directly with the rider.

OBERWEGNER CATALOG.

THE Oberwegner Motor Company, of Toledo, Ohio, has just placed its new 64-page catalog in the hands of its printer and copies will soon be ready for distribution. The catalog will cover a full line of motorcycle supplies and accessories and will be well illustrated.

MONARCH DISTRIBUTOR.

P. J. CARLTON, well known to the trade in Cleveland, Ohio, has been appointed distributor for the Monarch motorcycle in that city. He has received his demonstrator and is creating an excellent impression with it.

PLAN CONCRETE ROAD.

A PROPOSAL to lay a solid concrete road from Hamilton to Toronto, Ontario, a distance of 42 miles, at a cost of $17,000 a mile, is proving a matter of great interest for Toronto riders, as this route is the most traveled of any in the vicinity of the city. A great many of the Ontario roads are being improved at present, but the Highway Commissioners have come to the conclusion that something better than gravel or macadam is needed for the intercity thoroughfare on account of the very heavy traffic thereon.

TAKING INSTRUCTIONS.

THE military-inclined motorcyclists of the Toronto M. C. are taking up a course of instruction at the Toronto Armory, in connection with the proposed motorcycle division to the Signal service of the Canadian militia, preparatory to going to the annual encampment at Niagara in June. Weekly classes are being attended when lessons in flag, heliograph and lantern signalling are heard.

TORONTO MEET PLANS

Races Under Auspices of Canadian Club Will Be Well Regulated—Some of the Rules.

ACCORDING to present indications, lack of plans or apathy on the part of the members, will not be the cause of any disappointment in connection with the series of race meets which the Toronto M. C. intends to put on during the coming season. Already great preparations have been made for the inaugural speed carnival of the summer, to be held on June 8, at the Exhibition half-mile speedway. The program for this "Battle of the Wheels," consisting of ten events, has already been announced, while the different committees of the club are hastening to prepare other details. Taught by the experience of last summer, the first real season of the club, the members are taking every precaution within reason.

Among other things, it is planned to run off the events at a meet with a snap and precision that will prove a hit with the crowd. The regulations framed will, in a measure, give a race meet a distinctly equine flavor. A paddock is to be provided for racing machines and their owners, who will, undoubtedly, form "stables" of their own. A scoreboard giving the competitors in a race, the winners, and time, will also be erected. It is also proposed to secure a bugler to call the riders on the track from the paddock to the track for a race. A new stipulation will be that competitors must carry the same numbers all season. This will facilitate the work of the entry clerk and the program printer.

An entirely new feature this year will be the presence of a squad of the St. John Ambulance Corps at every race meet. This squad will consist of a sergeant-surgeon, stretcher-bearers and first-aid attendants, all of whom will wear their military uniforms. Hospital headquarters will be maintained on the grounds.

Manufacturers and others have been very kind to the Toronto club this summer. A number of valuable cups and trophies have already been donated, while special contributions of useful articles for prizes, such as belts, tires, etc., have been promised. Among the latest offers has been a donation of a motorcycle belt by the Graton and Knight Company, Worcester, Mass., through C. F. Orr, the Canadian representative of the company.

Part of the Trenton (N. J.) Club's Membership. Photo by John P. Hooper.

DETROIT BOWL ASSURED

Prince Has Decided to Carry Through His Plans for a Big Board Track in the City of Straits.

DETROIT, MICH., May 12. — Jack Prince has returned to Detroit to take up the matter of building either a motorcycle or automobile track here. He expects to sell out his half interest in the Chicago track which last year drew a gate of over $60,000 in eight weeks and invest his money in Detroit, making this city his home. In consequence there are the brightest sort of prospects that Detroit will get the motordrome, either a half-mile track exclusively for motorcycles or a mile and a quarter to one and one-half miles for autos and motorcycles combined.

"I have been prospecting," said the veteran track builder, "and investigating local conditions. That is the only way to find out. I was in Baltimore, Newark, Providence, Boston, back to New York, back again to Detroit, then to Toledo, to Chicago, to Indianapolis, back to Chicago and then to Columbus. These are the only two that I feel sure of, Columbus and Detroit.

"The question of location always is the stumbling block. In Columbus the motorcyclists and the dealers pulled together and at our first meeting with 80 present, they subscribed $7,500 for stock. On my return they had all the $20,000 subscribed. The Detroit venture has thus far required seven visits and I am still seeking a suitable location. I plan to build in Columbus, sell my one-half interest in the Chicago Motordrome and give all my time to Detroit, spending five days out of seven in this city each week. I am going to make this a go for Detroit, as I believe it to be the best gasoline city in the country."

AKRON MEET ON JUNE 8.

THE Akron (Ohio) M. C. will hold its first race meet of the season on June 8, and great plans are being laid for it. The club held a smoker on May 7 to which all the motorcyclists in the city were invited. An interesting program was provided, about 100 members and guests participating.

Recently the City Council adopted an ordinance providing for yearly motorcycle licenses, instead of the perpetual license heretofore in effect. The riders are now working for a State license regulation at a nominal fee to do away with confusion which is resulting from the widely differing arrangements provided in cities throughout the State. Some of the towns place their fee too high, say the riders, while other towns have no registration at all. The Akron riders are also boosting plans for road improvements.

NEW JANESVILLE CLUB.

JANESVILLE, Wis., now has a club which will inaugurate activities by holding a race meet Decoration Day.

A PROMISING SQUAD.

MORE than 25 members have signed the charter list of the newly organized Bay City (Mich.) Club, which held its first meeting Sunday, the 12th inst.

Before the Start of the Englewood, (Ill.) Club's Recent Reliability Run.

FIFTY MACHINES LOST

Fire Which Destroyed Foley Garage Wiped Out Nearly All Concourse M. C. Mounts.

FIRE which broke out in the garage of J. C. Foley, on Jerome avenue at 165th street, at 3 a. m. on Sunday morning, May 12, destroyed the building and wiped out about fifty motorcycles, many of them belonging to members of the Concourse M. C. Practically nothing was saved. The fire was discovered by the watchman of the Pauls Garage, adjoining the Foley establishment, who at once telephoned an alarm. As the nearest fire station was a considerable distance away the blaze had gained great headway before the fire-fighters arrived and they could do little or nothing to save the contents of the building. Even the two new Indian and Thor machines which were being displayed in the windows were lost. The Foley establishment was the headquarters of the Concourse club and nearly all the members had their machines in the place when it was destroyed. One of the boys had just received his new machine from the factory and another had been ridden only 150 miles. There was no insurance. The origin of the fire has not been determined.

REGISTERED SHOPS.

THE following shops have registered with Secretary Gibson for the week ending May 10: Ashborne Motorcycle Co., 311 N. Main street, Burlington, Iowa; Waking & Co., 406 Main street, Richmond, Ind.; C. H. Danforth, S. Greenleaf avenue, Whittier, Cal.; A. D. Diener, Bellefontaine, Ohio; E. H. Paro, Titusville, Fla.; Gilfillan Bros., 223 W. Second street, Kewanee, Ill.; Platt Montfort, Huntington, L. I., New York State.

TWO PROSPECTIVE CLUBS.

WARREN, OHIO, has about fifty riders, and W. Cooper, of 26 First street, is endeavoring to bring them together and organize a club. Walter A. Good, of Ashland, Ohio, is working along similar lines.

NEW F. A. M. CLUBS

Eighteen Were Affiliated During April—Brockton Club Winner of Old Sol Lamp as Membership Prize.

CHAIRMAN ESTABROOK reports that during the week ending May 4 the following clubs were affiliated: 257—Muncie (Ind.) Motorcycle Club; Earl S. Sult, secretary, 204 East Main street, 15 members. 259—Napa (Calif.) Motorcycle Club; Otto Fisher, secretary, 14 Juarez street, 15 members. 260—Santa Cruz (Calif.) Motorcycle Club; V. V. Buckman, secretary, 18 Catalpa street, 100 per cent., 15 members. 261—Red Bank (N. J.) Motorcycle Club; E. E. Alexander, secretary, 100 per cent., 17 members. 262—Kings County Motorcycle Club, Hanford, Calif.; M. R. Homen, Jr., secretary, 15 members.

Eighteen clubs joined the Federation during the month of April, the winners of "Old Sol" lamps being the Brockton (Mass.) Club, 44 members; the Fort Recovery (Ohio) Motorcycle Club, with 20 members, and the Herkimer (N. Y.) Motorcycle Club, 19 members, being second and third.

S. E. Ragan, Jr., of Vicksburg, State Commissioner of Mississippi, has organized a club in that city. It will be a hundred per cent. organization.

John B. Quinn, who runs an F. A. M. registered shop at 201 Ridge street, Fall River, Mass., has been elected president of a newly organized club.

New clubs are being organized by Brandenburg & Miller, Martinsburg, Va.; R. P. Austin, of Lansing, Mich.; J. R. Mittelbach, of Iola, Kan., and George W. Grossner, of Jackson, Miss.

During the month of April forty-four F. A. M. repair shop certificates were taken out, those added the last week in April being the following: 639—R. C. Kirk, 204 E. Main street, Muncie, Ind. 640—Southern Motorcycle Co., 116 Edgewood avenue, Atlanta, Ga. 641—Herman's Repair Shop, 122 So. Union avenue, Pueblo, Colo. 642—E. H. McKenzie, 4712 Forsythe avenue, East Chicago, Ind. 643—H. A. Rowe, Harvard, Ill.

STANDARD SPEEDOMETER

"THE INSTRUMENT of PERMANENT ACCURACY"

Guaranteed for One Year

SOLD AND RECOMMENDED BY ALL THE BEST DEALERS

$15.00

$18.00

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TRIP
MILES PER HOUR
10 20 30 40 50 60 70 80
TOTAL
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STANDARD
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STANDARD THERMOMETER CO. BOSTON U.S.A.

Fittings For All Machines

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APPEAL MFG. & JOBBING CO.
Los Angeles, Cal.
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STANDARD THERMOMETER CO., Boston, Mass.

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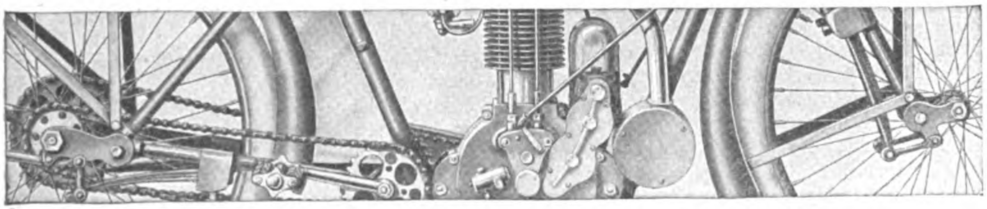


The P.E.M.

Formerly The Waverley

Frame Hung On Leaf Springs (Automobile Construction)

Greatest improvement in motorcycles! Four special vanadium steel long leaf springs—extremely elastic—absolutely unbreakable—frame is rigid—no hinges—and rides on these leaf springs with a silent, velvety action delightful to the rider. No other construction can possibly equal this in pleasure of riding.

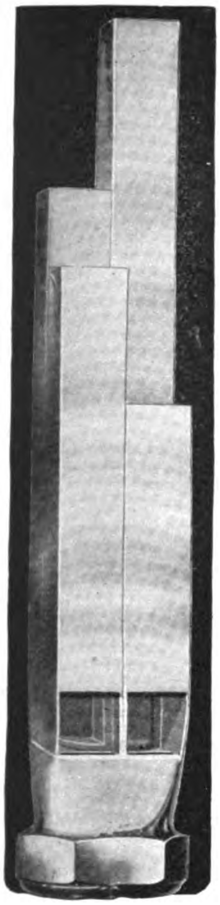
A trial will instantly convince you!

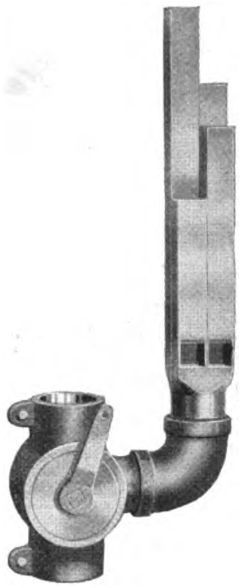
Most efficient single cyl. motor ever built. Has overhead valves, positive mechanical oiler, free-engine clutch, Bosch armored magneto, and automatic carbureter. Cylinder and head of semi-steel specially heat treated, connecting rod, crankshaft, etc., of vanadium steel. You can get into speed from a standstill without any jerks. Speed? 56 seconds to the mile!

We want live agents and are offering special introductory inducements in open territory. All machines of perfect workmanship, thoroughly tested and guaranteed satisfactory. Catalog and terms promptly mailed at your request.

WAVERLEY MFG. CO., Waverley Place, JEFFERSON, WIS.

CHICAGO BRANCH: MARQUETTE BLDG.





TRINITY CHIMES

An Exhaust Horn with a Musical Tone
Warns Without Giving Offense
A Hair Raiser When Needed

There is absolutely nothing about the Trinity Chimes to get out of order—no moving parts, no batteries, no wire connections. It never fails. It costs nothing to operate. It is operated by a three-way valve which is supplied with the horn. Its four tubes give a perfectly blended chord of pleasing harmony. Its body is a brass casting. The tubes are brass-wedged into slots in the casting, and instead of being of flimsy construction and supported separately, they are carefully brazed together, building up a unit of such strong construction as will last a lifetime. It is furnished in triple nickel-plate, highly polished.

Get the best horn at a lower price, don't spend more for one not so good.

EVERY DEALER SHOULD CARRY A STOCK OF TRINITY CHIMES

Send for description and prices.

NEW ERA MANUFACTURING COMPANY
645 Railway Exchange, Chicago, Ill.

Eagle 1912

**5 H.P.
De Luxe
Single
with Free
Engine
$235
F. O. B.
Chicago**

**9 H.P.
De Luxe
Twin
with Free
Engine
$275
F. O. B.
Chicago**

Fourteen Eagle Claims

THE EAGLE

1 Is the fastest stock machine built.
2 Is the most powerful motorcycle built.
3 Is the quietest machine built.
4 Is the easiest riding machine built.
5 Is the strongest machine built.
6 Is the cleanest machine built.
7 Is the classiest in appearance.
8 Is the most perfect mechanically.
9 Has the most perfect oil system.
10 Has the most convenient and positive control.
11 Has the lowest center of gravity.
12 Is the simplest in construction.
13 Is the most economical in gasoline and oil consumption.
14 Has the most efficient transmission.

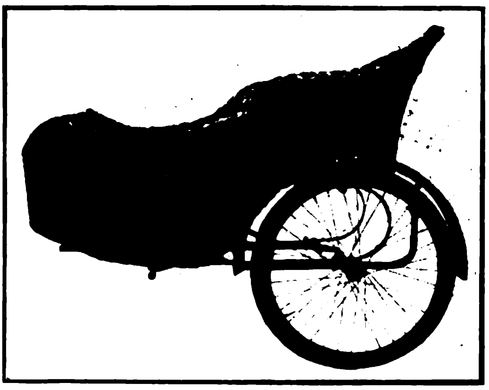
There's a reason for each claim
Ask for Literature

Circular "B" tells about the Eagle Big "4"—at $200.

EAGLE MOTOR CO.
2723 MICHIGAN AVE., CHICAGO, ILL.

SPECIFICATIONS

Motor 9 H. P. DeLuxe, 3½" bore, 3¾" stroke.
Wheel Base 57".
Wheels 28", steel rims, knockout front axle.
Lubrication Automatic sight feed with hand pump in reserve. Oil glass in crank case.
Tanks Sheet steel. Lead plated. 2½ gallons gasoline. 2½ quarts oil.
Ignition Bosch high tension magneto, worm gear driven (absolutely quiet).
Transmission Special 23 ply Spartan Flat belt.
Free Engine Eclipse multiple disc clutch with positive lever control.
Brake New Departure Band Brake.



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Body of Indian rattan, designed along the popular English model. Roomy, comfortable and commodious.

THE BAXTER SIDECAR

Chassis of seamless steel tubing, double truss frame construction; rigid mudguard; double tension spring absolutely absorbing all shocks.

Can be attached to any motorcycle. All parts quick detachable and can be obtained separately.

Write for details.

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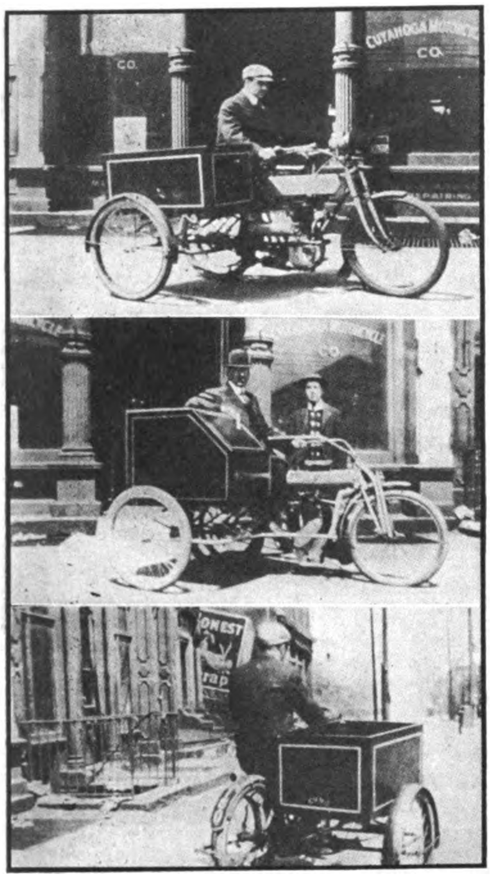
NEAT CUYAHOGA VAN.

THE Cuyahoga Motorcycle Company, of Cleveland is marketing a delivery attachment, as illustrated below. It is built on side-car lines, the frame joints being welded by the oxy-acetylene process instead of brazed. These joints are made of stamped fittings and steel tubing of 11 gauge is used throughout. There are two types—A and B, respectively—the compartment of the A type attachment measuring 22 x 36 x 18 inches, the larger one being 34 x 22 x 26 inches. Type B is featured by a deep front, thus doing away with much of the usual wind resistance. The prices are $50 and $60, respectively, and the company furnishes fittings for any standard make of machine. The street address of the manufacturers, The Cuyahoga Motorcycle Company, is 803 St. Clair avenue.



CONVENTION HEADQUARTERS.

CHAIRMAN W. J. SURRE and Messrs. D. B. Smith and L. M. Wainwright, of the committee in charge of the 1912 convention of the Cycle Parts and Accessories Association, which will be held in Detroit, August 6, 7, 8, and 9, announce that they have selected the Hotel Cadillac as convention headquarters. They suggest that those intending to attend the convention reserve accommodations, which may be had on either the American or European plan, at an early date. The committee is now working on a program to cover the entire four days, and it is safe to say, from past experiences, that it will be an attractive and an enjoyable one throughout.

The Des Moines (Ia.) City Council has voted to buy two machines for its police department.

Ansonia (Conn.) riders are contemplating the organization of a club.

CANADIAN PROGRAMS.

AT present the motorcyclists of Canada are looking forward to a season simply crowded with motor-wheel events of all kinds. From now until the end of the riding season, all available dates are occupied with some contest or other, a tour, or a club run, the situation applying to all the communities in the Dominion. Not including events of a strictly local character, the following list shows many of the dates already planned:

May 23—Vancouver M. C.'s three-day tour around Vancouver Island.
May 24—Race meet at London, Ontario.
May 24—Toronto M. C.'s first tour of the season.
June 8—Race meet at Toronto, Ontario.
July 1—Canadian Motorcycle Championships at Hamilton, Ontario.
July 1—Motorcycle races at Waterloo, Ontario.
July 6—Race meet at Toronto, Ontario.
August 3—Race meet at Toronto, Ontario.
August—Canadian Motorcyclists' Association first annual National tour.
September 7—Motorcycle races at Canadian National Exhibition, Toronto.
September 21—Dunlop Motorcycle meet, Toronto.

VAN RIPER IS SECRETARY.

GUERNSEY VAN RIPER, 513 Hume-Mansaur building, Indianapolis, Ind., has been appointed by President Hamilton as secretary of the 1912 F. A. M. National Tour. Mr. Van Riper is now working on the entry blanks, the routes and rules, and will keep the members of the organization advised through the trade papers. Those desiring preliminary information may obtain the same by addressing Mr. Van Riper.

A MISSOURI CENTURY RUN.

ALL the streets inside the limits of Kansas City are of asphalt, macadam or rock, the macadam and rock roads being well oiled and comparatively free from dust. Rock roads run from Kansas City to Belton. Next in order are Raymond and Lee's Summit, then Lone Jack to Oak Grove and on to Kansas City. There is a good dirt road from Belton to beyond Raymond, and a rather rutty dirt road, with steep winding hills, from Lone Jack to Oak Grove. This road, however, is now being improved. There is a dangerous railroad crossing East of Mt. Washington, also one at Dobson. The roads are comparatively level, except as above mentioned, and within a radius of ten miles of the center of Kansas City.—*Submitted by Fred W. Hammil, Kansas City, Mo.*

FLANDERS LITERATURE.

A SERIES of attractively prepared and handsomely printed circulars is being sent out by the Flanders Manufacturing Company. These folders discuss in a practical way such subjects as "Motorcycles for Architects and Contractors"; "Motorcycles for City Salesmen and Collectors"; "Motorcycles in Newspaper Work"; "Motorcycles for R. F. D. Carriers," and "Motorcycles for Physicians."

Copies of one or more of these folders may be had by writing to the Advertising Department of the Flanders Manufacturing Company, Pontiac, Mich.

ROCKFORD HILL-CLIMB.

A HILL climb was conducted under the auspices of the Rockford (Ill) club at Rockford, on Sunday, the 5th instant. Of the twin contestants, Henry Pherson on a 7 h. Merkel, equipped with Goodyear tires was a winner in .22⅘. Carl Swanson on a Harley-Davidson and F. H. Young on a Merkel were second and third respectively. In the single class, Harry Jacobson on a "four" Harley-Davidson, also equipped with Goodyears, won in 32. Herman Samuelson, four Harley-Davidson, was second and David Erickson, four Yale, third.

The Rockford club will hold a 186-mile run Sunday, the 19th, the route being from Rockford to Elgin, Aurora, De Kalb, Sycamore, Rochelle, Oregon and Byron, back to the starting point.

BALTIMORE'S FAIR RIDER.

BALTIMORE, MD.—Miss V. Grace Carrick, of Norwood avenue, Howard Park, Baltimore county, has the honor of being the first lady to own and operate a motorcycle in Maryland. She purchased from the Randall Manufacturing Company a few days ago a 1912 4 h. Pope. Last Monday she obtained her license as an operator and her tag. The machine has not arrived, but is expected in a few days, when she will go out on the road and demonstrate to the boys that she has some nerve.

Miss Carrick has had some experience with motorcycles, as she has been riding tandem. She will be made an honorary member of the Motorcycle Touring Club of Maryland.

ALL F. A. M. BOOSTERS.

THE San Jose (Cal.) Club has decided to affiliate with the F. A. M. as a 100 per cent. organization. This club is making preparations for the big motor meet June 23, at which time, it is believed, nearly, if not more than, two thousand riders will be present.

STRICT REGULATIONS.

MOTORCYCLISTS are cautioned to observe carefully the muffler cut-out and speed prohibitions in the following Connecticut districts: Berlin, Darwen, Greenwich, Groton, Hartford, Meriden, New London, Norton, Norwalk, Ridgefield, Rowayton, Westbrook, Winsted.

COSTUMED as above, J. H. and Robert Kyte rode through Westfield, N. J., one morning recently. They had been to a masquerade the night before and in order to join the party to have a photograph taken, rode in broad daylight through town to the photographer's.

Manufacturers

HENDERSON AGENCIES.

THE Henderson Motorcycle Company, of Detroit, expects to occupy its new factory at an early date. With this plant in full swing the company will be in a position to turn out upwards of 3,000 machines annually. Among Henderson agents appointed recently are the following: O. R. Stansfield, Kokomo, Ind.; George B. Knapp, Cleveland, Ohio; Meade Auto Company, Denver, Col.; Nebraska Cycle Company, Omaha, Neb.; Hess Motorcycle Company, Leavenworth, Kan.; W. H. Knight, Sioux City, Ia.; Anthony Cycle Company, Des Moines, Ia.

MERCIER OPENS NEW SHOP.

FRIENDS of Ferdie Mercier, who drop in at 704 Prospect place, Brooklyn, will find the popular speedster doing business once more under his own name. He opened an up-to-date motorcycle establishment at the address given about ten days ago and has since been on the jump. In addition to handling Minneapolis machines for the Brooklyn district Ferdie is operating a repair shop and is also prepared to store motorcycles. He has had one of the big Minneapolis twins out on the road several times of late and is convinced that he can get 75 miles an hour out of it.

A MATTER OF A HYPHEN.

HARLEY DAVIDSON and Harley-Davidson sound alike. The former is the world's champion fancy and speed ice and roller skater. Harley-Davidson, with the hyphen, is the name of a popular motorcycle made in Milwaukee, not many hundred miles from the home of Harley Davidson, who lives in St. Paul when he is not circling the globe.

Harley Davidson.

The name Harley-Davidson resulted from the association of Wm. S. Harley and the three Davidson brothers, Walter Arthur and William, when they combined their brains, mechanical knowledge and skill in the production of motorcycles.

The Harley-Davidson factory in Milwaukee was recently visited by Harley Davidson, en route for Australia by way of Vancouver, B. C. "Everywhere I go," said he, "people ask me about the Harley-Davidson motorcycle, and I have to convince them that I have no connection with the company other than friendship for Arthur Davidson and a wish for the continued success of the company."

THERE are few men in the trade better liked than is "Jess" Campbell, formerly of the New Era Autocycle Company, and now of the sales staff of the Consolidated Manufacturing Company. Campbell is an enthusiastic F. A. M. official, a conscientious businessman and big-hearted fellow who makes friends everywhere.

1,300 MEN MAKING CHAINS.

THE enormous plant of the Coventry Chain Company, at Spon End Works, Coventry, England, where "The Coventry" chains are made, has been enlarged by the erection of a large structure, making its total floor space one hundred thousand square feet. The Coventry Chain Company now employs over 1,300 skilled workmen. The firm is represented in America by the Sarco Engineering Company, 112 Broad street, N. Y.

ACCESSORIES CATALOG.

A WELL printed catalog of motorcycle parts and accessories is issued by the Saufley Supply Company, 624 E. 15th street, Kansas City, Mo. This concern guarantees all its goods to be exactly as represented, in default of which it will return money to any purchaser. Prompt shipments are also assured. The Saufley Company makes an interesting announcement, offering a prize, in the advertising section of this issue.

AD. COPY FOR DEALERS.

"NEW ads for old."

That is the slogan of the National Motorcycle Dealers' Information Bureau.

Four newspaper ads were sent to dealers who asked for sales suggestions and plans, and as often as a dealer publishes two ads in his home newspapers, and sends clippings of the ads to the Bureau, he receives two brand-new ads in return.

That's all it costs the dealers. They pay for new ads by showing that they have used the "old" ones.

Clippings are coming in to the bureau, at 23 East Ohio street, Indianapolis, Ind., from all parts of the country, showing that motorcycle dealers are awake and taking advantage of the help thus extended. Any dealer who is interested may have the bureau's full service free by writing to Merle Sidener, manager, at his Indianapolis address. Many favorable comments have been heard from dealers who are using the bureau's system.

Brown Quits Trains to Use a Motorcycle

Fred L. Brown, a salesman at Oakland, Cal., has a 256 mile trip, with calls in 9 towns.

He used to go by train, and it took four days.

Now he goes on his motorcycle in two days!

He saves his railroad fare, saves one-half of his hotel bills and one-half of his time.

In business or pleasure, a motorcycle will do as much for you.

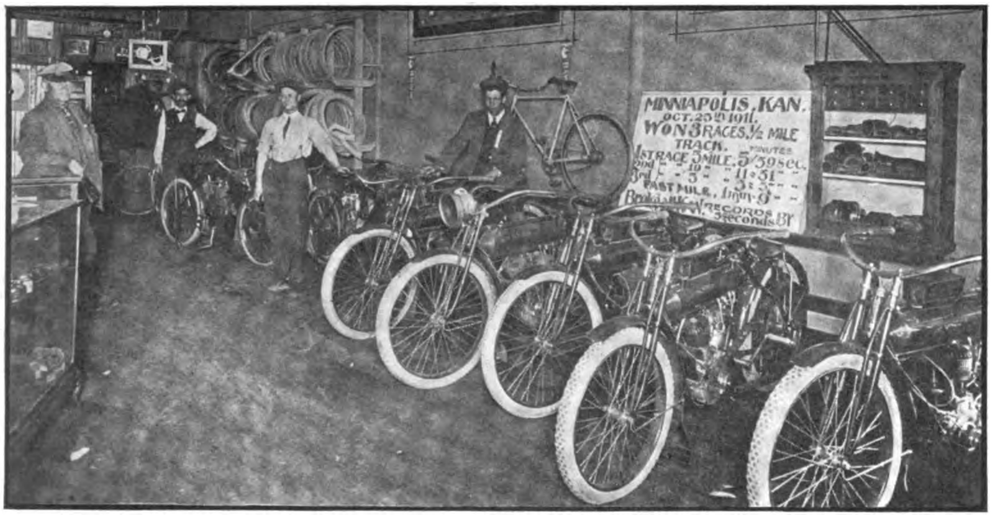
Let us show you how and why.

Come in—or write for details.

Under our easy payment plan, your motorcycle will practically pay for itself while being used.

(Dealer's Name, Address and make of Motorcycle)

A Sample Advertisement.



Salesroom of Newby Bros., Merkel Agents in Kansas City.

IN PHILADELPHIA

Mountain Run of the Harley-Davidson Club—Trade and Other Activities in the Quaker City.

TWENTY-TWO members of the Harley-Davidson Club made a run to Allentown, Pa., on Sunday, May 5. This is a distance of sixty-two miles each way over the most mountainous country in the eastern part of Pennsylvania and is a thorough test for any machine. All Harley-Davidson motorcycles were used, many being the New 7 h. chain-driven machines, which "simply ate up the mountains," as some members expressed it. All returned in good shape without any accidents to mar the day.

SIXTY PER CENT. INCREASE.

GEORGE S. MASLEN, No. 2206 North Broad street, the "Indian Man," reports business to be sixty per cent. better than last year. According to his figures he has sold more machines thus far this season than during the entire year of 1911. Mr. Maslen said that all the machines were sold and delivered in Philadelphia, and the Philadelphia territory. The third carload for the season was received on May 3 and all but a few were sold by the 6th. The commissioners of Springfield Township, Montgomery County, Pa., have recently ordered four machines to be delivered at once.

TO WIDEN STREETS.

MOTORCYCLISTS and autoists are much pleased over the news that the streets in the central portion of the city are to be widened so as to relieve some of the heavy traffic, if a proposal made by Chief Webster, of the Bureau of Surveys, is carried through. This project would include Thirteenth, Arch, Walnut, Locust and Fifteenth streets.

KRAUSE'S MOTORCYCLE HOUSE, No. 2123 North Broad street, has received an order from the New Jersey Gas Company, of Glassboro, N. J., for eight Excelsiors.

THE Never Puncture Tube and Tire Company has been incorporated under the laws of Delaware and will open salesrooms in the principal cities in the country. It is capitalized at $1,500,000.

PART of the frame department of the Pierce Cycle Company, occupying a space of 85 x 105 feet. Every frame is carefully filed and then finished off with emery cloth, for the enamelling department

Butler (Pa.) Motorcycle Club is planning a race meet on Decoration Day.

OLD SOL CATALOG.

A NEW catalog, well illustrated and telling the full story of Old Sol lamps, manufactured by the Hawthorne Mfg. Co., of Bridgeport, Conn., is now being distributed. It is practical in its treatment of the vital problem of lighting, and should prove of value to every motorcyclist. One of the features is a complete price list covering all the Old Sol lamp and generator parts. The catalog is made up in a handy pocket size, and will be sent promptly on request.

SEATTLE AGENT'S PREDICTION.

THEODORE TREMPER, Seattle agent for the "Flying Merkel," has made the following prophecy, which is heartily seconded by all other motorcycle dealers:

"Of course the majority of motorcycle riders use their machines for pleasure, and hundreds of owners are very well satisfied and get about all the pleasure it is possible to get out of the fine trips there are around Seattle, but the motorcycle is creeping into the commercial man's business. I predict that in a very short time the majority of Seattle business houses will be using motorcycles for their light delivery work.

"Speaking of good roads, there certainly has been a great improvement in roads here, and I believe it is the duty of every motorcycle dealer to assist in this movement."

LADD IS KEEPING BUSY.

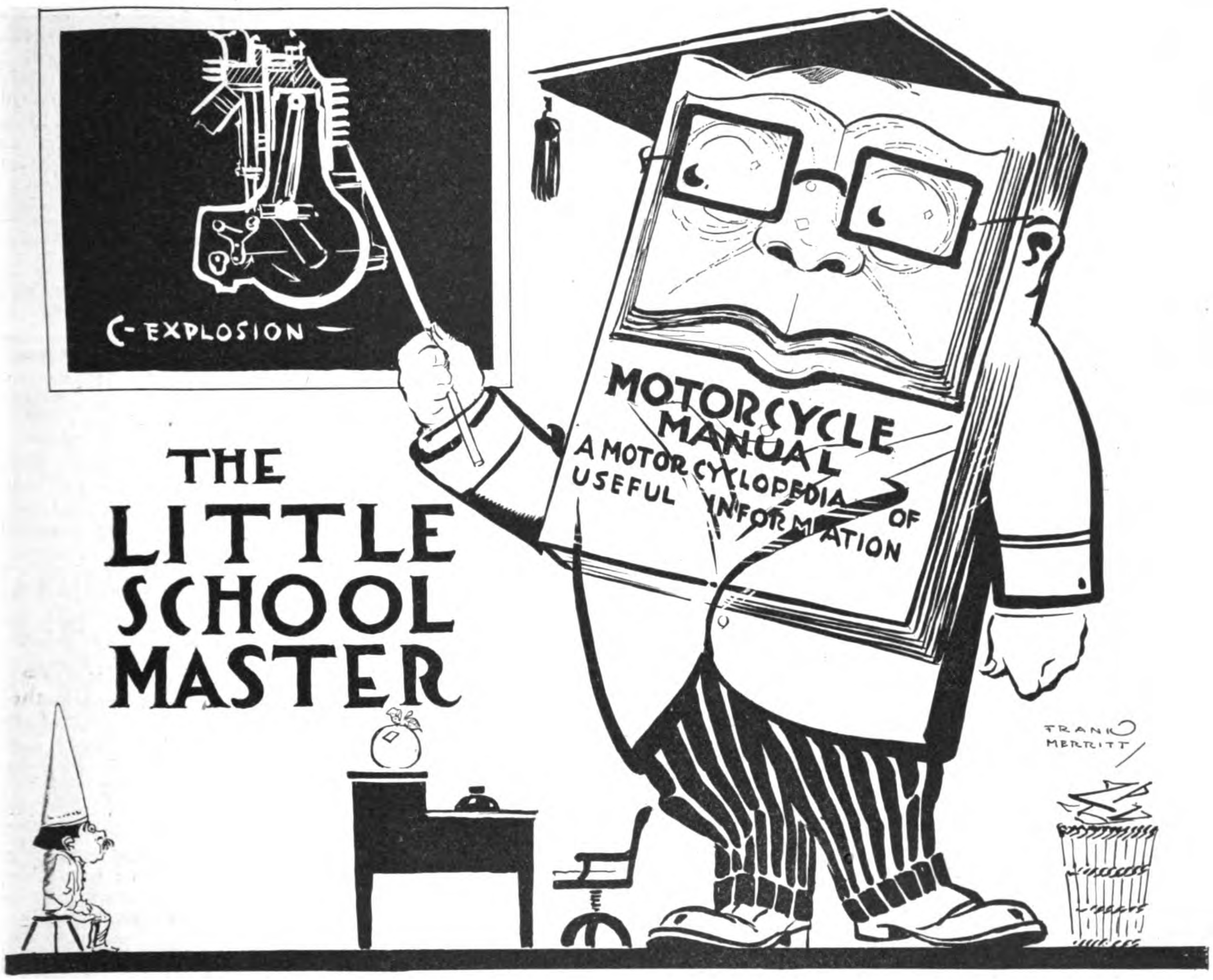
S. B. LADD has been added to the staff of the Toledo retail store of the Consolidated Manufacturing Company, where he is acting as assistant manager. Mr. Ladd has been connected with the motorcycle trade for the last five years and is a thorough going booster for the power two-wheeler. He is also at the head of a motorcycle messenger service now being operated in Toledo.

CYLINDER CASTINGS.

R. L. McCLEES—Write • G. I. Stine, Fremont, Ohio, or perhaps the Harry R. Geer Co., 856 McLaran street, St. Louis, Mo., could supply you.

ICKMAN CYCLE C
BICYCLE DEALERS

DURING the recent motorcycle races in Birmingham, Ala., a number of trade workers and riders found time to pose for a photographer, and the accompanying picture is the result. From left to right they are: E. M. Edwards, of the Alexander Seawall Company, Atlanta, Ga.; E. J. Cortines, salesman for the Miami Cycle & Manufacturing Company; Arthur Mitchell, of the Flying Merkel racing squad; Joe Redlinger, salesman for the Pope Manufacturing Company; Carl D. Stier; P. A. Hickman, former Southern amateur bicycle champion and now proprietor of the Hickman Cycle Company, and Robert Stubbs, of the Indian racing camp.


(- EXPLOSION —
THE LITTLE SCHOOL MASTER
MOTORCYCLE MANUAL
A MOTORCYCLOPEDIA OF USEFUL INFORMATION
FRANK MERRITT

The 1912 Motorcycle Manual

Is the ***last word*** on the subject of a publication giving comprehensively and in a handy form ***all*** the information required by a motorcycle rider or dealer. 104 pages, printed on coated paper.

Motorcycle engine and frame parts illustrated and fully described—their functions fully explained, with a remedy for every possible trouble.

YOU NEED THIS BOOK

For it also tells you how to tour; gives the motorcycle laws of every state; official racing records, hill climbing, horsepower and other formulae, and a complete directory of the motorcycle trade. Pages are magazine size, 7x9 inches.

Paper covers, 25 cents, postpaid. Cloth bound, 50 cents, postpaid. Special prices on lots of 10 or more.

MOTORCYCLE MANUAL, 51 Chambers Street, New York

F. A. M. NATIONAL ASSEMBLY

J. A. Hall Claims That It Should Be Held During Winter Months, Separate From the F. A. M. Meet—Offers Amendments.

THAT the F. A. M. meet and the National Assembly of the same organization should be held at a different time and at different places, the former as now and the latter during the winter months, preferably during the New York or Chicago shows, is proposed by J. A. Hall, of Brooklyn, N. Y., who has formally notified President Hamilton of his intention to offer such amendments to the Constitution and By-Laws of the F. A. M.

In advocating this change Mr. Hall calls attention to the fact that experience has demonstrated that it is impracticable to properly transact business during the summer meet. He argues that the long program of attractions which is customarily arranged by the National Meet Club makes it difficult, if not impossible, to give sufficient time to the business affairs of the Federation.

"It seems hardly necessary," says Mr. Hall, "to say a word of indorsement of these changes, for the time has come when all who have the real interest of the F. A. M. at heart realize that these changes are absolutely necessary. With the rapid growth of the F. A. M. comes greater importance of business matters, that should receive the careful consideration of every member and every delegate. Seven or eight men of the Board of Directors should not be called upon to decide for a membership of nearly 15,000. Through their delegates each individual member should feel that he has something to say in the organization. As evidenced very strongly at the last National Assembly at Buffalo, the important business of the organization cannot be properly attended to at a summer session. It seems almost absurd that in an organization of the size of the F. A. M. important business matters should be brought up for consideration after a smoker, with every one in a hurry to get away.

"The winter meeting between November 15 and February 15 could be held during the New York or Chicago shows. Delegates should have their expenses paid by the various clubs they represent. No pleasure events should be on the program until after all the business sessions. The latter could be followed by an annual banquet, and I am satisfied that this arrangement would help greatly to make the organization better and stronger than it is today."

The amendments suggested by Mr. Hall are as follows:

First: That the first clause of Section 1 of Article 3 of the Constitution, which now reads: "There shall be held between June 15 and September 15 of each year a National Assembly of the F. A. M. at such time and place as the Board of Directors may decide upon, etc.," shall be changed to read: "There shall be held between November 15 and February 15 a National Assembly of the F. A. M. at such place and time as the Board of Directors may decide upon, etc."

Second: That the following, to be known as Section 3, shall be added to Article 3 of the Constitution:

"Section 3: There shall be held between June 15 and September 15 a national F. A. M. Championship Race Meet at such time and place as the delegates to the annual meeting of the National Assembly shall decide."

Third: That the clause in Section 1 of Article 8 of the By-laws which now reads: "Between the dates of June 15 and September 15," shall be changed to read "between the dates of November 15 and February 15."

Fourth: That the following addition be made to Article 8 of the By-laws, to be known as Section 3:

"There shall be held between the dates of June 15 and September 15 of each year a National F. A. M. Championship Race Meet at such time and place as the delegates to the national meeting of the National Assembly shall decide."

BADGES FOR REFEREES.

AT the suggestion of Dr. J. P. Thornley, Chairman of the Competition Committee, the F. A. M. Board of Directors voted this week in favor of a resolution providing that he secure the badges to be given to official referees on condition that they have served satisfactorily for a period of not less than six months. The resolution is as follows:

"Be it resolved by the Board of Directors of the F. A. M. that the Chairman of the Competition Committee is hereby authorized to expend enough money to buy badges for referees, said badges to be of silver, and not to exceed in cost $5 each; that the badges shall remain the property of the F. A. M. and that they shall not be issued tô a referee until he has deposited the sum of $5, which shall be returnable upon the surrender of the badge; and the Chairman of the Competition Committee is empowered to make rules and regulations regarding the distribution of these badges provided he does not issue a badge to any who has not served the F. A. M. as referee satisfactorily for a period of six months. The Chairman of the Competition Committee is empowered to select an appropriate design for this badge and to go ahead with the necessary work and arrangements."

F. A. M. RIDERS IN CANADA

Reciprocal Arrangement Between American and Canadian Associations Is Suggested in Letter to F. A. M. Officials.

THOMAS J. ANDERSON, Provisional Secretary of the Canadian Motorcycle Association, has written to President Hamilton and Chairman Thornley suggesting an interchange of American and Canadian riders. He cites the fact that the Toronto Club has arranged a race meet for June 8 under F. A. M. rules; that the Hamilton Club has been awarded the first annual Canadian championship races, to take place July 1, and that the Toronto Club has meets scheduled for July 6 and August 3. He points out that there are several riders this side of the border who would like to compete in Canadian meets, and that Canadian clubs are anxious to have them do so. He also writes that "the Canadian clubs are getting invitations from the Utica, Rochester, Cleveland, Buffalo and other clubs and would like to take advantage of their offers and at the same time have them come over here and give us a chance to show them that we can give them a good time."

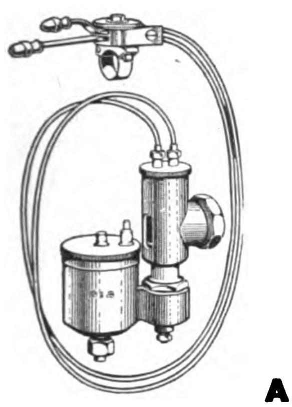
Accordingly Secretary Anderson suggests an agreement between the two organizations and as such an arrangement was favored by President Hamilton, Chairman Thornley and also by Chairman Sauer of the Legal Action Committee, to whom this matter was some time ago referred by President Hamilton, it has been announced by Dr. Thornley that reciprocal relations are now in effect.

FRENCH AGREES TO HELP.

BALTIMORE, Md.—President Hamilton, of the F. A. M., has requested Howard A. French to organize a squad from Baltimore to make the Southeastern tour this summer to the annual meeting. French has signified his intention to do all he can to make the southeastern section a big one. He will select a tourmaster and see that the boys are given a good send-off. Just how many will go from this city is in doubt, as many of the riders are awaiting the naming of the place and the time of the meeting, so they can arrange their vacations accordingly. The Southern riders, under the tentative plans formulated, will meet the Eastern riders at Hagerstown and then swing Westward to the meeting place.

PATTON-SEARLES.

CLARA SEARLES, an Owego girl, and Henry Tatem Patton, secretary and treasurer of the Ives Motorcycle Corporation, were married Wednesday, the 8th inst.



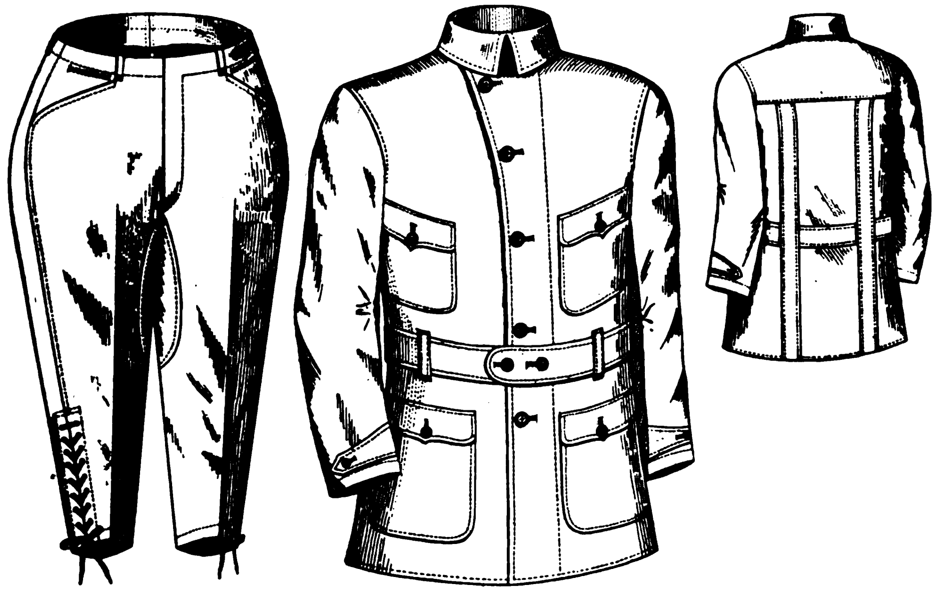
Imported Single-Jet **B & B** **Motorcycle Carbureter**

Fits Any Machine—Entirely Controlled from Handle-Bar

The B & B carbureter affords simplicity, efficiency and ease of control at all times. With a B & B you needn't bend down and take your hands from the bars in order to adjust your mixture. Instead, adjustment of the flow of gas and air to fit changing speeds is possible without the rider changing his upright position. Price is low, and material and workmanship the finest.

Write for catalog, price and agency terms

A. J. MUSSELMAN, IMPORTER, 1305 Wells Street, CHICAGO



MOTORCYCLISTS ATTENTION

WEAR THE C. C. C. BRAND

Ladies' and Men's

MOTOROYCLE CLOTHING

BEST IN AMERICA

MEN'S NORFOLK JACKET, made with four large pockets, high-class fitting collar, adjustable belt and cuffs.

MEN'S RIDING TROUSERS, cut full on sides, made to lace close around calf of leg, flaps on back pockets, double seat, etc.

LADIES' NORFOLK JACKET, same as Men's, except has three pockets, and pleats on back and front.

LADIES' RIDING SKIRT, may be used for riding or walking skirt, for riding, the separate front panel is unbuttoned on left side and buttoned on right side, or removed entirely, forming the division.

PRICES

BRONZE SHADE FUSTIAN OR WATERPROOF PETREL CLOTHS.	
Men's or Ladies' Jackets	$5.00
Men's Long or Riding Trousers	4.00
Ladies' Riding Skirt	7.50
GOV. SHADE ENGLISH WHIPCORD.	
Men's or Ladies' Jackets	$4.00
Men's Long or Riding Trousers	3.50
Ladies' Riding Skirt	7.00

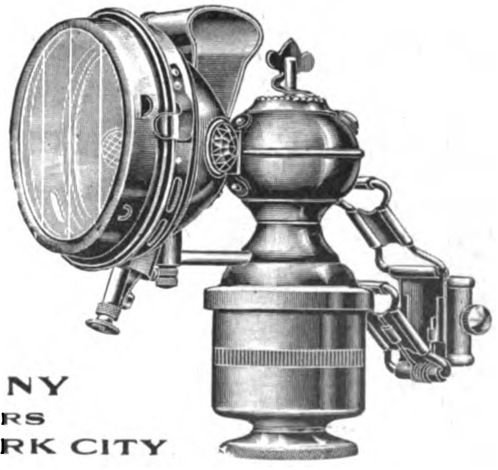
BEST OLIVE SHADE KHAKI.	
Men's or Ladies' Jackets	$3.50
Men's Long or Riding Trousers	3.00
Ladies' Riding Skirt	6.00
CHEAPER OLIVE SHADE KHAKI.	
Men's or Ladies' Jackets	$2.75
Men's Long or Riding Trousers	2.25
Ladies' Riding Skirt	4.50

TO DEALERS who wish to handle our line of CLOTHING we will send SAMPLE SUITS, catalogues, order blanks, etc. CLUB SECRETARIES are invited to write for special club discounts.

CHAS. CARNES CO., 77-79-81 New York Street, Aurora, Ill.

The "Pyros"

Self-Lighting Lamp



Outclasses all present types in bicycle lamps by this convenient device which does away with all matches and opening of doors. A sharp pull and there is your light, regardless of wind or rain. Handsomely finished in nickel and built to withstand all ordinary usuage. Weighs 14 ounces. Sells on sight and never comes back. Special prices to dealers.

MOTOR CAR EQUIPMENT COMPANY

MANUFACTURERS IMPORTERS WHOLESALERS

55 WARREN STREET Dept. B NEW YORK CITY

Do Justice to Your Motorcycle

Equip it with the "Simplex" Spring Tandem Attachment

Safe, simple, durable.

Indestructible, because made of highly tempered steel.

Most efficient, because of its two shock absorbers.

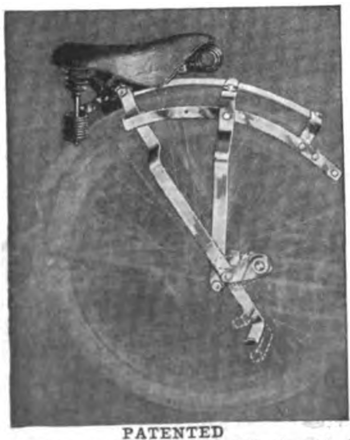
Pleasing to the eye; finished in enamel and nickel.

Low saddle position; light and flexible.

Eliminates all discomfort, adjustable to weight of rider.

X'actly what you need; you won't feel lonely any more.

The extraordinary compactness of the "Simplex Spring Tandem Attachment," together with its two shock absorbers, weight adjustments, etc., make it the ideal attachment for comfortable and safe riding.



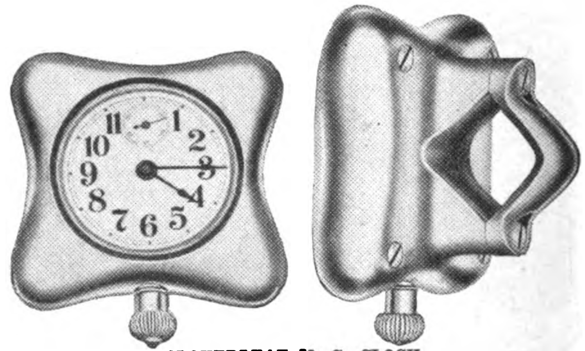
PATENTED
Simplex Spring Tandem Attachment

Price, including Saddle, $15.

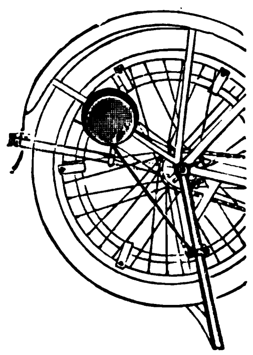
Angsten-Koch Co.

360 W. Garfield Blvd.
Chicago, Ill.

Motorcycle Supplies

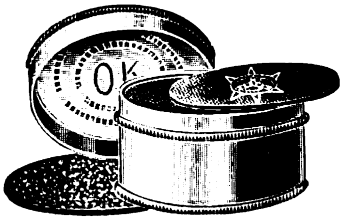


CLOVERLEAF M. C. CLOCK movement is standard and guaranteed. Case is solid brass casting, nickel plated. List, Each $3.50.

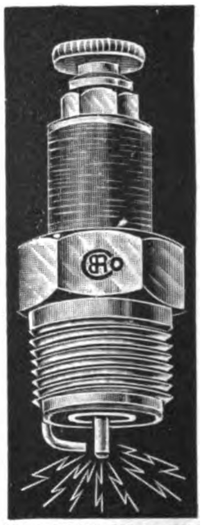


MOTORCYCLE STAND LIFT avoids necessity of dismounting after machine is started on stand. Simply give machine forward push and lift raises stand to proper position in guard clip. List, Each $4.50.

SPARK PLUG UMBRELLA should be used on all exposed engines where water is likely to come in contact with plug and cause short circuit. List, Each .20.



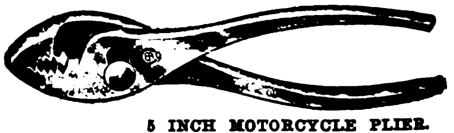
"C" PATCH ASSORTMENT contains 10 Ready-to-Use Patches, which require no cement. Patches are 1⅝ inch—just right for punctures. Contained in air tight brass box moisture and rust proof. List, Each .60.



EAST INDIAN MICA PLUG, made of best East India mica. Lateral winding instead of mica washers. Best motorcycle plug made. List, Each .70.

"O-K"
BRAND
AIR FLOATED
TIRE TALC
THE BECKLEY RALSTON CO
CHICAGO

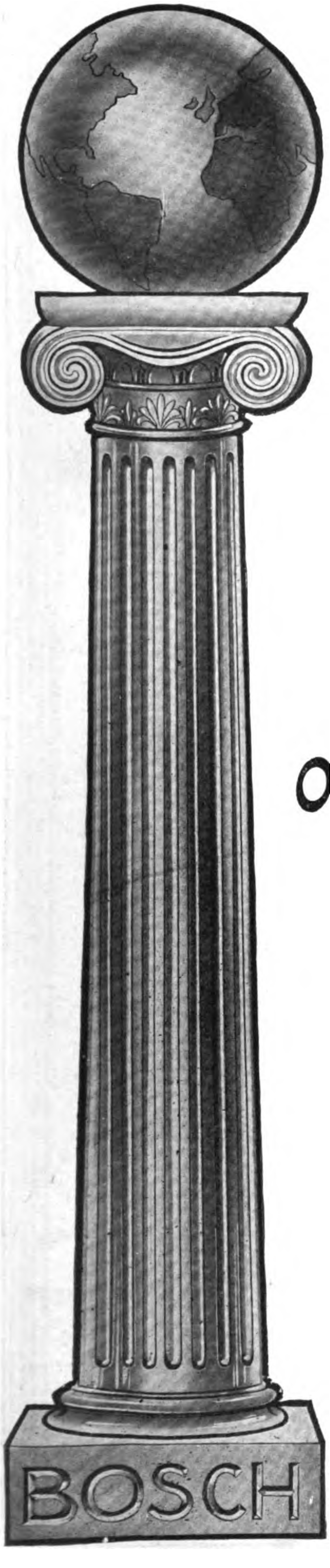
O. K. JUNIOR TIRE TALC. Handsome lithographed sifter top metal can, with friction bottom, which can be opened when empty for refilling. Measures 1½ by 5 inches. Best quality talc. Highest grade package for purpose ever put out. List, Each .10.



5 INCH MOTORCYCLE PLIER. High Grade. Finely nickel plated. List, Per Pair, .50.

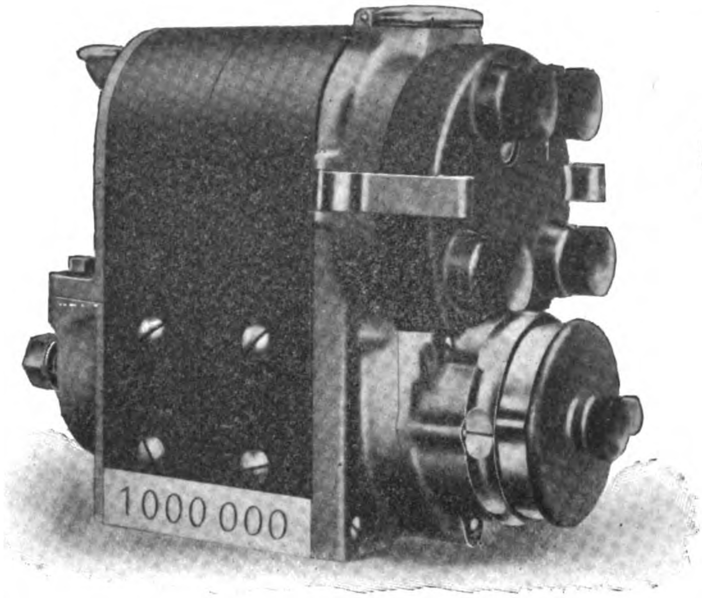
WHOLESALE ONLY. Order through your dealer. Positively no correspondence nor orders handled in any other way. Dealers, ask for 500 page catalog of motor and cycle material. Most complete line ever shown.

THE BECKLEY-RALSTON CO.
MICHIGAN AVE. AND RANDOLPH ST., CHICAGO.



BOSCH

STANDARD OF THE WORLD



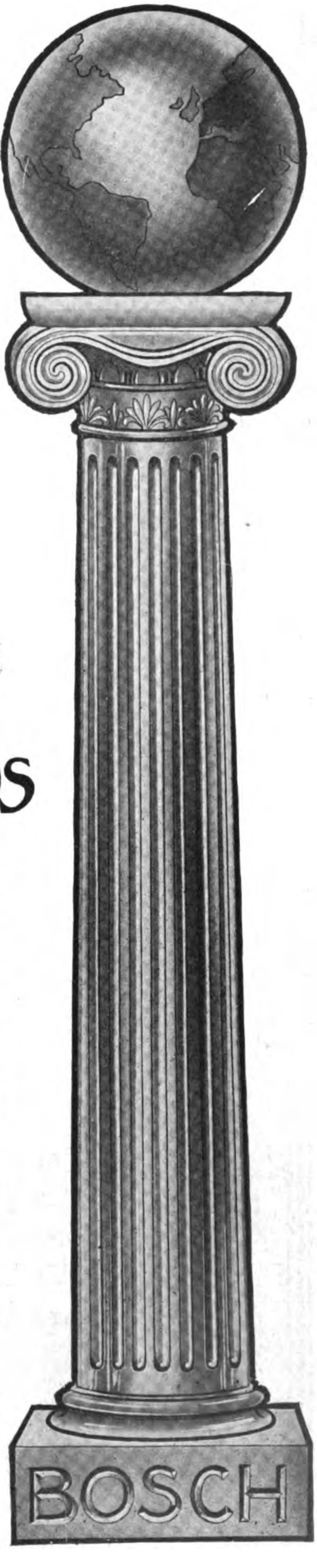
ONE MILLION MAGNETOS

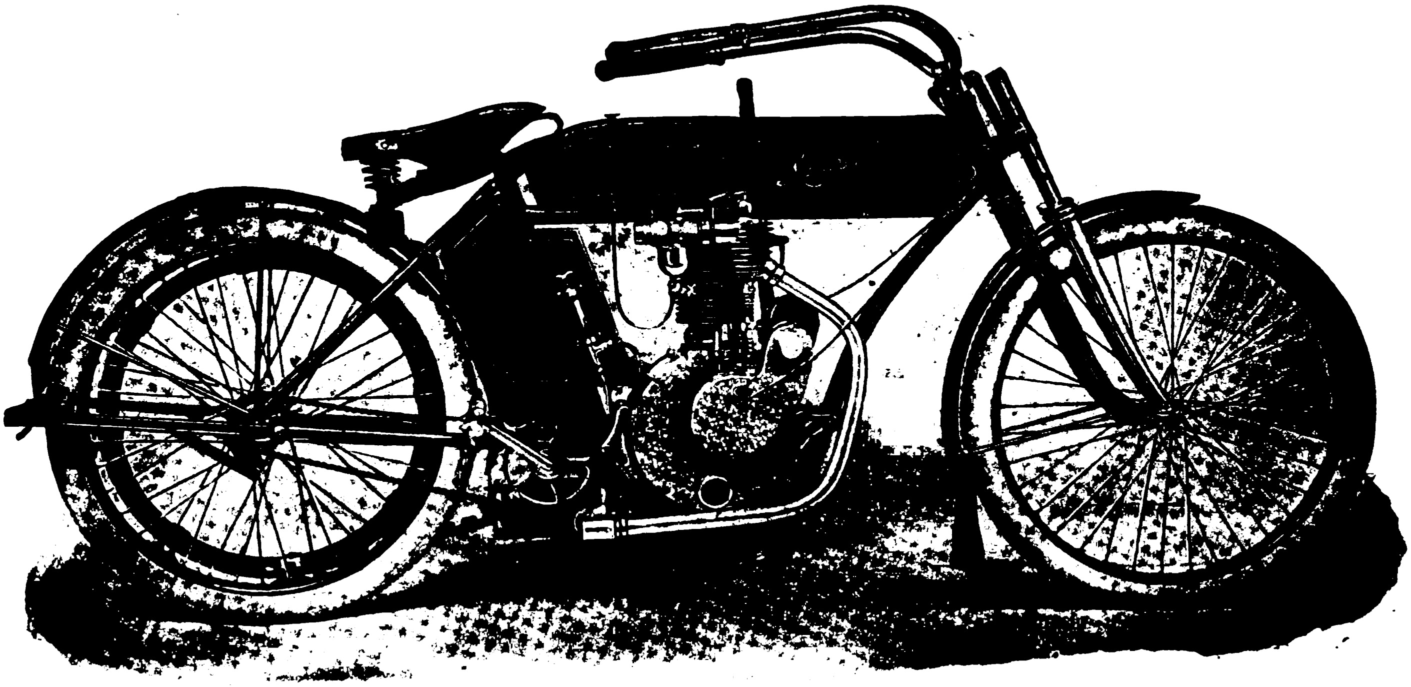
THE experience gained during the production of 1,000,000 perfect magnetos is experience that no others but the makers of Bosch Magnetos can claim. It is the basis of that confidence a million Bosch owners display; it is the REASON WHY every Bosch Magneto bought will be a success, not for today or tomorrow only, but for a period exceeding the life of the engine itself. "One Million Bosch Magnetos produced and in actual use" is an important statement, a fact bearing considerable significance for every user of a motorcycle. What is good for a million is good for you.

Be Satisfied Specify Bosch

A description ot the Millionth Magneto on request

BOSCH MAGNETO COMPANY, NEW YORK.
DETROIT CHICAGO SAN FRANCISCO TORONTO





Monarch Big 5

The Road King Supreme, the result of years of practical experience in motorcycle construction; beautifully designed, perfect in material and workmanship throughout, built with the single purpose of making the most perfect motorcycle yet put on the market, regardless of cost. The engine, the heart of a motorcycle, we claim to be perfect in design and material and it delivers the goods.

Frame design with all drop forged connections is absolutely above criticism. The performance of the completed whole is marvelous as testimonials attest. We have some good territory open for live ones. Are you one of them?

Ives Motorcycle Corporation

OWEGO, TIOGA COUNTY, N. Y.

The Menarch is a Stayer

This letter gives you an idea of what it can do

IVES MOTORCYCLE CORPORATION.
Owego, Tioga Co., New York.

New York City, N. Y.,
May 7th, 1912.

Dear Sirs:

I herewith like to give you a little story about that 200-mile run.

As you saw on the entry blanks the start for the contest was set for 6 A. M., but owing to poor management in giving out the numbers it was 6.30 before we got started. The horizon was darkly covered with heavy clouds, and the rain threatened to set in any minute. Our next checking station was, according to schedule, at 9 A. M. in Patchogue, 61 miles from Bedford Rest, the starting point.

The pace cut out was killing on the machines and tires. My speedometer registered about 33 miles average speed until I got to Jamaica, and after leaving this place I averaged between 38 and 40, sticking to the big twins like glue. I got to Patchogue about 35 minutes ahead of time and took a little rest. I felt awfully cold and had to get some newspapers to put on my chest and the other riders followed my example.

After checking in at 9 A. M. we started in immediately for Southampton. Two hours' time was given to make the 40 miles, and you would think this is plenty of time. But here is where most got in trouble. The entire 40 miles of road were sand, sometimes to 6 inches deep, big holes and other friendly invitations to break frames and puncture tires. I rode through like a streak of lightning. This is the only way to get through. The rest of the riders tried the same; some succeeded, others not. Three machines broke their spring frames by snapping off the lower rear forks on both sides, not to talk about broken pedals and other troubles. One machine lost all the parts for the mechanical Intake Valves on both cylinders. Tires were punctured and blown out by the dozens.

Well, anyway, I did not have the least bit of trouble; never got off the machine. I got to Southampton ten minutes to eleven, which was checking time. Only two 7 H. P. Indians and one 7 H. P. R.-S. got there before me, and I should think this was great considering the fact that I rode a single cylinder. As soon as we sat down for dinner—one of those real good old Long Island shore dinners—it started in to rain without end. At 12.30 P. M. we started back for Brooklyn. 100 miles to go in the rain. No overcoat, no umbrella. Diagnosis: Riders and machines soaking wet. Well, we had to do it. Plenty of accidents happened. A Ford Auto skidded into me just outside of Amityville and took along my left pedal. I did not fall, however, and replaced the broken axle with a new pedal, which I luckily had along. I made Patchogue again in great time and finished in Brooklyn at 4.30 P. M. in good health, but wet to the skin. The machine attracted quite some attention and everybody was taking pictures of the big single that stuck to the twins. I am sure they are going to give me a big write up in the papers with my Monarch. I consumed three gallons of gasoline and three quarts of oil on the whole trip.

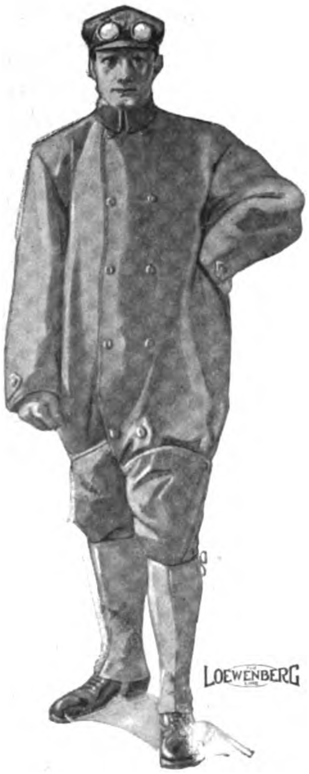
Out of 75 riders, as I understand, only a comparatively small number got medals, on account of being late at the controls. The way my machine ran was simply great.

Yours very truly,
(Signed) H. KRACKOWIZER.

This letter is a fair example of what EVERY rider of a Monarch thinks of his mount. Unstinted admiration and approval is the lot of every Monarch we build.

Ives Motorcycle Corporation

OWEGO, TIOGA COUNTY, N. Y.



When Used as a Motorcycle Garment.

EVRDRI

"Proofed for Rain"

The Name That Tells the Tale

"EVRDRI" from which we tailor our many beautiful styles, is a *closely* woven material treated by our special process which makes it a perfect waterproof fabric. "EVRDRI" garments are ideal for *Motorcycling, Motorboating* and other outdoor sports. They are extremely comfortable, amply protecting and very long wearing.

The "ELCO" Coat

Patent Applied For

One of the many serviceable garments of

THE LOEWENBERG LINE

Is the "Easy On and Easy Off" Coat and is also made from "EVRDRI" material. It is especially designed for the *Motorcycle* and *Motorcar* owners. All users are delighted with it.

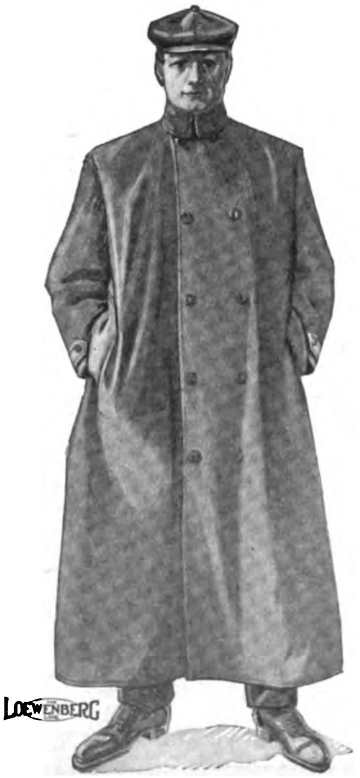
Our line of motorcycle clothing in Norfolk or double breasted style is complete and is carried by all up-to-date dealers everywhere.

If your dealer does not carry them, will appreciate your writing and telling us so.

You should have our new catalogue. Where shall we send it?

THE LOEWENBERG COMPANY

58 Colden St.
Newark, N. J.



When Used as a Motor Coat

They're Off!

The Touring Season is now in full swing. From all parts of the country clubs and individuals are starting on jaunts, some long, some comparatively short. Before you start, look over your equipment.

Are You Purdy Equipped?

The far-sighted tourist knows that PURDY SPECIALTIES add the finishing touch to his equipment.

Two "necessities of merit" are the Purdy Motorcycle Whistle and the Purdy Motorcycle Pump. Be sure they are PURDY if you want to eliminate all warning and inflation troubles.

Purdy Whistle Model B

Handle Bar Grip Control. A very slight grip of the handle automatically opens the tone compartments and forces the **FULL** exhaust through the whistle—producing an effective, pleasing and far-reaching warning. Can be blown at slowest speed and yet be heard a mile in advance. Positively will not clog. Attachments for all motorcycles—attractively finished in a combination of dull and polished nickel plate. Easily attached in twenty minutes.

Price, complete, $6.00.

Purdy Motorcycle Pump

Compact—durable—convenient—can be easily attached to the front or rear fork of any motorcycle. A simple turn of a thumbscrew is all that is necessary to attach or detach it. Will not jar loose. Strongly made and handsomely finished in polished nickel plate.

Price, complete, $3.50.

You need our catalog before you start—write today

Dealers:—Ask for our proposition.

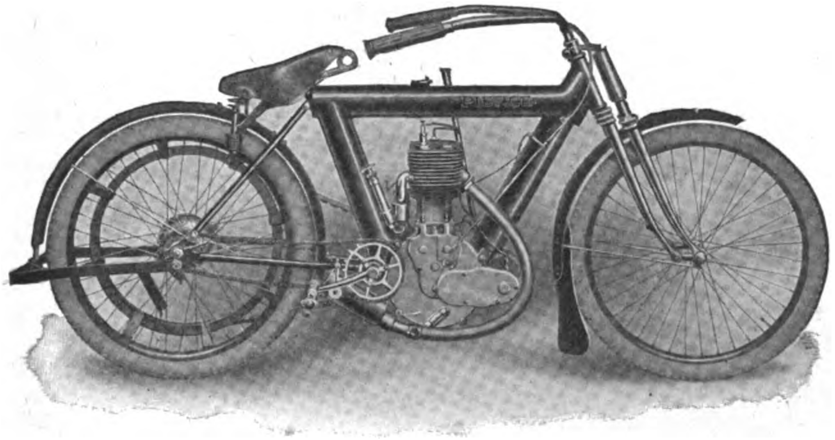
PURDY BROS.

939½ West 55th Boulevard CHICAGO

ANOTHER TRIUMPH

PIERCE

Single Cylinder Wins Perfect Score in San Diego Endurance Contest



TELEGRAM

San Diego, Cal., May 6, 1912.

THE PIERCE CYCLE CO.,
Buffalo, N. Y.

Pierce Single Cylinder model 12B ridden by Teows, won perfect score in San Diego Endurance Contest. Covered 383 miles in 18 hours' continuous riding. Sand and heavy grades in many places. Never used tools.

San Diego Cycle & Arms Co.

No other single or twin-cylinder motorcycle can equal the Pierce 5-h.p. single in long-sustained endurance and economy of up-keep.

Also makers of celebrated Pierce Four-Cylinder and Pierce Bicycles.

Ask for Catalog "G"

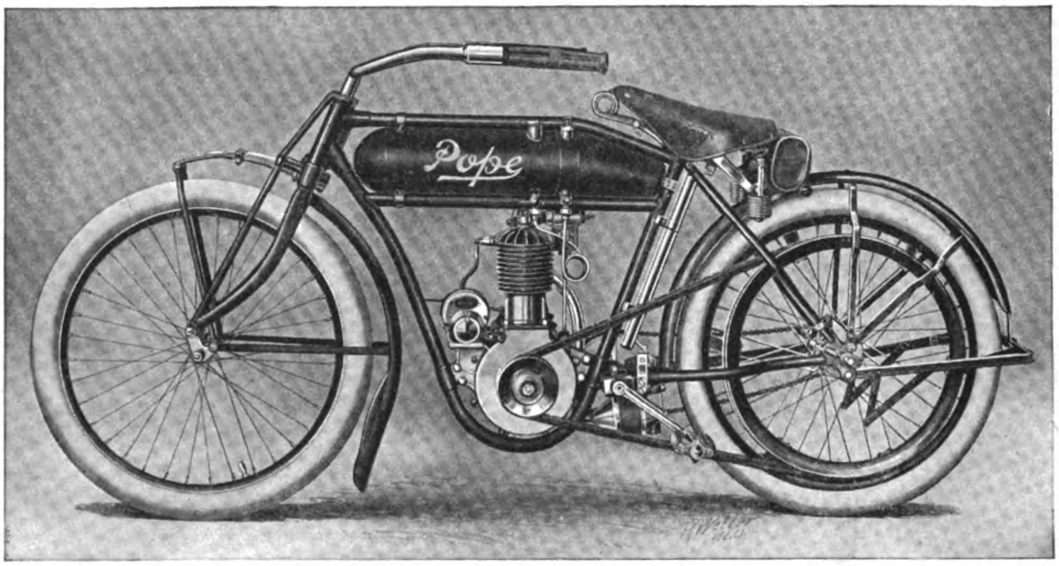
THE PIERCE CYCLE COMPANY, Buffalo, N.Y.

PACIFIC COAST BRANCH, Oakland, Cal.

POPE MOTOR CYCLE

With Imported Magneto

$165



AFTER STUDYING THE MERITS OF VARIOUS MOTORCYCLES, THE WESTERN ELECTRIC COMPANY OF NEW YORK, MANUFACTURERS OF DYNAMOS, MOTORS, CABLES AND TELEPHONE SUPPLIES, HAS PLACED A CONTRACT WITH US FOR POPE MOTORCYCLES.

Before entering into this contract, one of the company's expert engineers made a series of exhaustive tests and technical examinations and determined that this motorcycle was well adapted to his company's use. He therefore recommended its adoption.

If you were fully aware of the extent and thoroughness of his investigations, you would accept this recommendation as proof of superior quality and extraordinary value, as the Western Electric Company did.

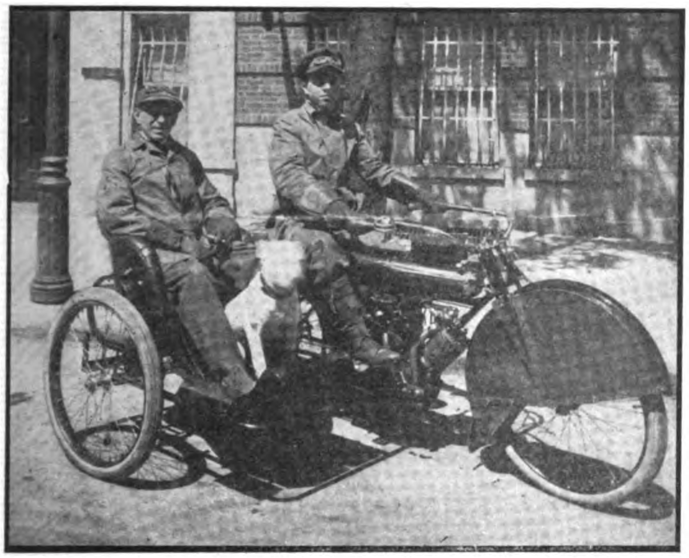
SOME CHOICE TERRITORY STILL OPEN

The Pope Manufacturing Company, Hartford, Conn.

PACIFIC COAST DISTRIBUTORS

F. P. KEENAN CO., Portland, Ore. Northwest	KIMBALL-UPSON CO., Sacramento Northern California and Nevada	C. L. SMITH, Los Angeles Southern California

Remarkable Record Proving M-M Endurance



Geo. P. Jenkins and his dog "Sport" at the finish

In the Double Century Endurance

run of the Invincible Motorcycle Club of Brooklyn, on May 5th, to Southampton and return, (200 miles), 79 riders entered, representing teams composed of nearly all the important makes of motorcycles. The **M-M team** of six riders was the **only team to finish** all with perfect scores.

The road conditions were extremely poor and the going was hard. Besides this, some of the M-M machines were fitted with side-cars, and George P. Jenkins even added the weight of his fifty pound pet dog in the side-car with himself and still finished with a perfect score. None of the M-M machines had motor troubles, or troubles of any kind except punctures.

One team, representing a widely advertised make, announced before the run that they were going to go over the course twice while the others were going once and had their machines so placarded. This team averaged less than 100 miles each and none of their machines finished with a perfect score.

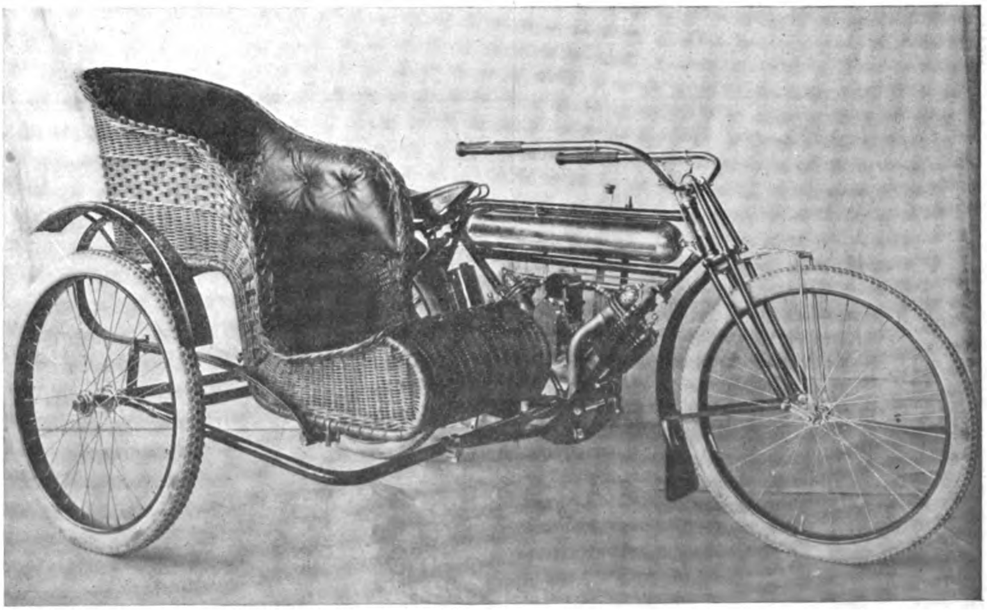
It has never been the policy of the M-M organization to indulge in much boasting, but **when it comes to actual service and endurance, the M-M is always there with both wheels,** and invariably finishes with flying colors while the other fellows fall by the wayside.

The New M-M *Side-Car*

The most comfortable, durable and neatest side-car yet produced is this M-M side-car. Notice its graceful lines, long easy springs, luxurious upholstering, and strong frame construction. The method of clamping to the motorcycle is extremely simple and convenient. Dealers will find these side-cars very convenient and effective as demonstrators and they can also be profitably used to rent out to local riders for special occasions. It will soon pay for itself in this way and this service will be greatly appreciated by riders and help the sale of new machines.

So much has been said about side-cars this season that we need add no further arguments to convince you that they are practicable and desirable. The extreme popularity and success of this attachment in England foreshadows a similar side-car craze in this country.

There is a big demand for side-cars so get your orders and specifications in early as our production capacity on this attachment will be limited.



New M-M Side-Car. Price $65

AMERICAN MOTOR CO.

716 Centre Street, Brockton, Mass.

California Distributors:— CALIFORNIA MOTORCYCLE CO., Cor. 16th and Hill Streets, Los Angeles.

GOODRICH MOTORCYCLE TIRES

MADE WITH THAT WHITE TOUGH TREAD IN BOTH CORRUGATED TREAD AND LARGE STUDDED TREAD WITH THE CENTER RIB—BOTH TYPES NOW THE SAME PRICE. EVIDENCE THAT THEY ARE

"BEST IN THE LONG RUN"

During the past Winter, Mr. John G. Hogge of Urbana, Ill., made an extended tour on his motorcycle through Brazil, using Goodrich Tires. Read what he writes of their service:—

> "The tire which I used on the rear wheel of my machine while in Brazil has been run about 1,500 miles and it has barely commenced to wear. What is still more remarkable about this service is that this tire was run over the worst of roads, carrying a 200 lb. machine and myself (150 lbs.). Most of the time I carried about a hundred pounds of luggage on the carrier, and often a 135 lb. feminine passenger on the tank. 'Some load' on the rear tire!
>
> "It is also a well-known fact that heat is deteriorating to rubber, but the fact that Brazilian roadbeds are nearly always so hot from the rays of the sun that the bare hand can not be borne on the ground but an instant, seems to have had no effect upon Goodrich rubber other than causing the air inside to expand, making it necessary to frequently let a little air out of the tire to prevent bursting. All this was with 2½-inch tires. A larger tire would have undoubtedly been better. In view of the fact that large tires undoubtedly give better service and also that I expect to do some tandem riding next summer, I shall use the largest tire that will take the rims and go between the fork of my twin motorcycle."

For the coming Summer Mr. Hogge's itinerary includes the British Isles, France and Southern Europe. Needless to say, he is equipping his motorcycle with GOODRICH TIRES.

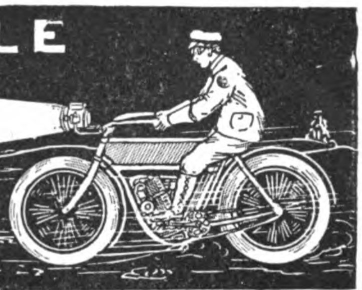
LET US SEND YOU OUR MOTORCYCLE TIRE CIRCULAR

The B. F. GOODRICH COMPANY

Akron, Ohio

BRANCHES IN ALL PRINCIPAL CITIES

THE 20th Century MOTORCYCLE HEAD and SEARCHLIGHTS



Travel by Night with the Twentieth Century Light

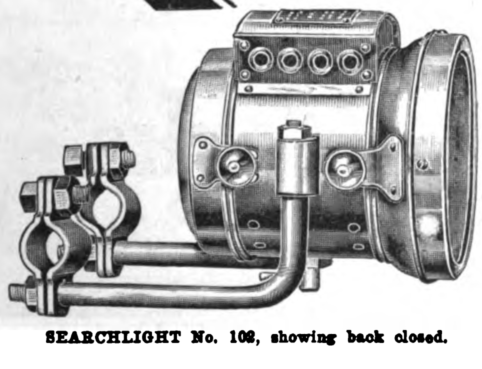
The ideal lamp. It is compact, sturdy and tremendously durable. It throws a brilliant white, piercing glow straight ahead, and does not diffuse its rays—it *concentrates* them. Your eyes naturally follow the light, and they belong straight ahead—as far ahead as the light will permit. The 20th Century *makes* you keep the road.

A Notable Fact

The cleaner the mirror lens, the *more brilliant* and *powerful* the light. The "open-door-to-the-lens" feature of the 20th Century permits of easy access to the lens for cleansing purposes.

The 20th Century Motorcycle Generator with its simple locking device is a fitting and worthy companion to the famous 20th Century Lamps. Handsome, compact, strong and absolutely gas tight. Will not jar loose yet can be opened with ease. No screw threads to corrode.

Our Bicycle Lamps have been leaders for more than a quarter of a century and are still leading. We put the same care, material and experience into their manufacture as we do in our motorcycle headlights and generators.



SEARCHLIGHT No. 102, showing back closed.

20th Century Mfg Co

420-422 Ogden St.
Newark, N. J.

Mott Steel Rims Insure Longer Service

ROAD conditions in America are different than in any other country. They are good, bad and indifferent. Generally bad. On rocky, rutty roads the rims are necessarily subjected to considerable punishment.

The wise manufacturer gives careful consideration to this important feature of motorcycle construction. He knows that to cut costs by using rims other than

MOTT STEEL RIMS

is to invite dissatisfaction and possible cancellations.

Use **Mott Steel Rims.** They are strong—elastic. They are made in an enormous plant devoted exclusively to the manufacture of steel rims.

We will be in position to make delivery of the new standard Motorcycle rims within thirty days.

May we submit specifications?

The Mott Wheel Works

Utica, N. Y.

J. W. GRADY & CO.

Everything Needed by a Motorcycle or Bicycle Rider :: :: ::

Write for Special Motorcycle Catalogue

Right Prices Perfect Service

WORCESTER - MASS.

YOU CAN GET
MORE POWER
MORE SPEED
and GREATER
FLEXIBILITY
Out of your Motorcycle if you install the

KELLEY CARBURETER

The Simplest and Most Economical

¾ and 1" sizes

Improved Throttle Control
New Design Spray Nozzle
New Design Auxiliary Air Valve
Only One Adjustment For All Speeds
Satisfaction Guaranteed or Money Refunded
SEND FOR CATALOGUE

THE KELLEY CARBURETER CO.
Pottstown, Penna.

Neverslip Nipple Grip

KEYSER FRY
616-622 N. 8th St. READING, PA.

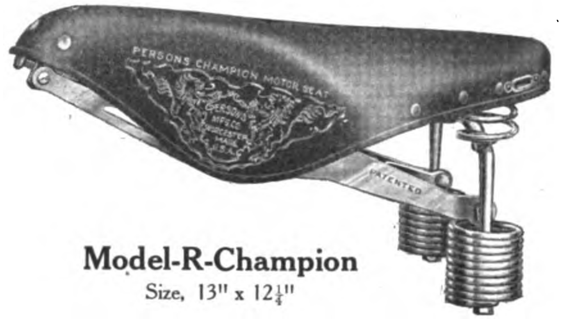
Trade Factor and Jobber of Cycle Supplies and Auto Accessories

Worth While Motorcycle Goods

1912 Catalog Ready for Dealers Only

WHEN TOURING
YOU WANT
COMFORT AND DURABILITY
PERSONS SADDLES
COMBINE BOTH THESE ESSENTIAL FEATURES

SUPERIOR QUALITY



LARGE SIZE TOP FOR COMFORT
Constructed For Low Position

THE LIMIT OF DURABILITY

in leather top and metal parts. This is absolutely necessary for comfort. There is nothing so uncomfortable as a cheap, broken-down saddle. Like a pair of cheap shoes—they never feel comfortable and when they begin to wear they fall apart quickly.

THE BEST IS THE CHEAPEST IN THE END

REMEMBER—We are the only saddle makers tanning leather and we select in our tannery the finest quality, and best parts of pure oak tanned hides from which to cut our saddle tops.

THAT'S THE SECRET

YOU ALSO NEED A GOOD TOOL KIT

PERSONS CHAMPION KIT
SIZE 12¼" x 4¼" x 3½"

This one is large enough to permit of carrying a good supply of tools and spares, inner tubes, etc., and is out of the way as it fastens to luggage carrier as shown. We have other styles for attaching to top frame tube.

All our kits are supplied with or without lock and made from sole leather, hand stitched with double reinforced ends. They cannot rattle or jar loose.

ASK YOUR DEALER OR WRITE US

THE PERSONS MFG. CO., WORCESTER, MASS.

IMMEDIATE DELIVERIES ON MAJESTIC SIDE-CARS

UTICA CYCLE CO.
Carroll Building, 115-117-119 Columbia Street,
Utica, N. Y.

THE MAJESTIC MFG. CO., Worcester, Mass.

Gentlemen: In reply to your letter of the 15th in regard to side-car, will say that we have had very little weather for driving out these cars, but have two running on Merkel motorcycles, and in each case the purchaser is well satisfied with results.

In regard to speed, the owner of one of these machines claims to have driven between thirty-five and forty miles an hour with no bad results.

We would be very glad to give you any information we may receive a little later when we have had a chance to see more of the services of Majestic Side-cars.

Yours very truly,
UTICA CYCLE COMPANY.

THE MOUNT PARAMOUNT.
15 South Fourth Street, Camden, N. J.,
April 29, 1912.

MAJESTIC MFG. CO.

Gentlemen: Your letter received and will say the service your side-car is giving me is excellent. I could not ask for anything better. I take wife and baby to the shore every Sunday, which is a distance of 60 miles one way, and can make it with ease in 2¼ hours. I have it attached to a 6 h. p. Harley. It certainly does pull that car along some. Your car rides fine and adds joys to motorcycling. Be careful and don't forget to tell your customers to get the car lined up right before trying it.

Truly yours,
WM. HECKENHORN.

Salt Lake, April 26, 1912.

THE MAJESTIC MFG. CO., Worcester, Mass.

Gentlemen: In replying to your favor of April 16 will say I received the Side-car in fine condition, and I attached it to my Indian 7 h. p. machine. Owing to bad weather and road conditions, have been unable to use it as much as would have done otherwise. The longest single run was twenty-one miles, partly over rough roads, the balance on pavement. My passenger was a 225-lb. man and took him at a 45-mile per hour clip where the road conditions permitted; the greatest speed was made up a fair grade.

For ordinary riding I can get at least 50 miles out of a gallon of gas.

My car is as good as the day I connected it.

Wishing you every success, I am,

Yours truly, FRED E. RAY,
10 E. 1st Street, Salt Lake City, Utah.

Pawtucket, R. I., April 23, 1912.

MAJESTIC MFG. CO., Worcester, Mass.

Gentlemen: Yours of the 22d at hand. In regard to side-car, we have been so busy we have not had time to attach same to a motorcycle as the machines have been selling as fast as we receive them. We expect a stock machine this week and will attach your car and give same a good test and write you later about same.

We have seen several different machines with side-car attached and parties like them O. K. and claim that car makes but very little difference in power of machine, one being attached to a Harley single in town.

Very truly yours,
STANDARD CYCLE AND SUPPLY CO.,
H. F. S.

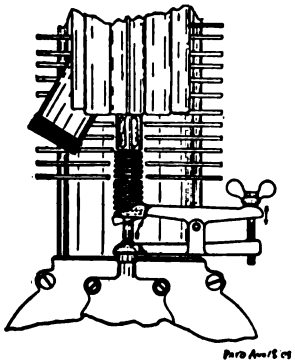
THE BIGGEST BUSINESS BRINGER IN THE MOTORCYCLE FIELD

Orders taken from **Live Dealers** for prompt shipment in Standard Colors.

Write today and state your requirements

"DON'T FORGET THE GIRL"

MAJESTIC MANUFACTURING CO., WORCESTER, MASS.



Valve Lift. Price, Each $1.00.
By Mail Postpaid.

Motorcyclists of New England ATTENTION!

Motorcycle Supplies

Everything in stock for both the man and the machine. Any parts for any model Indian. Mail orders sent same day order is received.

Complete stock of Lamps, Horns, Tires, Leggings, Clothing, Goggles, Spark Plugs, Tools, Tool Bags, Tandem Attachment, Luggage Carriers, Etc.

Presto-O-Lite Tanks for sale and exchange.

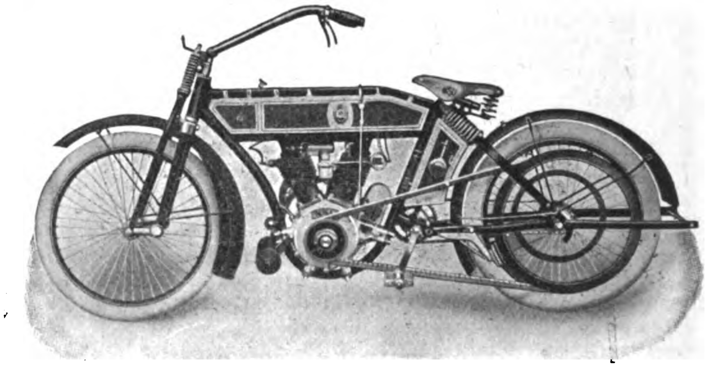
Open Evenings and Sundays.

Rhode Island Agent for Indian Motorcycles. All models carried in stock. Immediate deliveries.

THE MOTORCYCLE MAN—THAT'S ME!

B. A. SWENSON

PROVIDENCE, R. I.



N. S. U. 7-h. p. Twin de Luxe, 1912.

We can make prompt delivery of the new

N. S. U. Spring Frame Models

Write for catalogue

Complete line of

HIGHEST GRADE MOTORCYCLE ACCESSORIES

at very reasonable prices.

Write for our "Sun" specialties catalogue

We also carry complete stock of

N. S. U. PARTS FOR ALL MODELS

N. S. U. Two-speed Gears, Etc.

THE SUN MOTOR AND SUPPLY CO.

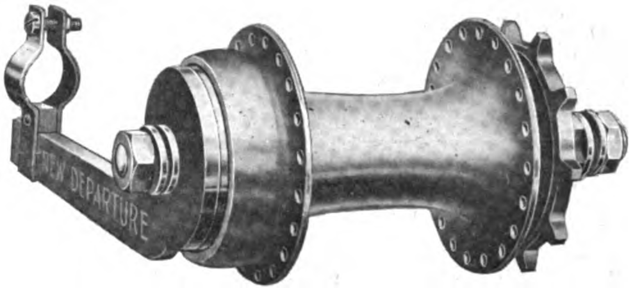
307 Amsterdam Avenue, New York

NEW DEPARTURE

Motorcycle Specialties

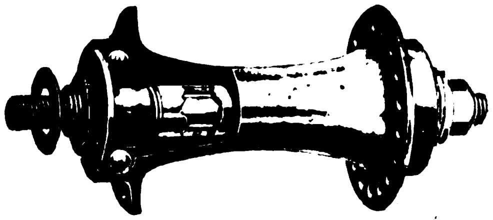
INTERNAL EXPANDING BAND COASTER BRAKE

The internal expanding band type, employing exactly the same principle as the emergency brake in the automobile. It operates against the forward movement of the wheel, hence, cannot lock, wind or bind. Riders prefer it because of its superior efficiency, reliability and strength. It is built for service beyond extreme requirements of riding. The 1912 model is absolutely the last word in a coasting and braking device for motorcycles of modern type.



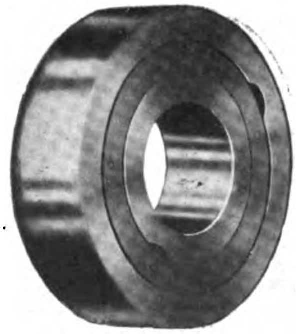
"KNOCK-OUT" AXLE HUBS FOR FRONT WHEELS

The ideal front hub, constructed entirely of specially treated steel and gives maximum strength and wear. The axle is in a sheath and can be removed instantly without disturbing the adjustment or removing any other part of the hub. It runs on eighteen ¼-inch steel balls and is highly finished throughout. Motorcycle dealers and repairers should stock this hub. It has behind it the New Departure guarantee.



SUPERIOR BALL BEARINGS

New Departure ball bearings are an American product of guaranteed merit and offer advantages over the foreign-made bearings in price and other considerations. This bearing is made in standard sizes and can be used to replace any single row bearing of standard bore, diameter and width. Automobile garages and motorcycle repair depots should stock this bearing and save money.



Write Today for Literature

THE NEW DEPARTURE MFG. CO., Bristol, Conn.

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FOR SALE—1911 Indian De Luxe, 7 h. p., two-speed, clutch foot controller; starts on stand; 1911 carbureter, $200. Jack Horner, Plainfield, N. J.

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FOR SALE.—40 motorcycle engines, $15 and up. E. Phelps, 40 Bennett street, Bridgeport, Conn.

FOR SALE.—1912 4 h. magneto, free-wheel, Harley-Davidson motorcycle. Run less than 25 miles. $200 cash. J. A. Richard, Louisville, Ala.

FOR SALE.—New Pierce 1912 5 h. magneto single. Never from crate. $189. "M," 323 Washington avenue, Brooklyn.

FOR SALE.—Several new twins, standard make. $175. Motor, care of MOTORCYCLE ILLUSTRATED, 51 Chambers street, New York.

FOR SALE.—1912 American 7 h.; new. $225. Speed, 60 miles. Getting a special machine. Nathaniel Ney, 4 Smith street, White Plains, N. Y.

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51 CHAMBERS ST., NEW YORK

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Demonstrations at all times
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Single cylinder, 4 h. p., Battery, $140.
Bosch Magneto, $160.
4½ Magneto, Free Engine, $200.
Two cylinder, 8 h. p. Bosch Magneto, $225.
Immediate delivery.
Full line of accessories.

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TRAVELING SALESMEN WANTED in New York, Pennsylvania, South Atlantic and Gulf States east of Texas, Ohio, Indiana, Kansas, Missouri, Colorado, Montana, Oregon, Canada and other good territory to place local agencies for M-M motorcycles and a new machine we are just launching on the market. Liberal commission on initial and subsequent sales, making large income possible. Can be handled alone or in conjunction with other lines. We wish to negotiate only with men of experience, good address and personal appearance. Address American Motor Company, 716 Center street, Brockton, Mass.

GOING TO SWEDEN—Would like to introduce a good and cheap motorcycle. Well acquainted in sporting stores. Address C. P., c/o MOTORCYCLE ILLUSTRATED.

EXPERIENCED MOTORCYCLE and supply salesman going to California would like a line of specialties and good medium-priced machine to represent there. References. Address "Specialty," MOTORCYCLE ILLUSTRATED.

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FOR SALE.—1909 5 h. p. magneto twin cylinder Indian, with large top bar tank and low position: in fine condition, all overhauled, with new 28x2½ tires; new Rough Rider grips, new sprockets, one short chain, one extra racing sprocket, one Veeder trip cyclometer, one extra exhaust valve, one extra short chain, one pair gauntlet gloves, one pair long leggins, one khaki riding suit with cap; price $100. Herman Steinfurth, 808 Sherman street, Youngstown, Ohio.

WILL TRADE.—New 10 h. p. 4 cylinder air cooled engine for motorcycle, Excelsior, Indian or Harley-Davidson preferred. C. A. Lounsbury, Springdale, Conn.

FOR SALE.—Minneapolis 1912, 5 h. p. two speed motorcycle; ridden 300 miles; a bargain at $190. Percy Morgan, 7 Elizabeth street, Newport, R. I.

WANTED.—B. & C. two-speed gear for 1909 twin Indian. Address Thos. F. Williams, New Bethlehem, Pa.

FOR SALE—1910 5 h. p. magneto Indian, with clutch, Prest-O-Lite tank, lamp, luggage-carrier, magneto cut-out, Sireno horn, tools and new rear tire. Runs and looks like new. Getting new model. $145 cash. A. J. Morsch, Hinckley, Ill.

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FOR SALE.—1911 Indian tricar, little used, and in fine condition. Edward Kemp, 135 Water street, New York.

STOLEN.—New 1912 Harley-Davidson motorcycle consigned to Earl J. Oesterle, Marietta, Ohio. Stolen from a B. & O. freight car on siding at West Marietta. Thieves entered car Sunday night, April 28. Motor number was 3923B; machine was equipped with 2½-inch Empire tires, Troxel saddle; free wheel control. Reward of $25 is offered for recovery of machine. Earl J. Oesterle, Marietta, Ohio.

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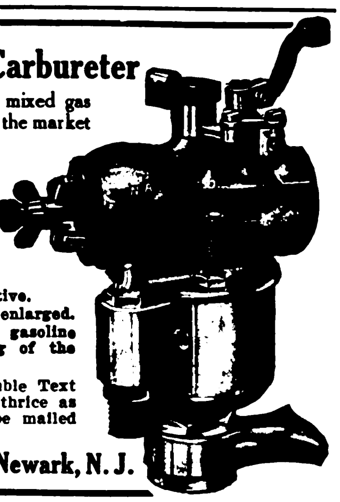

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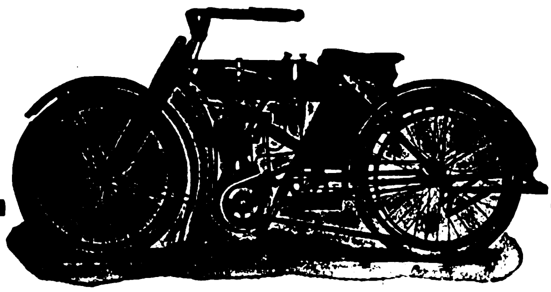

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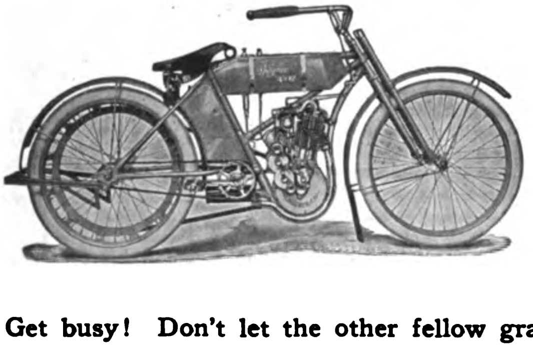

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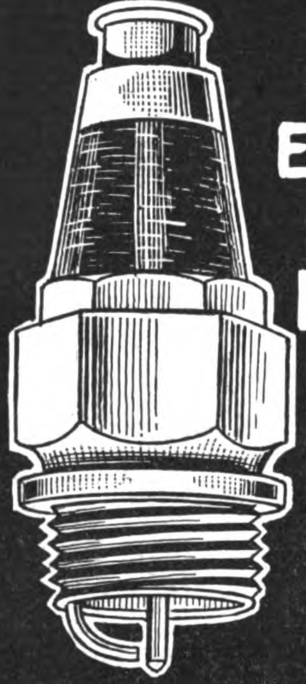

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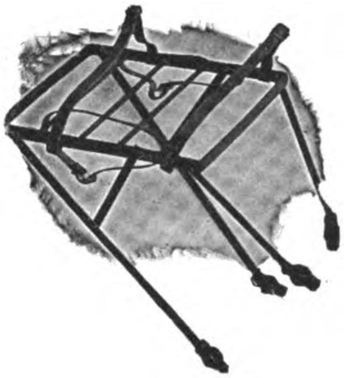

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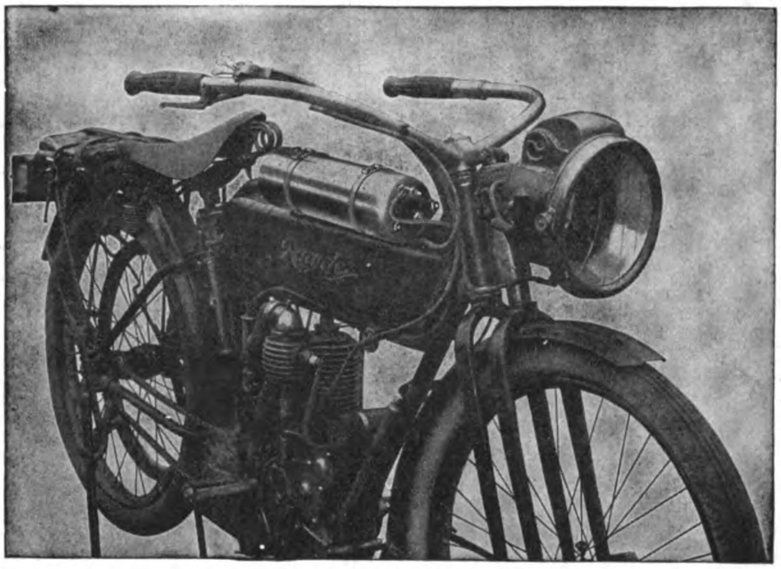

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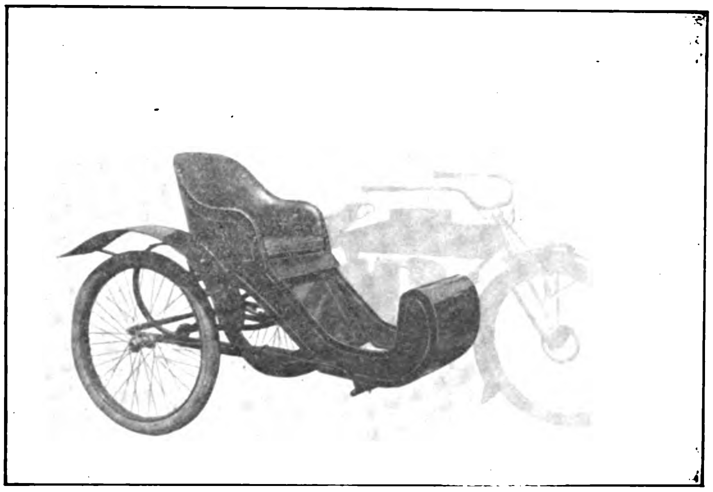

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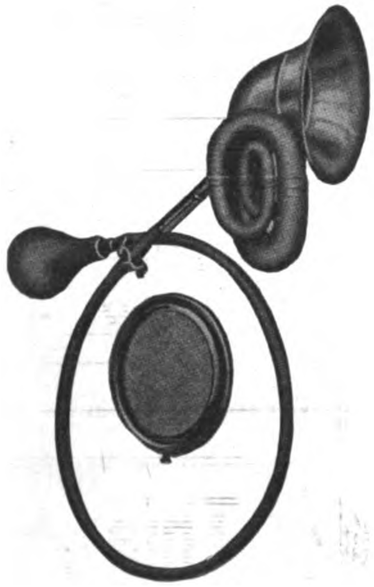

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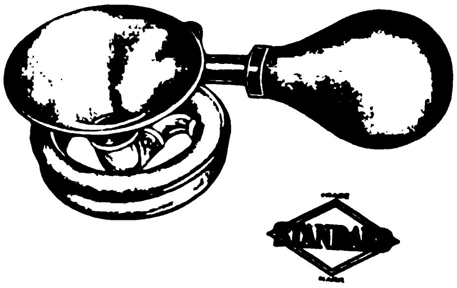

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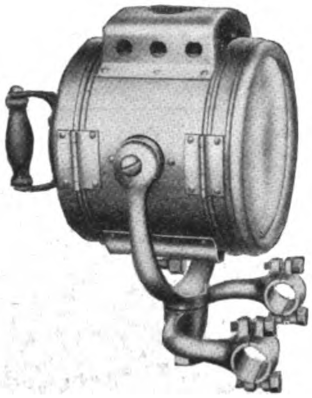

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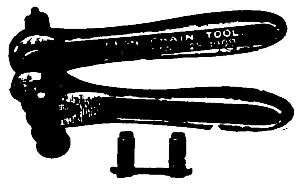

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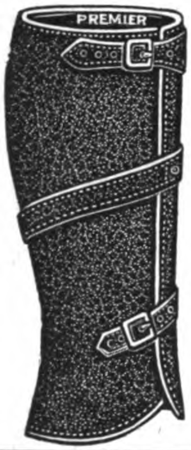

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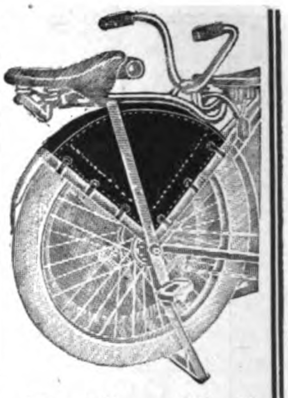

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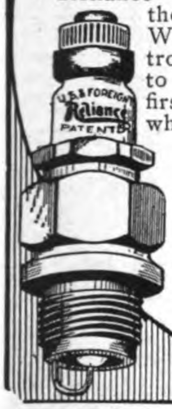

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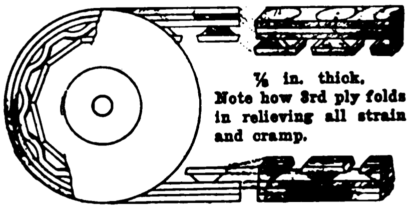

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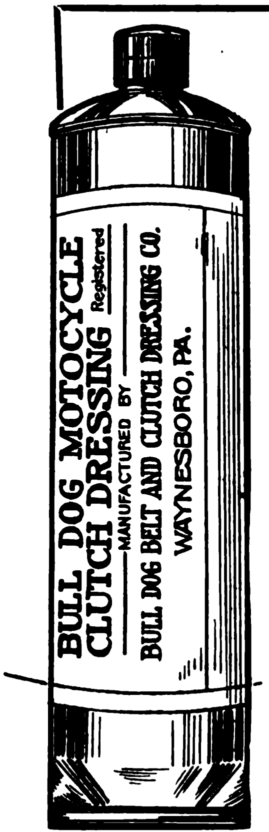
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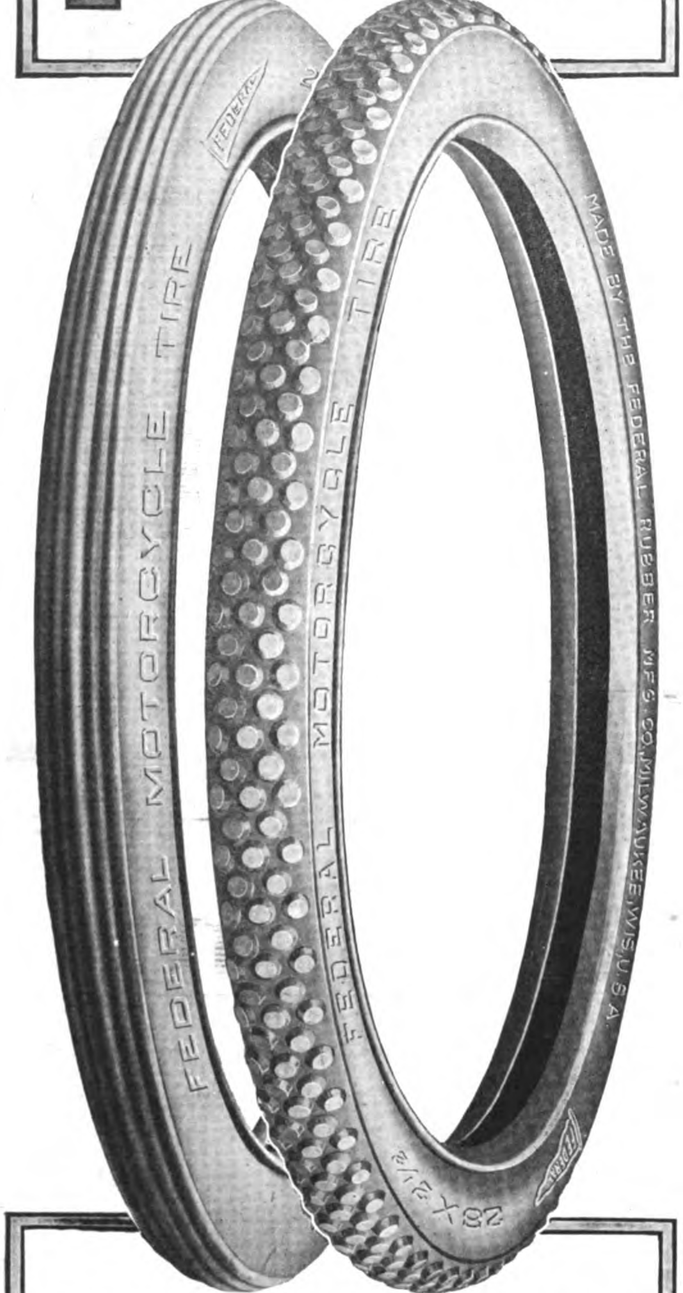

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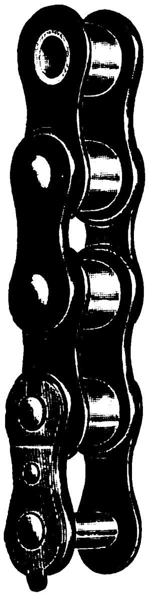

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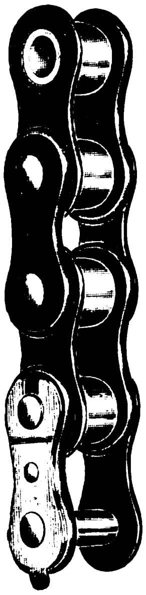

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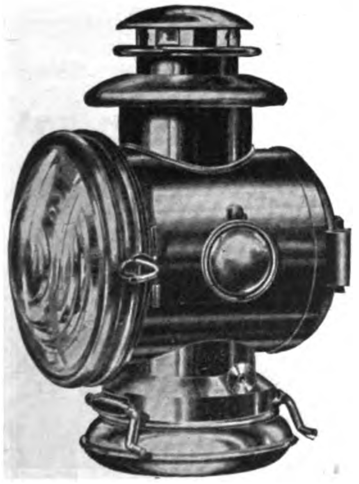

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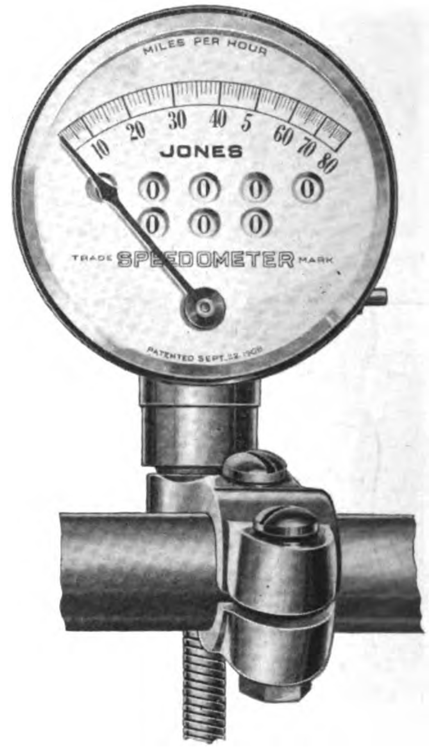

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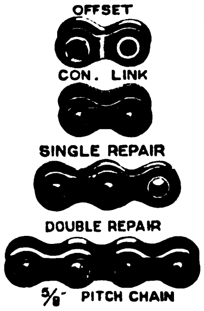

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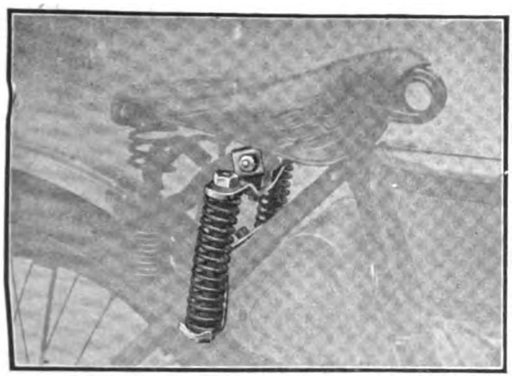

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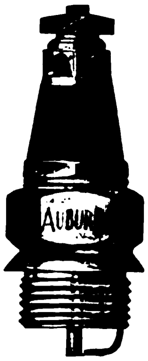

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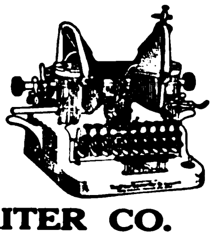

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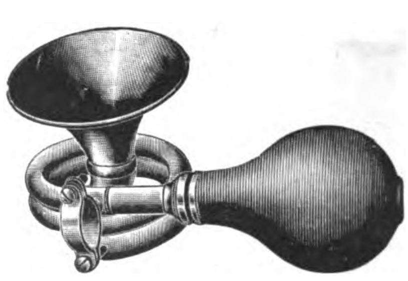

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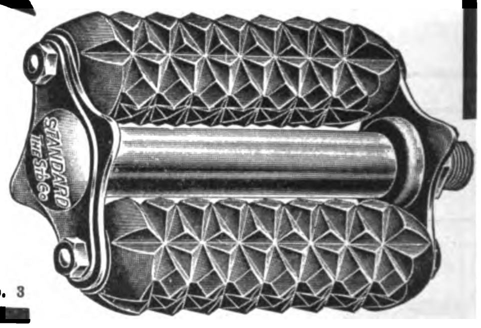

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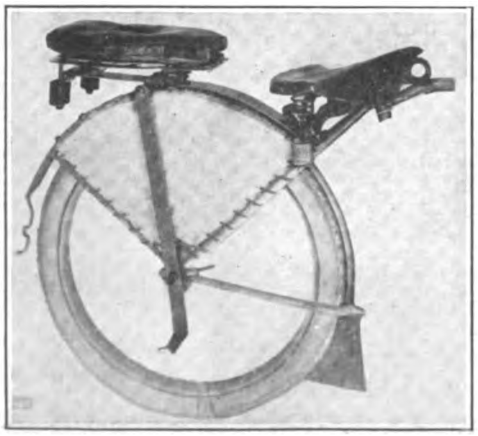

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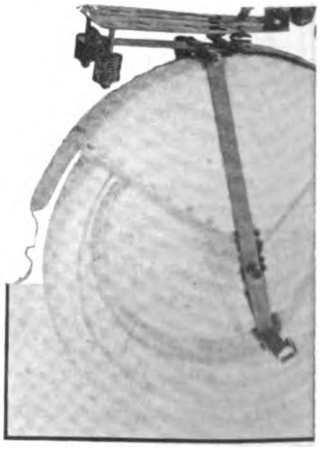

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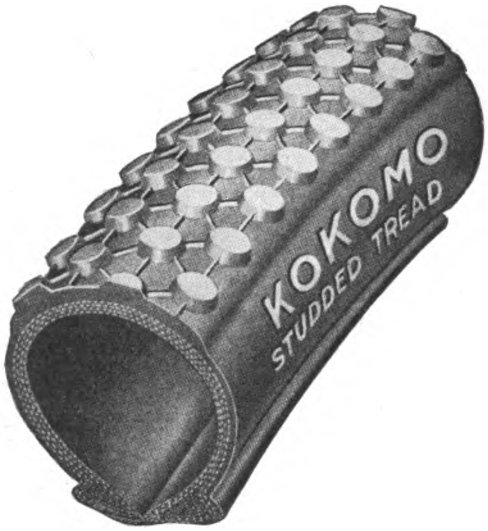

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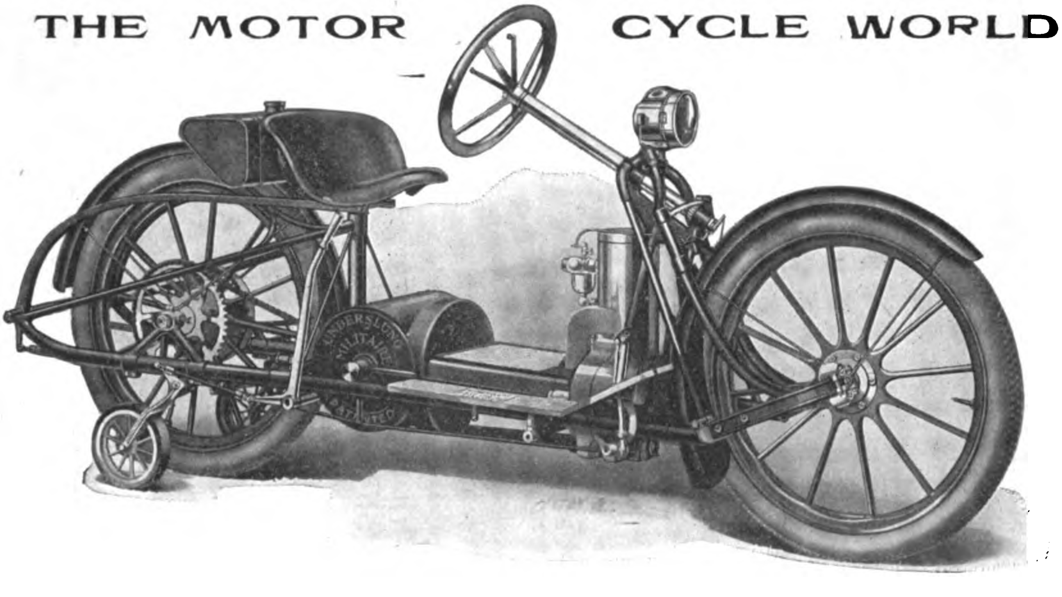

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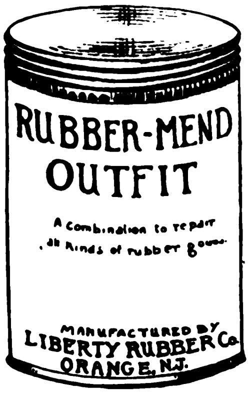

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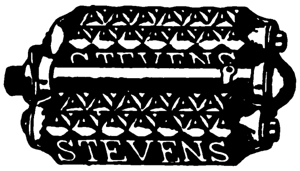

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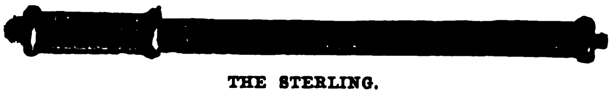

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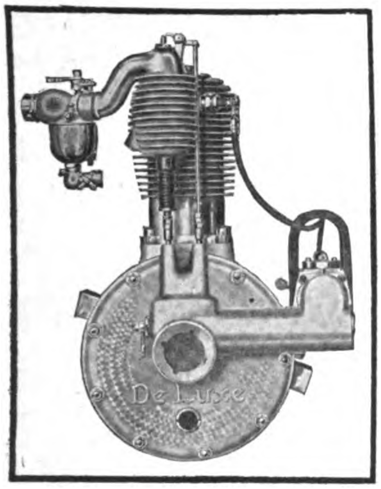

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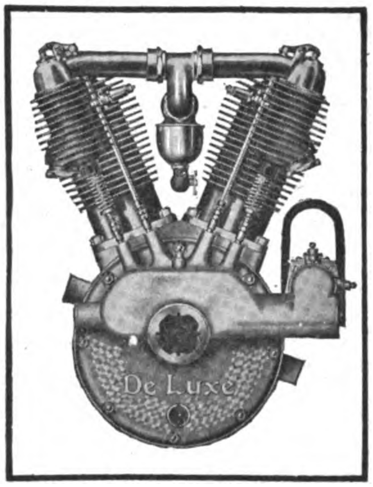

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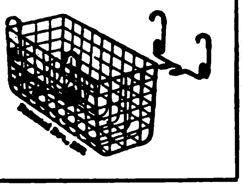

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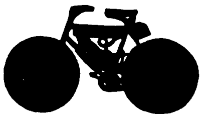

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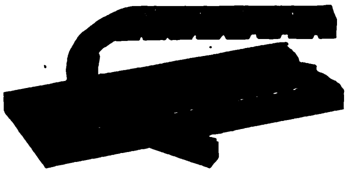

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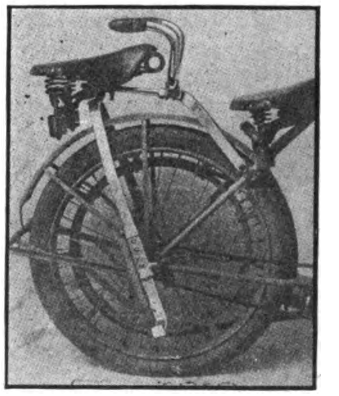

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THE ASSURANCE OF LUXURY

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A lubricant tested for this special use and found to be A1. Tell us your particular make of motorcycle and we will advise which is the most suitable grade.

CHAS. F. KELLOM & CO.
113 Arch Street Philadelphia, Pa.
New England Branch, 284 Columbus Ave., Boston, Mass.

Kindly always mention the paper when writing to advertisers.

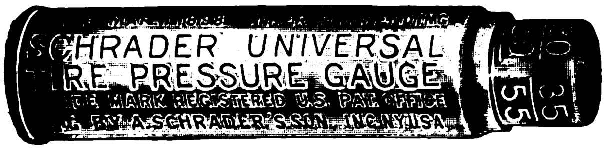
Have You Had Trouble With Your Tires?

A very large percentage of all punctures and blow-outs occur from improper tire inflation.

WOULD YOU PAY $1.00 TO OVERCOME

delays, difficulties and expense resulting from these misfortunes?

Schrader Universal Tire Pressure Gauge


SCHRADER UNIVERSAL
TIRE PRESSURE GAUGE
TRADE MARK REGISTERED U.S. PAT. OFFICE
MFD. BY A. SCHRADER'S SON, INC. N.Y. U.S.A.
55
35

(Made under patent dated March 1, 1898.)

Accurately registers at all times the exact air pressure in tires.

Simply hold gauge to tire valve for a second and recording sleeve will indicate air pressure and remain fixed until pushed back into place by the finger.

Carried easily in vest or change pocket, being only 2½" long. So simply constructed as to almost never become out of order, and if it does go wrong it will immediately tell by the action of the indicating sleeve that it needs repairs. Leather case comes with it.

PRICE $1.00 EACH

Guaranteed Simple and Absolutely Accurate

Can be obtained from all tire manufacturers, jobbers and dealers, or

A. SCHRADER'S SON, Inc.
28-30-32 Rose Street NEW YORK CITY

MOTORCYCLE TRIP CYCLOMETER

Veeder

Specially constructed to withstand hard motorcycle usage

It adds more pleasure to the sport. Registers accurately both total and trip mileage; miles in white, tenths of miles in red.

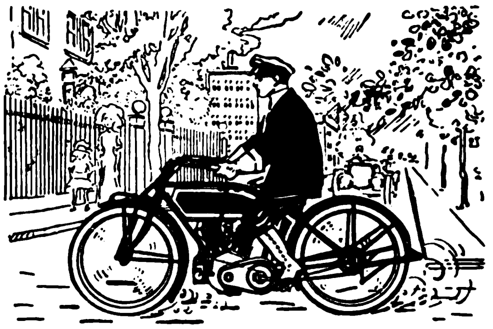
Cut ½ Size.

Easily adjusted to any motorcycle. Made for 24, 26, 28 and 30-in. wheels.

Sold everywhere—or write us
Price complete with bracket and striker **$3.00**

Also makers of Odometers, Tachodometers, Counters and Fine Castings

THE VEEDER MFG. CO.
42 Sargeant St. Hartford, Conn., U. S. A.



$20.00 WORTH FOR $15.00

SAVE MONEY ON

Motorcycle Supplies

UNTIL JUNE 1st

For $15.00 we will ship you the following assortment—every item new standard goods:

1 28 x 2½ single or double clinch Casing (United States, Goodyear, Diamond or Empire makes).
1 28 x 2½ Inner Tube (above makes).
1 Detroit Luggage Carrier (regular price, $3.50).
1 pair Standard Motorcycle Pedals.
2 Mica Spark Plugs, any size.

You can find out from any dealer what you would have to pay for these things at retail.

All kinds of Motorcycle supplies at corresponding savings.

Motorcycle Co-Operative Supply Co.
654 Woodward Ave. - - Detroit, Mich.

The Neverout

TRADE MARK

MOTORCYCLE OIL LAMP

(Patented)

SHOWING A RED REAR LIGHT
THE ONLY RELIABLE MOTORCYCLE OIL LAMP

LAMP WEIGHS ONLY 12½ OUNCES.

The Neverout complies with the laws of the various States and Municipalities.

The Neverout burns kerosene ten hours with one filling, and will stay lighted under any and all conditions. All riveted—will not rattle or jar apart over roughest roads.

Made in gun metal, brass or nickel finish. Double clamp bracket furnished; fastens lamp securely to fork of motorcycle. No danger of shaking off, and *shows red rear danger signal.* Sold by leading jobbers and dealers everywhere.

The Neverout is equipped with a *Patent Glass Covered Reflector of German Silver,* instantly removable; never loses its original brilliancy.

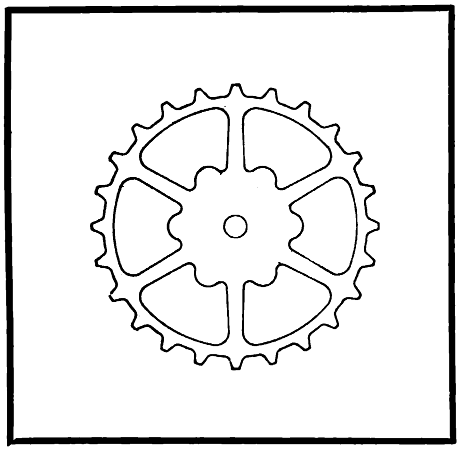
The Neverout
FOR MOTOR CYCLES
PATENTED

Guaranteed to stay lighted or money refunded

FOR SALE BY LEADING DEALERS.

Made Only by **ROSE MANUFACTURING COMPANY**
933 Arch Street, Philadelphia, U. S. A.

SPROCKETS

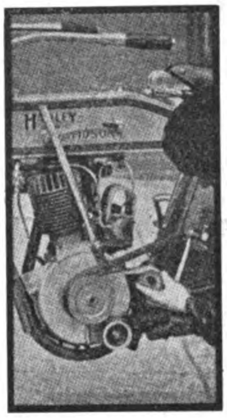


Hydraulic Pressed Steel Co.

Cleveland, Ohio

ABESTO-PULL-E-TAPE

The only article on the market which will do away with belt trouble



ABESTO PULL-E-TAPE

gives wonderful results when wrapped two or three times around pulley.

Prevents Belt

from burning, hardening and becoming glossy.

NO SCREWS TO CUT THE BELT

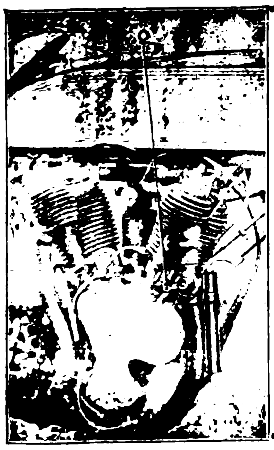
Made in All Standard Widths **Price, 50 Cents a Roll**

Send for it now and have it when you need it

DEALERS—Write at once for discount—our proposition is a live one.

KRAFT KNITTING CO.

150 E. Exchange St. AKRON, OHIO



Barco Motorcycle Chimes

The illustration shows the extreme simplicity and compactness of the New Barco Motorcycle Chime, and the ease with which it is attached to the machine.

The chime has three clear loud tones (copied after the Barco Automobile Chimes). The outfit is easy to operate and is made to fit any machine.

NO PARTS TO SHAKE LOOSE.

Order from your dealer or direct from us.

Send for catalogue and full directions.

BARCO BRASS & JOINT CO.
230 N. Jefferson St.
CHICAGO, ILL.

Economy Is The Keystone Of Success

If you want to make the first long step toward true economy in the purchase of guaranteed motorcycle supplies and accessories, send for our large illustrated catalog. It will save YOU Money.

OBERWEGNER MOTOR CO.
Toledo, O.

Kindly always mention the paper when writing to advertisers.

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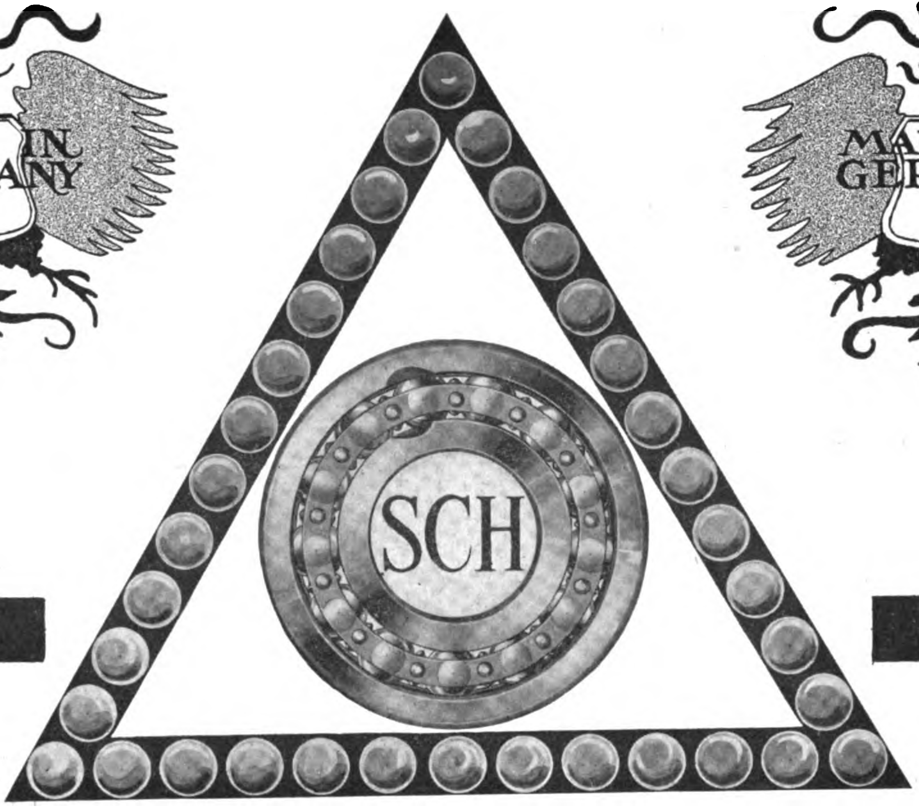


MADE IN GERMANY

SCHAFER QUALITY

The entire performance of your machine depends upon the service obtained at the bearing points. If there is any part of your machine wherein you should use high grade equipment—wherein quality should be the first and last consideration regardless of cost—it is here.

"SHAFER BALL BEARINGS" are built to withstand the most extreme strains and stresses of hardest service. The durable, wear-resisting chrome steel used in their construction is of exclusive analysis, and free from blisters, air bubbles and every intrinsic weakness that might cause the balls to vary in weight, size or structural strength. The balls are uniform to within .0001 part of an inch and remain so over long terms of hard service. Recognized by engineers as the highest grade and finest quality of anti-friction bearings made today.

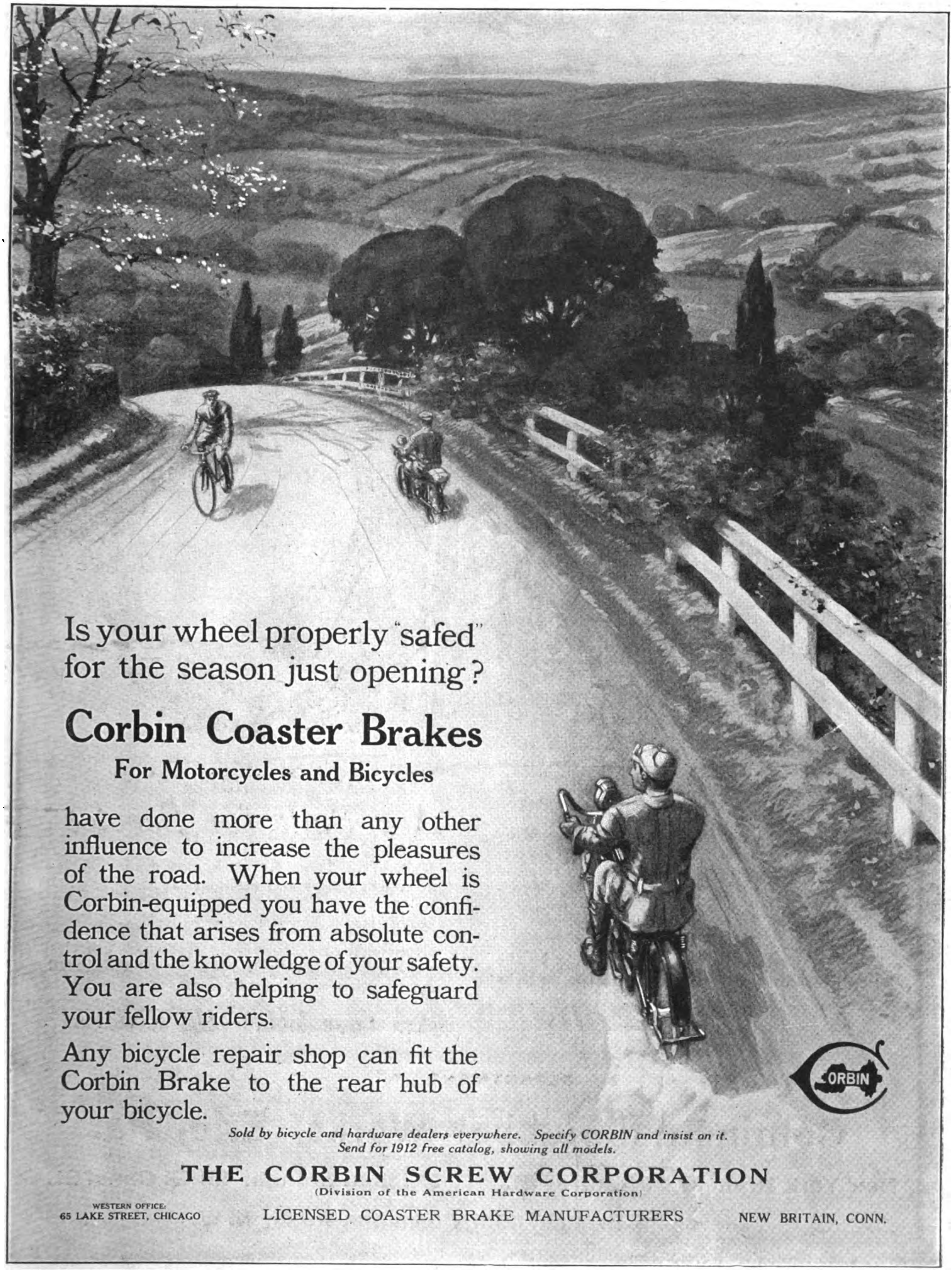
When you equip with SCHAFER you insure your machine against frictional deterioration. Why not eliminate every element of weakness or inefficiency at the bearing points by employing "SCHAFER BALL BEARINGS" exclusively?

Used on such high-class products as De Luxe Motors and two-speed gears and Minneapolis Motorcycles and two-speed gears.

BARTHEL, DALY & MILLER

SOLE IMPORTERS

42 Broadway **New York**



Is your wheel properly "safed" for the season just opening?

Corbin Coaster Brakes

For Motorcycles and Bicycles

have done more than any other influence to increase the pleasures of the road. When your wheel is Corbin-equipped you have the confidence that arises from absolute control and the knowledge of your safety. You are also helping to safeguard your fellow riders.

Any bicycle repair shop can fit the Corbin Brake to the rear hub of your bicycle.

Sold by bicycle and hardware dealers everywhere. Specify CORBIN and insist on it.
Send for 1912 free catalog, showing all models.

THE CORBIN SCREW CORPORATION
(Division of the American Hardware Corporation)

WESTERN OFFICE:
65 LAKE STREET, CHICAGO

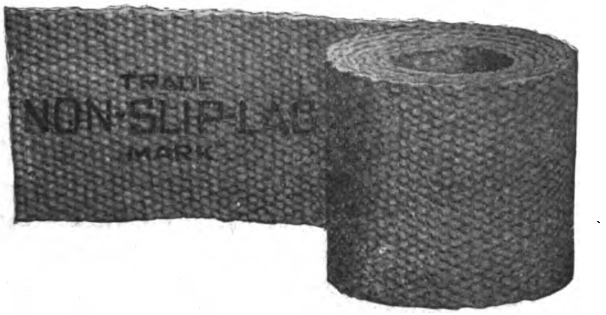
LICENSED COASTER BRAKE MANUFACTURERS

NEW BRITAIN, CONN.

Continental-Erie

TRADE
Non-Slip-Lag
MARK

No More Torn Belts



Doubles the life of the belt and adds 25% to the life of the machine

Greatest advancement in covering for belt pulleys ever made

The new lining for pulleys. NON-SLIP-LAG prevents tearing of belts, increases their life and affords additional power.

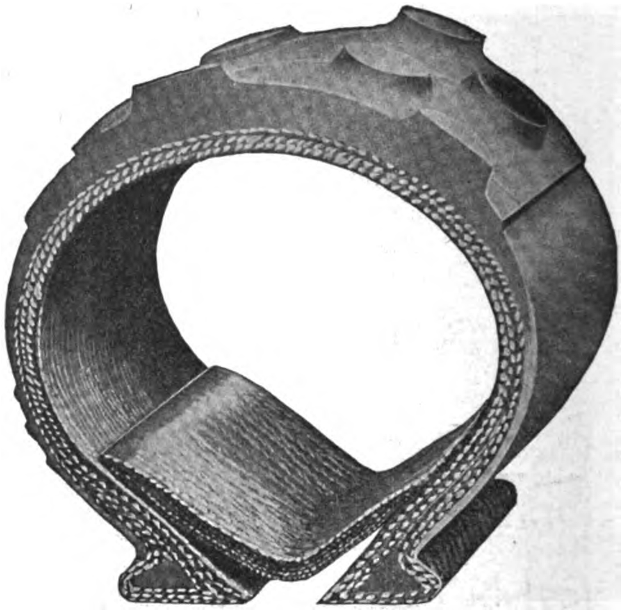
It is a well-known fact that the life of the belt is shortened at least one-half by either the burning of the belt, caused by slipping, or else by the deep ridges worn in it by screws in the pulley lagging.

On the NON-SLIP-LAG there are no complaints of this kind, as no screws or metal parts are required to hold Lagging on pulley and to come in contact with the belt. NON-SLIP-LAG can be applied to pulleys without removing the belt or pulleys in less than five minutes' time.

Non-Slip-Lag is being used exclusively by the Eclipse Machine Co., for use on the Eclipse Free Engine Pulley.

Manufactured only by

Motor Cycle Tires



White Studded Tread

Are Built for Service

Made of Sea Island Fabric, highest grade of Friction, and a tough and resilient tread.

Made only by experienced tire makers.

Continental-Erie Motorcycle Tires and sundries are carried in stock by the leading jobbers in all principal cities from Coast to Coast.

Ask Your Jobber—HE KNOWS

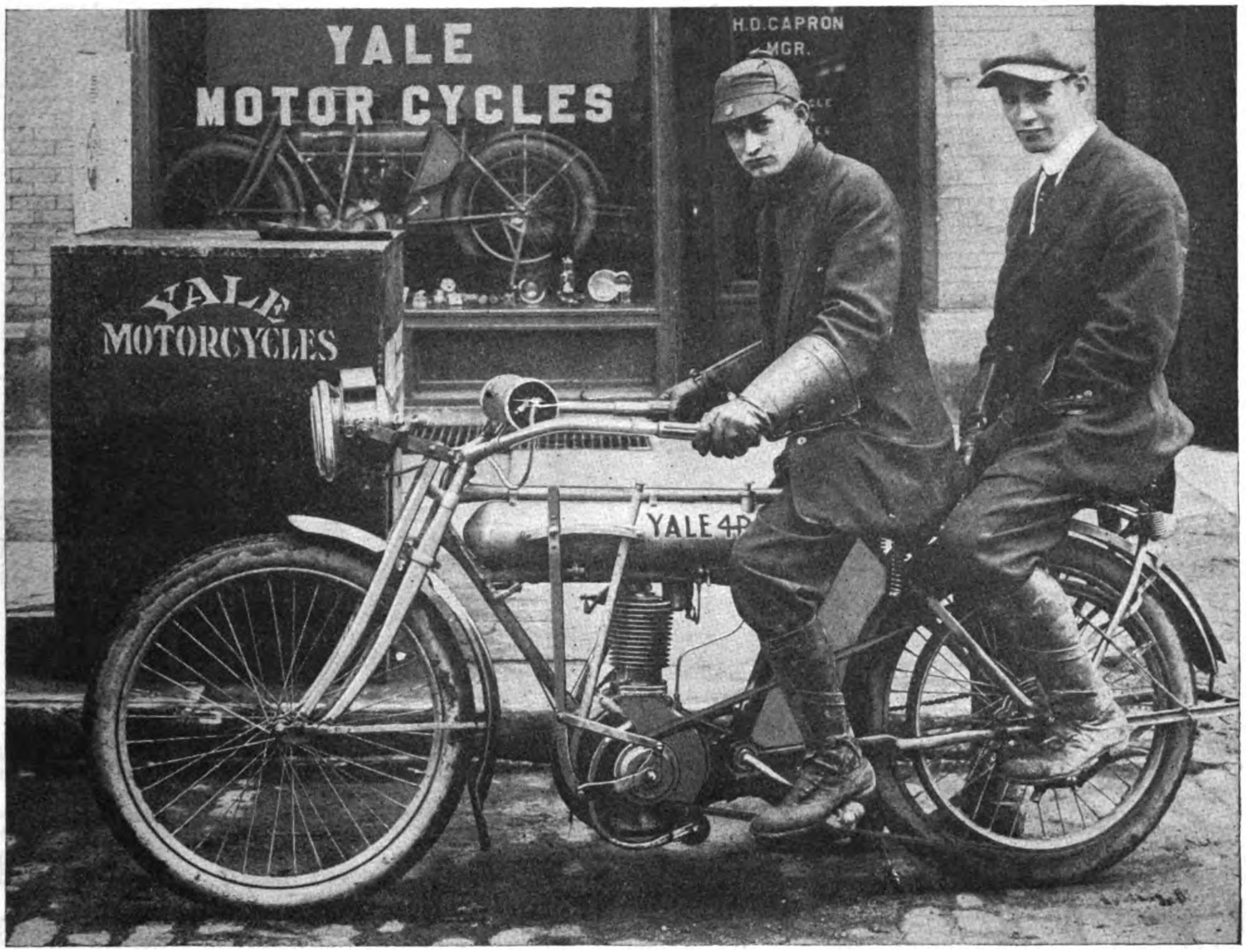
DEPARTMENT "T"

Continental Rubber Works, Erie, Pa.

New York Branch: 35 Murray St. **Chicago Branch: 131 N. Canal St.**

Cleveland Branch: 1551 Columbus Road, N. W.

THE YALE PLUGGER



On May 15th, C. H. Ferguson and F. N. Gear rode a 1912 single cylinder 4 H. P. battery YALE from Cleveland to Toledo, 130 miles, through mud and rain, stopping 1 hour and 40 minutes en route, in 7 hours and 30 minutes time consumed.

JUST THINK OF IT!

Doing double duty through 130 miles of mud in 5 hours and 50 minutes, carrying two men weighing 140 and 170 pounds.

The motor did not stall once and was ready to make the return trip.

The YALE You Buy Has These Same Staying Qualities

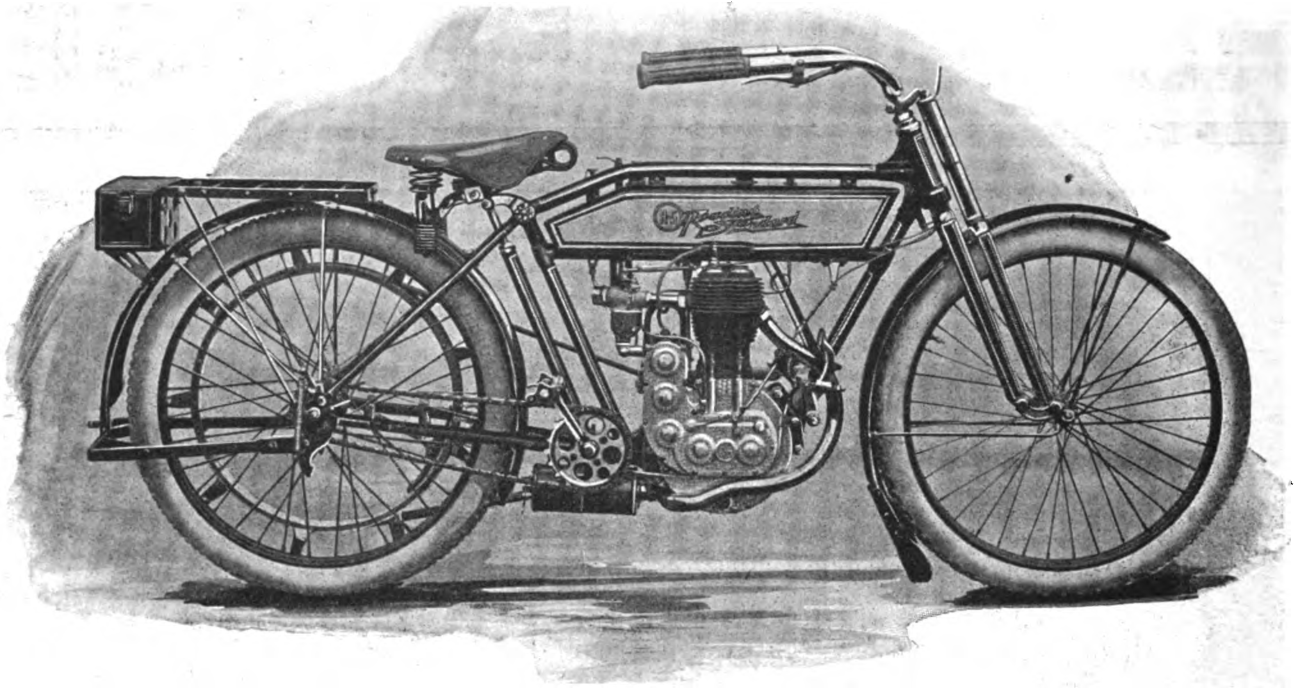
WRITE FOR CATALOG. AGENTS WANTED IN OPEN TERRITORY

THE CONSOLIDATED MANUFACTURING COMPANY

1730 Fernwood Ave. ***Members M. M. A.*** **Toledo, Ohio**

F. C. CORNISH, Eastern Representative, 219 Clinton Ave., Newark, N. J.

We also make Yale and Snell Bicycles, Hussey Handle Bars and Drop Hammer Forgings of every description



"On an R-S? That's Possible"

The rider's story of the conquest of some particularly "tough" hill, hitherto unscaled by a motorcycle, or of an out-of-the-ordinary endurance run over impossible roads, or of an exceptionally fast mile on the track; all these stories have a "fishy" flavor—until he backs it with the unanswerable argument, "I DID IT ON AN R-S." Chorus: "On an R-S? *That's* possible!"

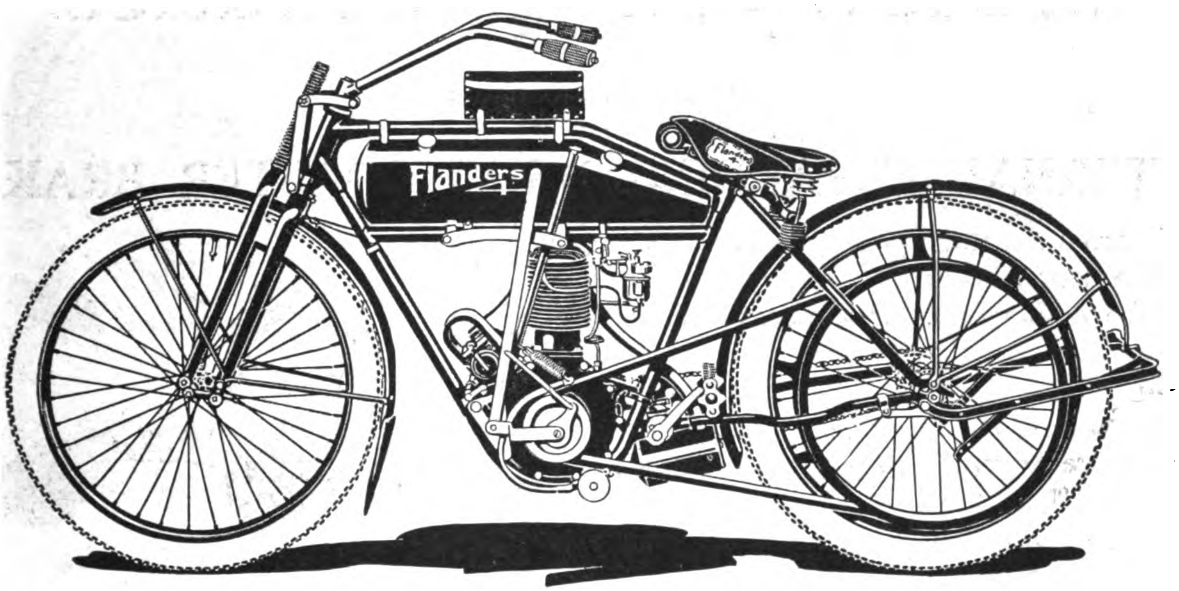
That is the popular attitude toward "That Willing Winning Worker." The R-S "does things" and doesn't make any fuss about it. Its combination of tremendous power, enormous speed and marvelous endurance, not to mention its many inimitable constructive features, undeniably establishes its right to the title, "The Finest Motorcycle in the World."

Don't delay, but write for our catalog NOW.

READING STANDARD COMPANY
306-340 Water St., Reading, Pa.

Flanders "4"

$175
AT THE FACTORY



Flanders "4" Wins Again

In the first Endurance Run which Flanders "4" Motorcycles have ever entered they carried away two perfect scores and two gold medals to attest that fact.

The event was the 200 mile Reliability Contest from Brooklyn to Southampton and return, under the auspices of the Invincible Club, May 5th.

Only two Flanders Motorcycles were entered and they were ridden by Fred Voelker and Eugene Miller, both amateurs and owners.

Flanders "4" was a "repeater", Sunday, May 19th, on the occasion of the Chicago-Milwaukee Endurance Run. Mr. Buell riding a Flanders "4" in competition with 24 other machines, 21 of which were "twins", was awarded First Prize—a beautiful loving cup.

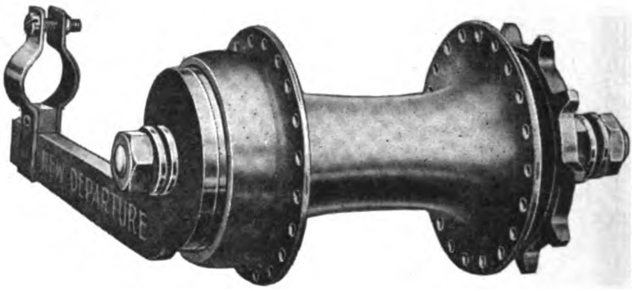
FLANDERS MANUFACTURING COMPANY
Pontiac, Michigan

NEW DEPARTURE

Motorcycle Specialties

INTERNAL EXPANDING BAND COASTER BRAKE

The internal expanding band type, employing exactly the same principle as the emergency brake in the automobile. It operates against the forward movement of the wheel, hence, cannot lock, wind or bind. Riders prefer it because of its superior efficiency, reliability and strength. It is built for service beyond extreme requirements of riding. The 1912 model is absolutely the last word in a coasting and braking device for motorcycles of modern type.

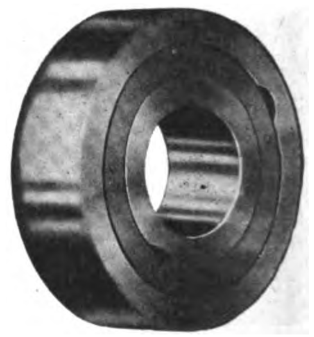


"KNOCK-OUT" AXLE HUBS FOR FRONT WHEELS

The ideal front hub, constructed entirely of specially treated steel and gives maximum strength and wear. The axle is in a sheath and can be removed instantly without disturbing the adjustment or removing any other part of the hub. It runs on eighteen ¼-inch steel balls and is highly finished throughout. Motorcycle dealers and repairers should stock this hub. It has behind it the New Departure guarantee.

SUPERIOR BALL BEARINGS

New Departure ball bearings are an American product of guaranteed merit and offer advantages over the foreign-made bearings in price and other considerations. This bearing is made in standard sizes and can be used to replace any single row bearing of standard bore, diameter and width. Automobile garages and motorcycle repair depots should stock this bearing and save money.

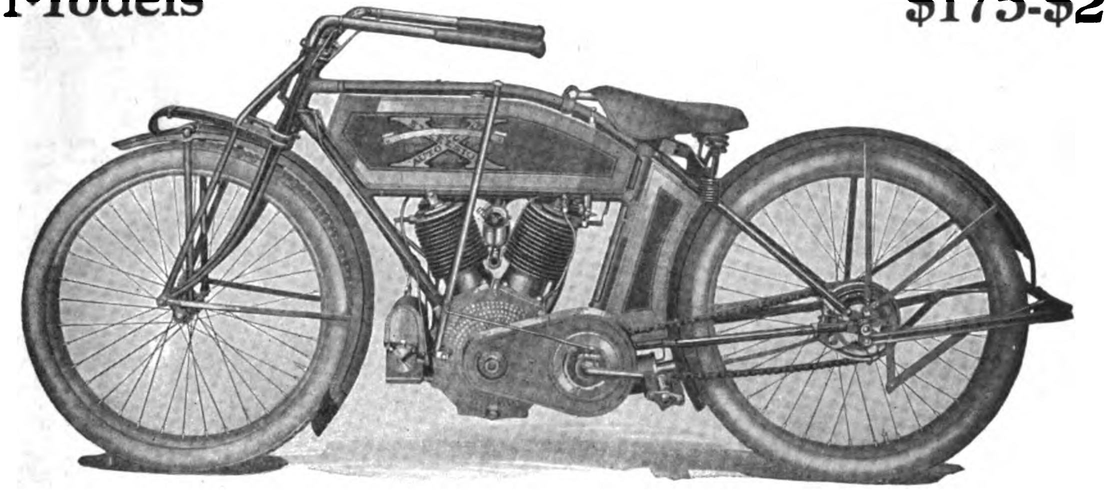


Write Today for Literature

THE NEW DEPARTURE MFG. CO., Bristol, Conn.

COASTER BRAKE LICENSORS

6 Models **$175-$250**



EXCELSIOR AUTO-CYCLE

The Excelsior Auto-Cycle makes good because it is made better. Step by step the Excelsior engine, as it is constructed, is inspected and tested.

Every cylinder is tested under water pressure the same as steam boilers are tested. After the valves are ground in the cylinders are given a thorough air pressure test. Then, only when they prove absolutely air-tight, are the engines assembled and limbered up under belt-power. Every motor is then taken to one of our twenty testing blocks and under careful inspection put through a dynometer test.

Our dynometer block test is the only test which gives the opportunity to make every engine uniform—to judge their power with absolute accuracy—and to make adjustments while the engine is running under full load. Besides that test, each Excelsior Auto-Cycle is finally tested after it is completely assembled.

The length of time spent in construction of every Excelsior engine is one of the reasons why the Excelsior always makes good.

Excelsior Motor Mfg. & Supply Co.

2201-2259 Union Street, Chicago

Be Sure It Is

PREST-O-LITE

"The Light Universal"

Ask Any Experienced Motorcyclist

He will tell you the advantages of Prest-O-Lite on your machine.

One accident on the road at night, due to poor light, costs many times the price of Prest-O-Lite.

If you are going to ride after dark, don't trust to the poor, unsatisfactory, unreliable light of a generator.

Don't get any "imitation" lighting system that is not backed by complete service.

Don't experiment. Don't take chances. Profit by the experience of thousands and get Prest-O-Lite—

When you buy your machine

Insist Upon Prest-O-Lite!

It is the ONLY gas tank that is backed by universal service.

If you are a "stay-at-home," the chances are you don't need *any* light on your machine.

But if you are going out on the open road—if you are really to realize the joys of your motorcycle—you must have service.

You will find Prest-O-Lite Exchange Stations in practically every city, town and village in the country. 15,000 agencies that guarantee you service no matter where you go.

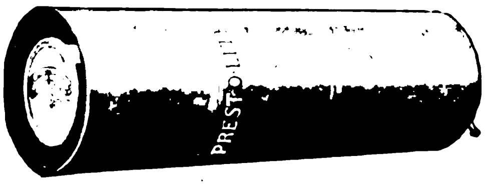
And one point more—the best time to get Prest-O-Lite is when you buy your machine.

Ask the dealer how much it will cost you to have Prest-O-Lite put on.

If you want any further information about Prest-O-Lite we will gladly send you our Motorcyclist's Booklet, showing how the small tank is easily attached to any machine. Ask for it today.

Price of Tank $10

EQUIPPED WITH GAUGE.



Dimensions: Length, 13¼ inches; diameter, 4 inches; weight, 8¾ pounds.

Our Handy Rule and Gasoline Gauge sent on request. Measures gasoline in tank; flexible for measuring tires, etc.

The Prest-O-Lite Company

246 EAST SOUTH STREET INDIANAPOLIS, INDIANA

BRANCHES AT: Atlanta, Baltimore, Boston, Buffalo, Chicago (2), Cincinnati, Cleveland, Dallas, Detroit, Denver, Indianapolis, Jacksonville, Kansas City, Los Angeles, Milwaukee, Minneapolis, New York, Omaha, Philadelphia, Pittsburg, Providence, St. Louis, St. Paul, San Francisco, Seattle.

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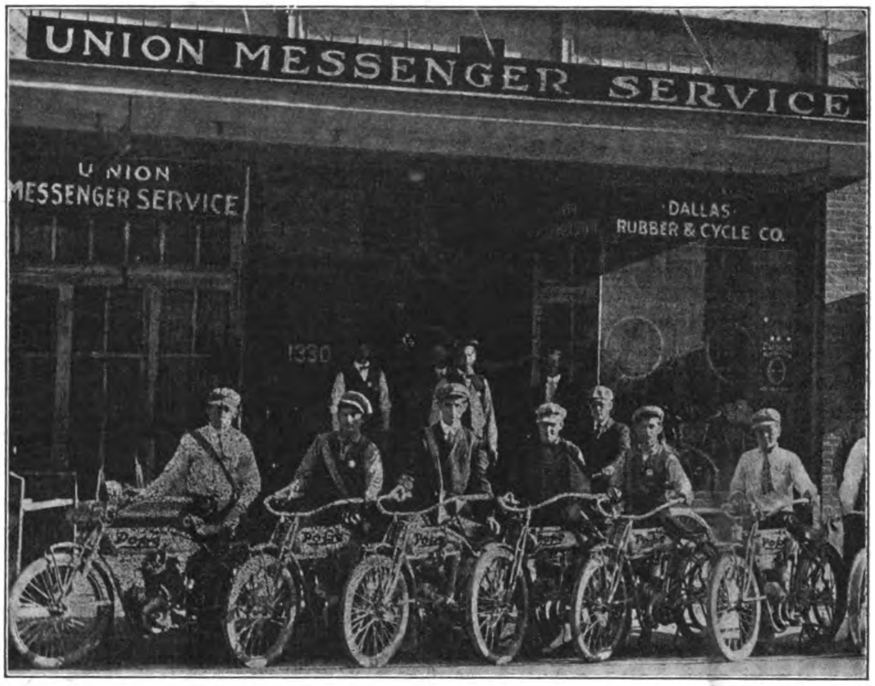
EXCHANGE AGENCIES EVERYWHERE

POPE MOTORCYCLES

For Messengers, Collectors, Solicitors

Study this picture. It tells a story of successful messenger service obtained by the use of six Pope Motorcycles.



SIX MODEL H'S USED BY UNION MESSENGER SERVICE, DALLAS, TEXAS

"Never Missed a Call"

MODEL H IS AN IDEAL MOTORCYCLE FOR ALL KINDS OF COMMERCIAL SERVICE on account of its reliability and low cost of upkeep. It has found special favor with those who are called upon to go distances in quick time, such as messengers, collectors, solicitors, linemen, policemen, etc., many of whom use and recommend the Pope above all other machines.

Pope Motorcycles have demonstrated their worth in messenger service at Dallas, Texas, where six are used by one concern—The Union Messenger Service. The proprietors say: "We wish to let you know of the success we are having with Pope Motorcycles. Their wonderful performances include usage during prolonged rains, heavy roads, etc., and we have NEVER MISSED A CALL. WE BELIEVE YOUR MOTORCYCLE IS RIGHT AND WE ARE IN A POSITION TO KNOW."

What the Messenger Boys Think of Their Pope Mounts

DALLAS, Texas, April 25, 1912.

POPE MFG. Co., Hartford, Conn.

DEAR SIRS—I have been in the employ of the Union Messenger Service for the past four years and rode the first Pope motorcycle in its service. Have covered over 5,500 miles, and made 1,300 calls, on original tires, and not a part replaced except control wire, since January 1, 1912. Have been in very bad weather and mud, and the Pope is equal to any and better than many I have ridden. Yours, (Signed) ORBIE BALDWIN.

I have been with the U. M. S. for several years, and now ride the second Pope motorcycle in the service. Have had no trouble of any kind, and while the weather has been bad and the streets very wet, I have always kept my honors of reliability and punctuality. Yours, (Signed) CLAUDE HOSEA.

I have been with the U. M. S. for some time, riding the third machine in the service, and after using the Pope, prefer it to any other. Yours,

(Signed) OLEN E. NOKES.

I am riding the fourth Pope in use by the U. M. S. and have had no trouble whatever. Tried to climb a telegraph pole to miss a wagon, and broke a front rim, but was back for work in a couple of hours, not straining the forks in the least. Yours,

(Signed) CLAUDE LE BLANC.

I am now riding for the U. M. S. on a Pope motorcycle, and after trying several others I think the Pope is the ideal machine for reliability and quick delivery. Yours,

(Signed) ROSS FISHER.

Send for Catalog and Dealer's terms. Eclipse Free Engine Pulley may be readily attached as Special Equipment. Some choice territory still unassigned.

The Pope Manufacturing Company, Hartford, Conn.

PACIFIC COAST DISTRIBUTORS

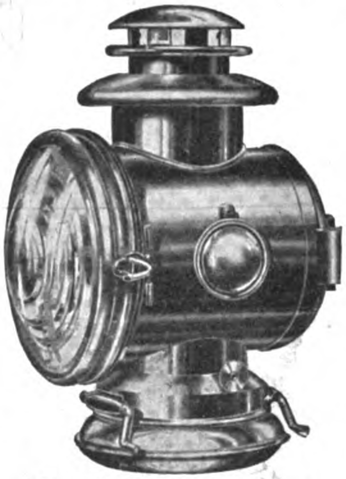
F. P. KEENAN CO., Portland, Ore.
Northwest

KIMBALL-UPSON CO., Sacramento
Northern California and Nevada

C. L. SMITH, Los Angeles
Southern California

The HamRoc Light

"Chases the Night"



"HamRoc" Motorcycle Lamp.

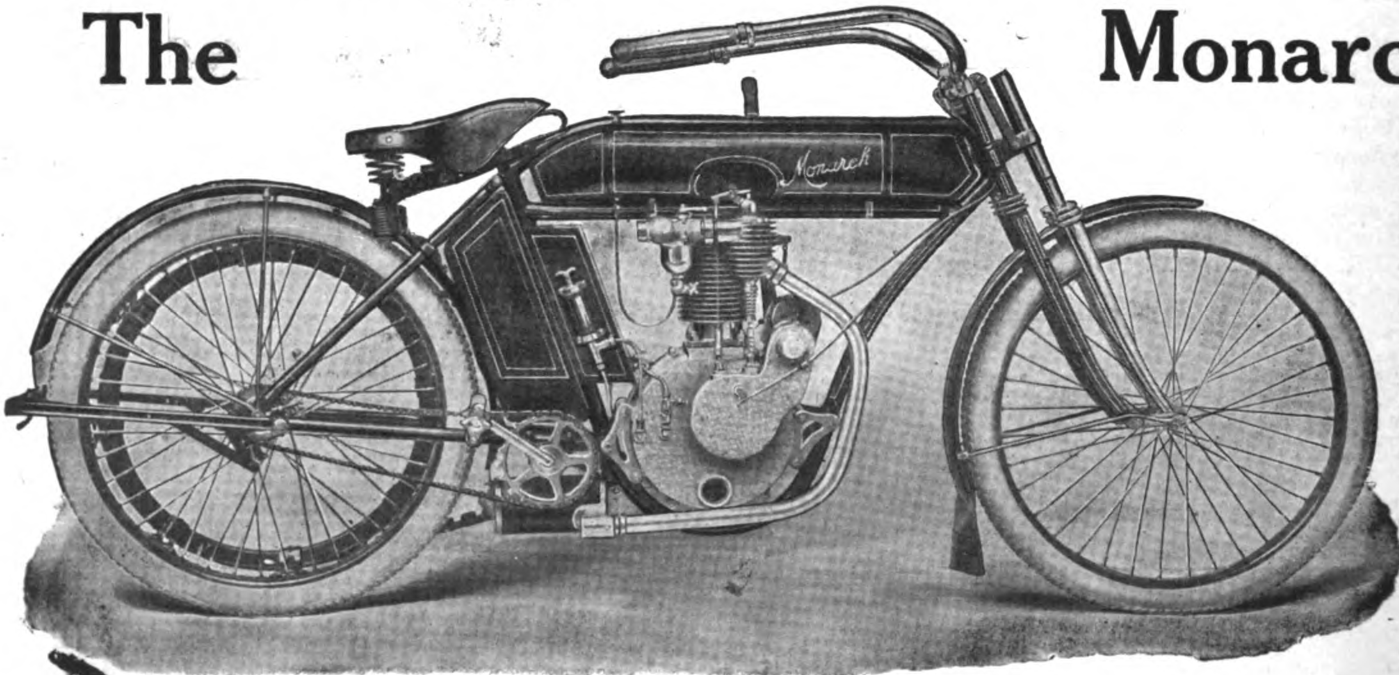
Complete and delighted satisfaction await the user of the HamRoc Lamp.

It is a combination oil and acetylene lamp, burning either at your option. The oil light is strong enough for all ordinary use, but when a more powerful, brilliant light is required, a second is all that is needed to change from one mode of lighting to the other. No need to dismount, or slacken speed. Fitted with patent optical lens that doubles the light throwing capacity. The ideal lamp for night riding over unknown roads. Sent express **prepaid** upon receipt of price.

No. 1. Polished Brass, Nickel Plated	$5.00	Finished as above, but with Brass Door, Dome and Fount Nickel Plated	$3.50
No. 2. Polished Brass	4.00	For Lamps fitted with Acetylene Attachment, add $1.50 to above prices.	
Finished in Black, Red, Blue or Gray Enamel, with Brass Door, Dome and Fount	3.00	Spade Bracket	.50
		Double Fork Bracket	1.50

C. T. HAM MANUFACTURING CO. ROCHESTER N. Y.

The Monarch



THE MONARCH is a newcomer—we cheerfully admit it. But it is just this feature that should recommend it to your serious consideration. It is the newcomer that profits by the errors of others, and we confidently assert that the Monarch is a perfectly designed composite refinement of every good motorcycle on the market, with several distinctively attractive features all its own.

Our catalog explains fully. Write for it.

IVES MOTORCYCLE CORPORATION - - Owego, Tioga County, N. Y.

COMFORT

POWER

A lively two-year old is a pretty good thing to have around, especially if it is a 1910 model of

THE FLYING MERKEL

READ THIS

Miami Cycle & Mfg. Co., Middletown, Ohio.
Gentlemen: I note that several manufacturers are taking advantage of the fact that their factory machines finished the 200-mile endurance run on May 5th, of the Invincible M. Club of Brooklyn. I thought you would be interested to know I had 1000 points with my 1910 Merkel (6 H.P.) and never made one adjustment. Very truly yours,
John Beveridge, Jr., Mt. Vernon, N. Y.

Have you a copy of catalog "B"?

MIAMI

The Miami Cycle & Mfg. Co.
MIDDLETOWN, OHIO
MEMBERS OF M.M.A.

MIAMI

California Distributors......................The Appeal Mfg. & Jobbing Co., Los Angeles.
Oregon & Western Washington....................West Coast Supply Co., Portland, Ore.
Eastern Washington, Idaho & Montana.....Spokane Cycle & Supply Co., Spokane, Wash.
Colorado & Wyoming..C. W. Brown, Denver, Colo.

(41)

SAFETY

RELIABILITY

The comfort-creating BROOKS

For saddle service there's no test like the Tour, and—

There's no test will reveal as that will the merits of the BROOKS.

The roughest road—the longest ride—vibrationless!—

The BROOKS—**the original and only genuine compound-spring saddle**—will make that possible.

And the secret is the BROOKS Patent Compound Springs—an exclusive feature obtainable only in the Saddle which bears that name.

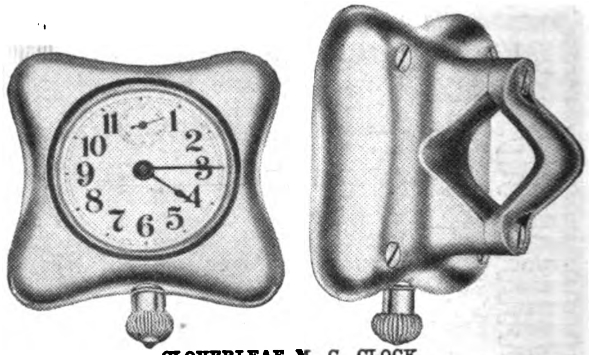
Hence, specify the BROOKS and ensure true luxury awheel.

J. B. BROOKS & CO., Ltd.
75 Criterion Works
BIRMINGHAM, ENGLAND
Distributing Agents for U. S. A.—The D. P. HARRIS HARDWARE CO., 48 WARREN ST., NEW YORK

The Brooks B170

Seat part consists of carefully moulded steel base, comfortably cushioned and covered over all with substantial leather. Being anatomically shaped, you sit IN it rather than ON it.

Motorcycle Supplies



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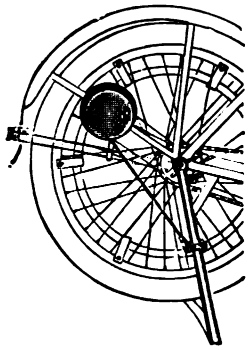

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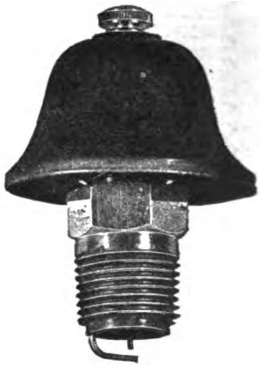

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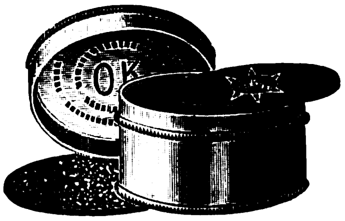

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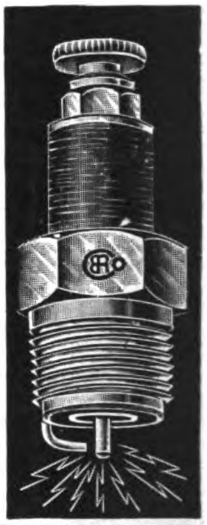

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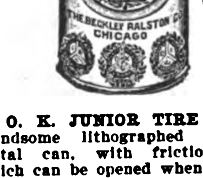

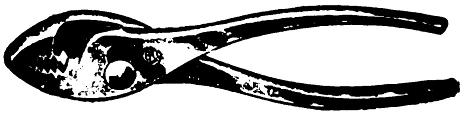

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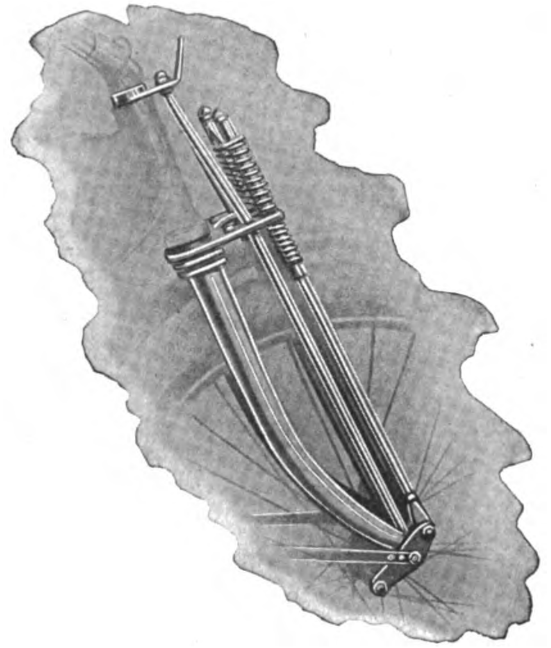

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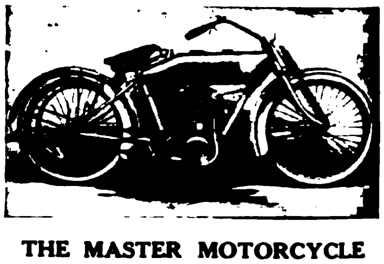

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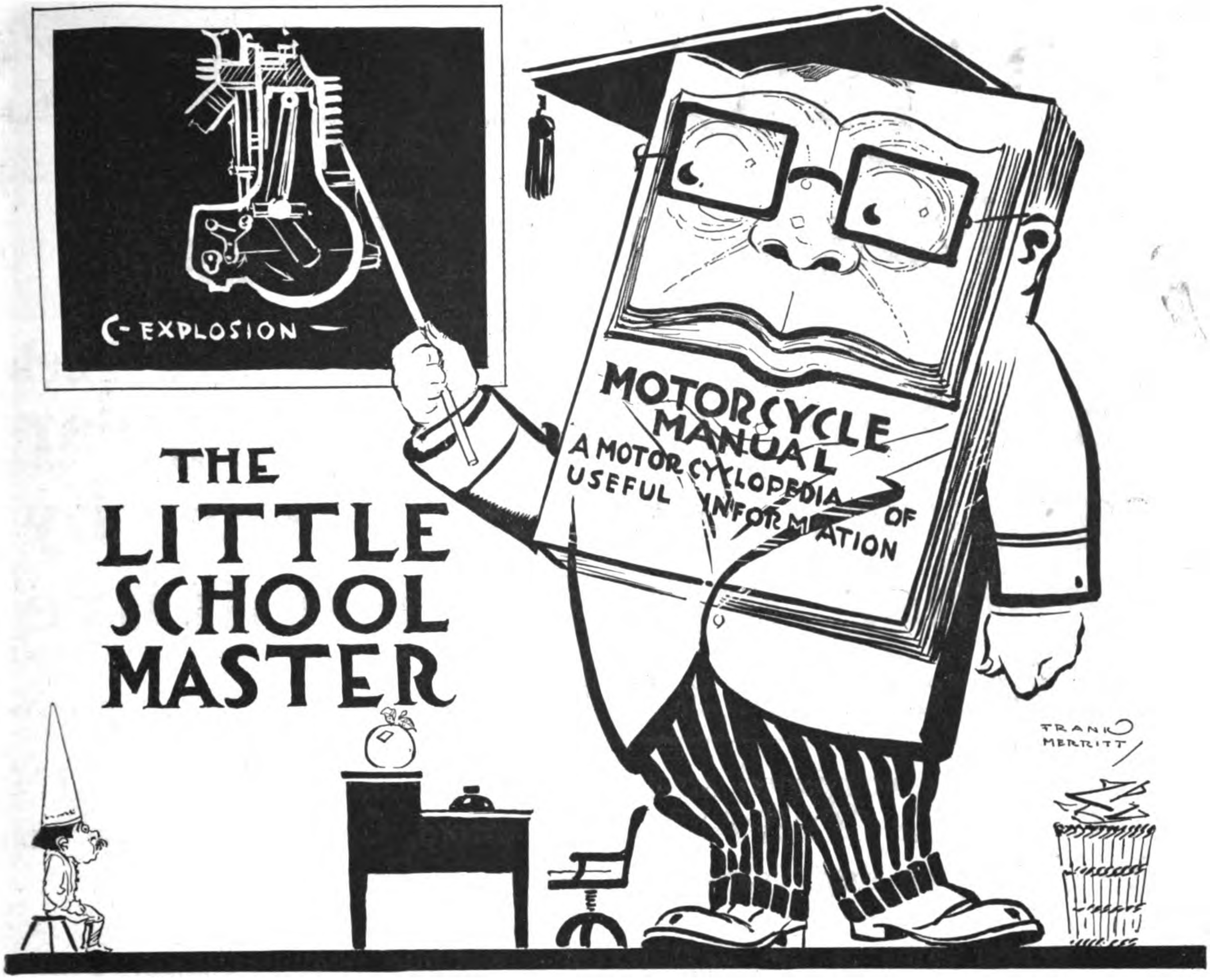
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NEW JERSEY CLUB'S 24 HOUR ENDURANCE RUN

MUD-SPATTERED, bruised and exhausted, the riders who started out of Newark in the second 24-hour endurance run of the New Jersey M. C. on Wednesday evening straggled back to the city during the afternoon of Memorial Day, with their enthusiasm and their scores in tatters. No rider completed the course, owing to the execrable roads which were encountered following the downpour of Wednesday afternoon and the continued showers of Wednesday night. Twenty-three participants, including Mr. and Mrs. Clayton Cox with their N. S. U. and side-car, pulled out of Newark on time, but only nine riders reached Phillipsburg.

Here a conference was held and only four of the boys decided to continue. They were F. W. Crosbie, P. W. Stevens, George Riechey and Watson Kluczek, the three first named riding Yale sevens and Kluczek mounting a Harley-Davidson 4. Riechey dropped out at Sussex after being overtaken by what he refers to as a cloudburst. Exhausted and battered from many falls and unable to keep on the road, he crawled under a wagon shed and later made his way home as best he could. Kluczek did not get far beyond Phillipsburg. His belt burned out, and being unable to obtain another one in the vicinity, he gave up the fight. Later he made his way to Easton, managed to get a dealer to open his store and sell him a belt, and then headed for home. That left only Stevens and Crosbie on the road. The latter met his Waterloo at Stroudsburg and a message received from Stevens late in the evening of the holiday was to the effect that he was on his way home by train.

All the riders had harrowing tales to tell when they arrived back at the club-house in Newark, and it was the consensus of opinion that a mistake was made in attempting to pull off the event under the prevailing weather conditions. No blame attaches to the club officials, however, for it was admitted that the rain of Wednesday would have caused no serious trouble if it had not been followed during the night by heavy showers. When the squad left Newark at 6.30 on Wednesday evening the sky had cleared and there was every reason for believing that the boys would encounter no further rain.

This proved to be the wildest sort of a miscalculation, for the riders had hardly settled down to their long grind before another downpour drenched them and churned the country roads into huge troughs of mud, with miniature torrents coursing over them in many places. Falls were the order of the evening and many lamps had gone out of commission before the riders reached Freehold and turned westward across the State to Trenton. One of the entrants plunged into a wayside pond, another rode through a rickety picket fence and lived to tell the tale. Still another crashed into a cow and managed to continue. Inky blackness and flooded roads made up a combination that even the road veterans could not withstand, and one by one they abandoned the course and hiked for hotels and farmhouses. Some of them could find no better shelter than farm wagons and barns, but almost anything was welcome.

The Cox side-car got into trouble near Freehold, when the exhaust valve on the machine dropped, and for hours Cox and his nervy partner worked like Trojans to get back into the grind. Riders who returned to Newark early Thursday afternoon told of seeing Mrs. Cox holding a lamp in a downpour of rain at night, while her husband tinkered with the valve. The Coxes were advised to give up the fight, but Mrs. Cox was firm in her declaration that they would finish if enough of the outfit held together to carry them. The last rider to pull away from Freehold left the side-car and its gallant crew still working in the rain on a flooded road. Such exhibitions of gameness were quite common, and it is generally admitted that any contestant who reached Freehold should have honorable mention.

The nine riders who reached Phillipsburg were Stevens, Crosbie, Riechey and Mansfield, riding Yales; Watson Kluczek, on a Harley-Davidson; Lyons, Voelker and Miller, making up the Flanders team, and Harry Snyder, of the Pierce team. Owing to the fact that no rider completed the run the contest committee of the club could make no statement as to its rulings and a special meeting was called for Friday evening for the purpose of going into the situation carefully. Gold, silver and bronze medals were to have been awarded for the best general scores, a gold medal for the rider showing the most consistent performance and a silver cup for the winning trade team.

The starters and their mounts were as follows:

Yale team—P. W. Stevens, East Orange, 7 Yale; George Riechey, East Orange, 7 Yale, and Elmer W. Crosbie, Newark, 7 Yale.

Indian team—Howard E. Hill, East Orange, 7 Indian; William Brown, Newark, 7 Indian, and Carl Segelbach, Newark, 7 Indian.

Pierce team—Edward K. Van Almkirk, Rochester, 5 Pierce; William B. Allen, Elmira, 5 Pierce, and Harry Snyder, Paterson, 5 Pierce.

Flanders team—Fred Voelker, New York; Eugene Miller, New York, and H. B. Lyon, New York, all Flanders fours; Mr. and Mrs. Clayton Cox, Elizabeth, 7 N. S. U. and side-car; Harry F. Mansfield, Newark, 4 Yale; Herbert Weaklien, Newark, 7 Indian; Harry L. Clark, Newark, 7 Indian; Norman E. Heil, Paterson, 7 Merkel; Watson J. Kluczek, Newark, 4 Harley-Davidson; G. B. Hooper, Newark, 6 N. S. U.; Fred W. Beitner, Bridgeport, 4 Harley-Davidson; Fred Cordes, Newark, 6 Excelsior, and Clarence E. Caldwell, Bridgeport, 6 Excelsior.

The committee in charge of general arrangements for the run was made up of P. W. Stevens, chairman; E. W. Crosbie, W. E. MacDougall, Jr., Peter Cunningham, Roy Pascal, George E. Post, Henry Seib and Seth Eberhardt. The first control, at Freehold, was in charge of A. T. Spencer; the second, at Trenton, was handled by the officers of the Central Jersey M. C., who also provided much-needed refreshments for the boys; at the third control, in Phillipsburg, Earl Eckel, the well-known Washington (N. J.) rider was in charge; Ralph Babcock presided over the fourth control, at Port Jervis, E. W. Allen was stationed at Newburg (N. Y.) and Roy Pascal was in charge of the checking at Cushmall Hill. At the club house the checking sheet was in the hands of Financial Secretary Peter Cunningham. The run was started from the club headquarters, 339 Washington street.

RACES AT HAWTHORNE, CHICAGO.

TEN-MILE, free-for-all, 61 class; Don Johns (Excelsior), first; Matthews (Thor), second; Ed. Bomark (Indian), third. Time, 9:27⅖.

Five miles, private owners, 30.50 class; Fred Pierson (Indian), first; W. Williamson (Excelsior), second; time, 6:33⅖.

Ten miles, free-for-all, 30.50 class; Matthews (Thor), first; D. Rapini (Thor), second; time, 11:00⅘.

Five miles, trade riders, stripped stock machines, 61 class; Matthews (Thor), first; Ed. Bomark (Indian), second; time, 5:03⅘.

Five miles, free-for-all, 61 class; Illinois State championship; Don Johns (Excelsior), first; Matthews (Thor), second; time, 4:49⅗.

Twenty miles, free-for-all, 61 class; Don Johns (Excelsior), first; Matthews (Thor), second; Bomark (Indian), third; time, 18:47⅘. Bomark had one mile handicap. Johns made up this distance and led Bomark by half a mile at the finish.

This issue of Motorcyle Illustrated will reach subscribers a day later than usual. The delay is due to the inclusion of Decoration Day racing news.

RACING MEETS

GOOD SPORT AND BIG CROWDS AT CLEVELAND SAUCER

CLEVELAND, May 30.—This afternoon's races at Luna Park were the prettiest yet held on the Cleveland saucer and a large crowd packed the stands to capacity long before the starting. The sun beamed down upon the spectators when Referee McConnell called the start, the first event on the program being a three-mile match race between Philadelphia and Cleveland riders. Carslake and Hunter represented Cleveland and Hollenbach and Klebes represented Philadelphia. Hollenbach took the lead for thirty yards, with Carslake second and steadily gaining. Carslake finally passed the Quaker City lad and held the lead to the finish. Schrieber won the amateur race, Huntsbery and Henikman having engine trouble, with Roehl, a new-comer, a close second. The three-mile invitation pro. was the hottest affair of the afternoon, Standen, Seliga and Gibson finishing neck and neck, with Standen in the lead by inches. In the second heat of the three-mile pro., the finish was so close that a dispute arose as to relative positions of Hollenbach and Carslake. The Philadelphian was finally awarded second, with Carslake third. Summaries:

First heat—Three-mile professional match between Philadelphia and Cleveland: Carslake, first; Hollenbach, second; Klebes, third, and Hunter, fourth. Time 2:44. Second heat—Klebes, first; Hollenbach, second; Carslake, third; Hunter, fourth. Time, 2:17½.

Twenty-five-mile amateur race for 7 h. p. machines—Schrieber, first; Roehl, second; Huntsbery and Henikman, out. Time, 4:53¾.

Two-mile invitation professional—Standen, first; Seliga, second; Gibson, third. Time, 1:33½.

First two-mile heat of the five-mile free-for-all pro.—Carslake, first; Klebes, second; Gibson, third. Time, 1:31⅕.

Second two-mile heat of the five-mile free-for-all—Seliga, first; Hunter, second; Huttinger, third. Time, 1:32⅘.

Final, five miles—Carslake, first; Seliga, second; Gibson, third. Time, 4:06¾.

HUGE CROWD AT NIGHT.

AN enormous crowd filled the stands a half hour before the races. The ropes were stretched in the arena and thousands were turned away at the gate. There were 18,000 paid admissions. All the races were hotly contested. Fortune smiled on the speed boys and the usual tire troubles were not experienced. Carslake ran away with two out of three heats of the Intercity match race with the Philadelphians in fairly fast time. Henikman showed his rear shoe to the amateurs in the fastest time yet made by amateurs on the saucer. Summaries:

First heat of Intercity pro.-match race—Two miles: Hollenbach, first; Carslake, second; Seliga, third. Time, 1:30.

Second heat—Carslake, first; Hollenbach, second; Klebes, third. Time, 1:29.

Final heat—Carslake, first; Hollenbach, second; Seliga, third. Time 1:30.

Five-mile amateur for 7 h. p. machines—Henikman, first; Schrieber, second; Roehl, third. Time, 4:52⅖.

Two-mile invitation professional—Hunter, first; Huttinger, second; Standen, third. Time, 1:34⅘.

Five-mile free-for-all pro.—First heat (2 miles), Carslake, first; Gibson, second; Knapp, third. Time, 1:40⅕. Second heat—Hunter, first; Seliga, second; Huttinger, third. Time, 1:34⅘. Final (five miles)—Carslake, first; Seliga, second; Gibson, third. Time, 4:02⅖.

THE NIGHT BEFORE.

CLEVELAND, Ohio, May 30.—Owing to threatening weather the attendance was below normal at last night's races on the new motordrome, but fast time and pretty racing predominated. The first event, between Hollenbach, of Philadelphia, and Brownie Carslake, of Melbourne, Australia, came to an abrupt end at the finish of the third lap when the Australian broke his chain and dropped his countershaft in some unaccountable manner. The amateur event, second on the program, was won by Huntsbery after a see-sawing affair with Schrieber. Fast time was made in nearly every event. In the second heat of the five-mile free-for-all, the finish was hot. Hollenbach took the lead and steadily increased his gain on Carslake and Seliga. The Philadelphia boy lost his lead to Carslake at the tape, however, the Australian winning by inches. The finish was so hot that Seliga elbowed Carslake, sending Seliga up on the fence at the top of the track. He rode along for thirty feet, then dropped back safely on the track. In the afternoon tryouts Knapp blew a front tire but escaped with bruises and minor cuts. Summaries:

Match, two miles, between Carslake and Hollenbach; called off on account of Carslake breaking chain and losing countershaft.

Five-mile amateur, Huntsbery, first; Schrieber, second; Henikmann, third. Time, 5:11.

First heat, three-mile invitation pro, Klebes, first; Hunter, second; Gibson, third. Time, 2:16⅖.

Second heat, three-mile invitation pro; Stanton, first; Seliga, second; Huttinger, third Time, 2:23⅖.

Second heat, two-mile match pro; Hollenbach, first; Carslake, second. Time, 1:34⅕.

First heat, five-mile pro; Klebes, first; Hunter, second; Gibson, third. Time, 1:37.

Second heat, five-mile pro; Carslake, first; Klebes, second; Seliga, third. Time, 1:35⅕.

Final, three-mile invitation pro: Klebes., first; Stanton, second; Seliga, third. Time, 2:11⅘.

Final of five-mile free-for-all pro; Carslake, first; Hunter, second; Gibson, third. Time, 4:02⅘.

CLEVELAND HILL-CLIMB.

THE hill-climb held by the Cleveland club on the Warner hill was a great success. Six events were on the program, but one event, the flexibility contest, was eliminated in order that contestants might attend the racing at the Luna Stadium. It was a Thor day in both the twin and single classes. Hawkins made the fastest time of the day, 28⅗ seconds. Kumler, on an R.-S. twin, carrying a tandem passenger, won the formula event. Summaries:

Stock, 30-50—Storm, Thor, first; Kumler, Flanders, second; Ferguson, Yale, third; time, 43 seconds.

Stock, 61—Hawkins, Thor, first; Booth, Indian, second; Patterson, Thor, third; time, 29 seconds.

In event three, Kumler, with Perry as passenger, on an R.-S., first; Colgrove, Thor, second; Ferguson, Yale, third; time, 56 seconds.

Thirty-fifty, open—Storm, Thor, first; Ferguson, Yale, second; time, 43⅖ seconds.

Sixty-one class, open—Hawkins, Thor, first; Booth, Thor, second; Kumler, R.-S., third; time, 28⅗ seconds.

SECRET RUN SUNDAY, THE 9TH.

THE first secret run of the Harley-Davidson Club from Philadelphia to Atlantic City, N. J., will be held on Sunday June 9, or in case of rain, the first favorable Sunday thereafter. This is to be held under the rules and with the sanction of the F. A. M. The prizes are as follows: First, gold-filled Elgin watch; second, United States tire and tube; third, Goodyear tire and tube; fourth, Solar lamp and generator; fifth, United States tire; sixth, Goodyear tire; seventh, United States inner tube; eighth, Goodyear inner tube; ninth, horn; tenth, set of Standard pedals; eleventh, handle bar watch and holder; twelfth, eighteen-inch hand pump; thirteenth, spark plug

WOLTERS WINS BIG EVENT

Captures Six-Mile G. A. R. Sweepstakes on the Chicago Motordrome in Presence of Big Crowd.

CHICAGO, May 30.—Joe Wolters, of Chicago, last year's hero of the Motordrome, came into his own at Riverview tonight when, on his Excelsior, he led the best field of motorcyclists in the country to the finish in the Grand Army of the Republic sweepstakes, the feature of the racing card. Charley Balke, of Los Angeles, was second, with William Samuselson, of Salt Lake City, third, and Ray Seymour fourth. The first three finished closely bunched, the six miles being covered in 4:12⅕.

The match race between Dave Kennie, of Los Angeles, and Court Edwards, of Denver, ended in a neat victory for Kennie after Edwards had won the second heat. The final of this event was at three miles, and Kennie made the fifteen laps in 2:14⅕. "Speedy" Hasha and William Samuelson carried off the honors in the other professional races, while the three-mile amateur event went to Peter Wenk. The Stadium was packed, the crowd being the largest of the season. The Bowler Sweepstakes will be the feature event Saturday night. Summaries:

Nine-mile race, three heats, three miles each—Classes A and B, professional: First heat, Class A, three miles—Hasha, first; Seymour, second; Balke, third; time, 2.03⅕. First heat, Class B, three miles—W. Samuelson, first; Edwards, second; T. Samuelson, third; time, 2:18⅖. Second heat, Class A, three miles—Balke, first; Seymour, second; Hasha, third; time, 2:05. Second heat, Class B, three miles—Kennie, first; Humiston, second; Renel, third; time, 2:18⅖. Final heat, Class A, three miles—Hasha (Indian), first; Balke, second; Seymour, third; time, 2:04. Final heat, Class B, three miles—W. Samuelson (Indian), first; Kennie, second; T. Samuelson, third; time, 2:11.

Four-mile event for amateurs—P. Wenk (Thor), first; E. W. Shaw, second; H. T. Mitchell, third; time, 3:15⅖

G. A. R. Sweepstakes, six miles—J. Wolters (Excelsior), first; Balke, second;; W. Samuelson, third; Seymour, fourth; time, 4:12⅕.

Match race, three miles: First heat (two miles)—Kennie (Thor), first; time, 1:33. Second heat—Edwards, first; time, 1:34. Final (three miles)—Kennie, first; time, 2:14⅕.

NATIONAL CAPITAL PROGRAM

WASHINGTON, May 30.—The motorcycle and automobile races today at Bennings track drew an immense crowd, testifying to the widespread interest in Washington and Baltimore in motor sports. The track was in the pink of condition. The races were sanctioned by the American Automobile Association and the Federation of American Motorcyclists. There were six motorcycle races and three automobile events.

The officers were: Referee, H. E. Duckstein; judges, Harry Ward, William Ullman and John K. Heyl; timers, J. L. Wilson, C. L. Clements, A. O. Hutterly, Maj. Leroy W. Herron and T. O. Wansleben; scorer, S. S. Grogan; umpires, Lester Marx and E. M. Dodson; starter, Howard Fisk; assistant starter, A. B. Cross; clerk of the course, W. F. Throop; A. A. A. representative, Horace Chandler.

The events were run without accidents with the exception of two spills during the motorcycle racing due to skidding. Marsh, on an Indian, was thrown but was not hurt, and Dessac, on a Thor, plunged over a fence but was not badly hurt. Results:

Three miles, private owners, stock machines, 30.50 cu. in.—First, Meyer, Indian, 4:32⅖; second, Morrison, Excelsior; third, Tromark, Merkel.

Five miles, club members only, stock machines, 30.50 cu. in.—First, Dedge, Indian, 5:59⅕; second, Morrison, Excelsior; third, Thome, Haverford.

Ten miles, open, 30.50 cu. in.—First, Tiemeyer, Indian, 13:33; second, Dedge, Indian; third, Fleckenstein, Indian.

Five miles, open, 61 cu. in.—First, Fleckenstein, Indian, 6:03⅘; second, Tiemeyer, Indian; third, Mongald, Indian.

Three miles, stock machines, 61 cu. in. (changed from ten miles)—First, Fleckenstein, Indian, 4:39; Dedge, Indian; third, Mongal, Indian.

Five miles, free-for-all, 61 cu. in. (changed from ten miles)—First, Fleckenstein, Indian, 6:00; second, Tiemeyer, Indian; third, Mongald, Indian.

STAUDER IS ELMIRA STAR

ELMIRA, N. Y., May 30.—"Eddie" Stauder, of Rochester, was the star of today's meet, winning three out of the four events which he entered. The track was heavy owing to the heavy rains of last night and this morning. Good time was made however, and the races proved intensely interesting to the thousand or more spectators. Teasdale, of Elmira, and Bishop and Stauder, of Rochester, furnished the features of the afternoon. In the sixth event, a 10-mile private owner race, Teasdale and Bishop furnished the prettiest race of the day. Another meet will be held here on the Fourt of July. Robert S. Morton, of Brooklyn, N. Y., acted as referee. The summaries:

Three-mile novice, Sturges, Elmira, first; time, 6.58⅗. Laycock, Rome, second.

Ten miles, open, Stauder, Rochester, first; time, 13:21⅗. Teasdale, Elmira, second; Peters, Elmira, third.

Five miles, private owners; Bishop, Rochester, first; time, 6:56. Teasdale, Elmira, second; B. E. Sturges, Elmira, third.

Ten miles, open miss-and-out; Stauder, Rochester, first; time, 13:37. Bishop, Rochester, second; Teasdale, Elmira, third.

Five miles, open; Stauder, Rochester, first; time, 7:00. Bishop, Rochester, second; Laycock, Rome, third.

Ten miles, private owners; Teasdale, Elmira, first; time, 13:25; Bishop, of Rochester, second.

Fifteen mile open event; Bishop, Rochester, first; 20:51. Stauder, Rochester, second; Laycock, Rome, third.

Teasdale was thrown from his machine twice during the afternoon; once in the fifth race and in the last race. The latter time he sustained slight injuries to his arm and leg. Stauder was spilled in the last race also, but managed to get up and win second place. Teasdale was compelled to retire after his spill in the fifteenth lap of the last event.

RAIN AT SALT LAKE.

SALT LAKE, Utah, May 30.—The motorcycle races scheduled for the Wandamere Motordrome today were postponed on account of rain.

DETROIT'S FAST CARD

DETROIT, MICH., May 30.—Don Klark, the Detroit boy, was the most consistent winner in the races here today, leading the field in three events and taking third in another. McLean was runner-up in the number of firsts, finishing ahead of the other starters on two occasions and taking second to Klark in the handicap affair. Klark also went out after the track record held by himself at 49 seconds, but negotiated the oval five seconds slower than on his previous trial. The summary:

Five-mile novice—McLean, Indian, first; Hillmaster, Merkel, second; McCaffrey, Indian, third; time, 5:28.

Ten miles, 61 cu. inch machines—Klark, Indian, first; Mahon, Indian, second; time, 9:23⅕.

One mile trial for time—Klark, 53⅗ seconds.

Five miles, 30-50 cu. inch stock machines—Ruprecht, Indian, first; Dougherty, Indian, second; time, 6:54.

Ten miles, 61 cu. inch stock machines—McLean, Indian, first; Dougherty, Indian, second; Klark, Indian, third; time, 10:45⅗.

Ten-mile handicap, open—Klark, Indian, first; McLean, Indian, second; Dougherty, Indian, third; time, 9:08.

Unknown-distance race, 16 miles, private owners—Klark, Indian, first; Mahon, Indian, second; Swafford, Indian, third; time, 15:51⅖.

SPRINGFIELD RECORD GOES

SPRINGFIELD, Ill.—Holman Johnson, of St. Louis, came here for scalps today in the second annual meet of the Illinois Motorcycle Club and tonight went home with them, as well as some new track records,tucked under his belt. L. P. Stone, of St. Louis, on a Thor single did his share of the winning also after he found out that his spark plug was full of dirt and cleaned it. The surprise of the day was the work of Walter Holley, of Jacksonville, on an old Harley-Davidson, vintage of 1908, on which he romped home the winner in two races before the other riders seemed to figure him as a contender to be reckoned with.

Johnson broke his own record for the local track, by making the distance in 56⅕, on his fifth mile of the ten-mile handicap. in which he was forced to work to the limit to come home a winner over Blucke, a local rider on a Harley single. He also cut down his own record of 10:02⅗ for the ten miles to 9:20⅕. The entry list included twenty-two of the fastest riders in Illinois and Missouri, and kept the crowd of 8,000 persons on their feet from 1 o'clock until 5:30.

Five miles, private owners, singles—First, W. Holley, Harley-Davidson; second, R. L. Stone, Thor. Time, 6:56½.

Five miles, trade owners, singles—First, W. Holley, Harley-Davidson; second, Rudolph W. Blucke, Harley-Davidson; third, Charles Hilton, Thor. Time, 6:58⅗.

Five miles, trade riders, twins—First, Paul Degner, Indian; second, Rudolph W. Blucke,. Harley-Davidson; third, L. P. Stone, Thor. Time, 5:34.

Five miles, trade riders, twins—First Holman Johnson, Indian; second, J. Ingels, Indian; third, William G. Pierce, Indian. Time, 4:55⅕.

Ten miles, private owners, singles—First, L. P. Stone, Thor; second, W.

Holley, Harley-Davidson. Time. 1:25⅘.

Ten miles. trade riders. singles—First, Rudolph W. Blucke, Harley-Davidson; second, W. Holley, Harley-Davidson. Time, 11:23⅖.

Ten miles, private owners, twins—First, Paul Degner, Indian; second, Lewis Biesenthal, Indian: Time, 12:05⅘.

One-mile time trials, twins—Hollman Johnson, Indian, 56⅕; Wm. G. Pierce, Indian, 1:30.

Ten-mile handicap, open—First. Hollman Johnson, twin Indian; second. Rudolph W. Blucke, single Harley-Davidson; third, Lewis Biesenthal. twin Indian. Johnston's actual time, 9:20⅕.

Five-mile handicap. open—First, L. P. Stone, Thor; second. Lewis Biesenthal, Indian twin; third, James Ingels, Indian twin. Time. 5:16⅖.

Ten-mile open 61 cu. in. limit (instead of 25-mile handicap)—First. L. P. Stone, Thor single; second. William G. Pierce, Indian twin. Time, 10:39⅗.

JOLIET 100-MILE RACE

On Dirt Track Won by Glenn Peterson in Two Hours; Cooley Second —5,000 Spectators on Hand.

JOLIET, ILL., May 30.—Hugging the rail all the distance and maintaining a steady average speed of fifty miles an hour, Glenn Peterson (Indian), of Joliet, won the hundred-mile grind at the annual meet of the Will County Motorcycle Club at the Ingalls Park track this afternoon. His time was two hours flat. A. Cooley (Indian), who led the field of six starters until the seventy-sixth mile, when his machine went dead for a time following a change of lubricating oil, finished less than a mile behind Peterson, and Howard Hyde (Indian). broke the tape third, four miles in the rear. 7 h. class—Allen. first; Perry. second; Stoll. third; time, 5:44⅘. Five-mile free-for-all—Hyde. first; Cooley. second; Fox, third; time, 6:20. Frank Beck rode an exhibition five miles in 5:31.

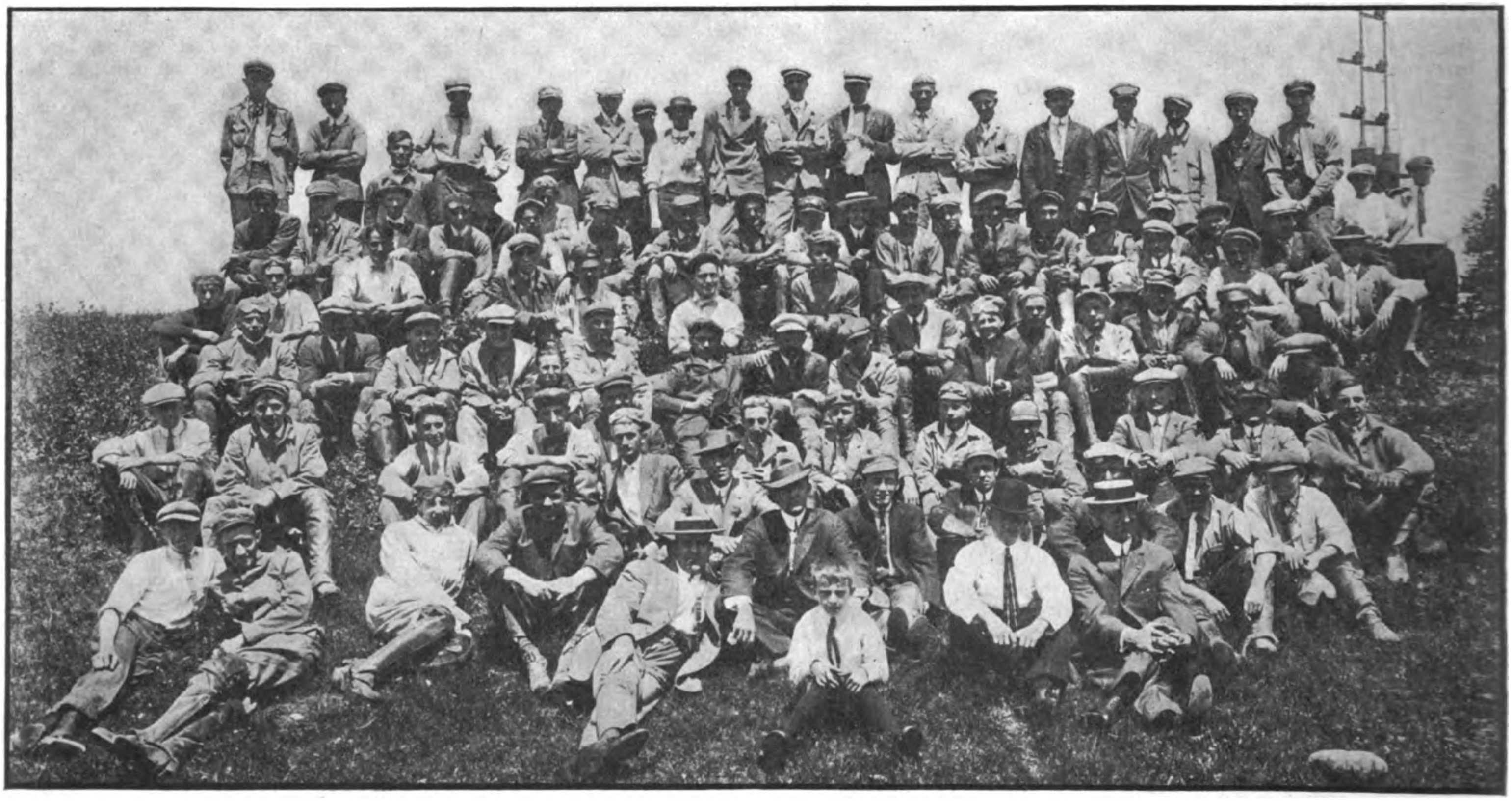
Five thousand people saw the race. and the keen competition up to the last minute made them stick to the finish. The track is a one-mile dirt circuit.

The winners in the other events of the day were: Ten miles, 61 inch—Allen (Harley-Davidson), first; Perry (Indian), second; Stoll (Indian), third; time, 11:22. Five miles, 7h. machines—Allen, first; Perry, second; Stoll, third; time, 5:44⅘. Five-mile free-for-all—Hyde, first; Cooley, second; Fox, third; time, 6:20. Frank Beck did an exhibition five miles in 5:31.

TO DOUBLE FEDERAL OUTPUT.

PLANS are being prepared by the Federal Rubber Manufacturing Company for a six-story addition to their enormous plant at Cudahy. This building. which will be 400 x 100 feet. was not contemplated in the original plans of the company, and when built will more than double the present capacity of the plant. The total floor space occupied at present, not including the projected six-story addition, nor other buildings now in course of construction, is 170,000 square feet.

CINCINNATI AND DAYTON RIDERS VISIT HOME OF THE FLYING MERKEL



MORE motorcycles were seen on the streets of Middletown, Ohio, on Sunday last, the 26th ult., than ever before graced that thriving city of industries, despite the fact that one of the largest motorcycle plants in the country is located there. The occasion was an invasion of members of the Queen City Motorcycle Club, of Cincinnati, and the Dayton Motorcycle Club, who rode to Middletown to view the big plant of The Miami Cycle & Manufacturing Company.

The Dayton club left the Gem City at 9 o'clock, about 35 strong, under the leadership of Captain Jacobs, of New Era Endurance Run fame, and the Cincinnati brigade left at practically the same hour. Both divisions picked up quite a number of riders en route, and altogether a few more than one hundred motorcyclists arrived in Middletown.

They first went out to the plant of The Miami Cycle & Manufacturing Company, where they were welcomed by President K. K. Jacoby, Treasurer H. S. Wise, Sales Manager James W. Ash, Superintendent Charles R. Miller, and last, but not least, Chief Engineer Joe Merkel.

While the riders lined up for their photograph the "Joe Weber" of the Cincinnati club, and the "Lew Fields" of the Dayton aggregation, got into a wordy warfare, which lasted until after Sales Manager Ash had made several praiseworthy though quite ineffectual attempts to get a lineup of practically one hundred motorcycles and riders on a 3-A Kodak film. After taking a view of them all lined up in front of the factory, H. G. Pohl, formerly of Buffalo, suggested that the big digout in the field opposite the factory would make an excellent stage setting for a modern version of "The Melting Pot." The picture taken there is here reproduced.

After checking in at the factory entrance. the visitors were divided into squads and shown through the immense plant.

Following the thorough inspection of the plant, the riders paraded downtown to the United States Hotel, where luncheon was served with Sales Manager Ash as host.

MOTORCYCLE
ILLUSTRATED
THURSDAY, MAY 30, 1912

WOULD ABOLISH F. A. M. DISTRICTS

Chairman of Legal Action Committee Will Offer Amendments to F. A. M. Constitution and By-Laws with a View to Making Each State a Governmental Unit. E. M. Estabrook's Views.

BIG, but lacking in compactness and solidity; growing rapidly in membership and influence, nevertheless weak at the very roots of the organization—such is today the Federation of American Motorcyclists. The present condition of affairs is accurately indicated by Chairman Estabrook, of the membership committee, in his straightforward, practical letter published below. One cannot read Estabrook's communication without coming to the conclusion that he blames the present district government system, which is unwieldy and which has been, except in one or two instances, unproductive of results.

The exceptions simply prove the rule, and in order to bring the whole matter squarely before the national assembly, a series of amendments aiming to abolish the district vice-presidencies, and to place all responsibility squarely upon the shoulders of the State commissioners, will be introduced by the chairman of the legal action committee at the Columbus meeting next July. The amendments roughly outlined below are not intended to provide in all details a complete substitute for the present form of government, but simply to lay the foundations for a new structure, the need of which is generally recognized by those who have been at all intimately associated with the work of the organization. The proposed amendments are as follows:

The State the Unit.

Substitute for Sections 1 to 12 of Article IV of the Constitution, the following: "For convenience of government this Federation shall be divided into units comprising individual States and, in addition, as many districts as from time to time may be organized in Alaska, Philippine Islands, Hawaii, Porto Rico, Cuba, Mexico or in any other foreign territory. All responsibility for the growth and development of the organization in each of these units shall be borne by a commissioner to be appointed by the National President, said appointments to be approved by the Board of Directors."

The Officers.

Amend Section 1 of Article V of the Constitution to read: "The officers of the Federation shall be a President, a Secretary and a Treasurer, who shall be elected for a period of one year, and commissioners for each State and foreign district, to be appointed as above provided for. The governing body of the Federation shall be six directors who, together with the two living preceding ex-Presidents and President, shall constitute the Board of Directors." Amend Section 3 of the same article by striking out the words "the eleven Vice-Presidents, one for each district."

Secretary Gibson's Amendments.

Amend Section 1 of Article 1 of the By-laws by striking out "or the District Vice-Presidents." This amendment is offered by Secretary-Treasurer Gibson, who will also move to strike out Section 2 of the same article. Mr. Gibson's amendments have reference to the present confusing method of having some of the dues paid to Vice-Presidents. He will also move to have Section 2 of Article III read: "The annual dues shall be paid to the National Secretary," and to amend Section 5 of Article VIII by substituting for the word "President" the words "National Secretary."

The Chairman of the National Committee on Legal Action will move amendments to omit all reference to District Vice-Presidents in the By-laws, as follows:

Article I, Section 7; Article III, Section 2; Article V Sections 1, 2, 3, 4 and 5.

He will move to amend Sections 2 and 3 of Article V to provide for the appointment of county, local and ward commissioners, and to specify their duties and respective relations. Also an amendment, as already announced, to the effect that: "It shall also be the duty of each State Commissioner to report monthly, as nearly as possible on the 15th day of each month, any information he may have obtained regarding touring conditions in his State; of the passage or contemplation of any local, county or State legislation affecting motorcyclists; the organization of new clubs and any other information that may assist the National Committees in their work. Such reports shall be submitted as aforesaid by each State Commissioner to the National Secretary." (It may be advisable, instead of loading this work upon the National Secretary, to have another official, to be known as the National Vice-President, to receive and compile these reports.)

"At weekly intervals, or at once in the event of its being imperative, the National Secretary (or the National Vice-President) shall, from the information contained in the monthly reports of the State Commissioners, tabulate and mail to the Chairman of each National Committee all the information that may be of value to each of the said committees. A copy of each report so prepared for the Chairman of each National Committee shall also be sent to the President of the F. A. M.

"It shall be the privilege and duty of the President to insist upon the resignation of any State Commissioner who fails to comply with the Constitution and By-laws."

Amend Section 1 of Article X of the By-laws to read: "Any member removing from one State to another may obtain membership in the latter State by filing with the National Secretary notice of such removal. The Secretary shall notify the respective State Commissioners of such transfer."

The matter of the organization of States is not taken up in any of the above proposed amendments. Whether it would be wise to organize each State as the districts are now supposed to be organized is a big problem and suggestions bearing upon its solution are in order.

Chairman Estabrook's letter, in which he mentions some of the deficiencies which the above amendments are designed to remove, is as follows:

"Now this is not intended to be a fault-finding letter, as the chairman is fully aware of the conditions and circumstances bearing on the work of a State commissioner. Such facts or conditions as I lay bare are merely to assist our officers or delegates to a better understanding of working conditions, in order that they may devise some more efficient system or suggest ways of improving the present one.

Possibilities of Organization.

"While organization may not prove in all cases that it is efficient in rolling up the membership, still I believe in it and the principle. It offers possibilities at least, while with only one lonely State commissioner to cover a whole State, it makes the F. A. M. look exceedingly thin.

"I believe the rule to work from is to appoint a commissioner for every town and hamlet in which we have an F. A. M. member. Every county should have its county commissioner and all cities should have a city commissioner who would appoint ward assistants.

Measure of Efficiency

"In order to bring about this desirable condition of F. A. M. organization, I would suggest that the efficiency of a State commissioner be measured, not by membership results, but by the number of commissioners he has appointed.

"This may seem to be taking a radical view, or seeking to rob the State commissioner of some credit, but I do not see it that way. To begin with, the State commissioner is not the only one working in his State. First, there are the motorcycle journals and, secondly, the advertisements of the F. A. M. sent out through many catalogs and house organs. Then we have several hundred F. A. M. clubs, to say nothing of as many more club prospects which are continually making good, perhaps unknown to the State commissioner.

"More than this there are probably many hundreds of dealers who do the F. A. M. a good turn when the opportunity offers, as I can testify. Then we have five hundred registered shops, which are organizing clubs and taking care of individual memberships with literature always on hand. I might also mention the fact that these F. A. M. shops are displaying our F. A. M. signs, with invitations to 'join the F. A. M. here,' while about 250 shops are using our little repair shop electro on their stationery and on special matter.

"During the past two years there has been distributed throughout the country—reaching every nook and corner where a motorcycle has been delivered—115,000 envelopes containing an assortment of F. A. M. literature.

"Chairman Thornley and his referees and Secretary Gibson with his big office force are also responsible for much of our membership gains.

State Commissioners Get Credit.

"Without brain work or effort the State commissioner who has never wet a pen in the interest of the organization he represents—and there are a few of this class—can take to his credit whatever results accrue from this big array of publicity and actual work performed by others whom he knows not of. Such district vice-presidents as are not in touch with State representatives can also put on something of a front and point with pride to the achievements of this or that State commissioner of the dry pen variety, after reading Secretary Gibson's report of membership gains.

"Let us take my own—the New England district—which is not so very much worse than some others as to cause surprise. This district is making consistent and fair monthly membership gains, notwithstanding it has not had a commissioner or other officer except the vice-president for nearly two years, or since that indomitable worker, C. C. Wilber, was forced to quit by reason of overwork. This in itself tells the story, that, outside of the few commissioners whose activity is well known generally, there is little to commend.

"The drift of my remarks should make clear my reason for gauging the efficiency of a State commissioner by something more tangible than membership gains brought about by others.

"If we put our commissioners up against the State organization problem, measured by the number of commissioners appointed, we shall see what we shall see.

"If there is anyone who has a suggestion or two to offer at this time, please give us the benefit of it. "E. M. ESTABROOK."

BALTIMORE CLUBS BUSY ON THE ROAD

Motorcyclists of the Monumental City Are Co-operating on Enjoyable Weekly Trips into the County—French Offers a Medal.

BALTIMORE, Md.—The Indian and Maryland Motorcycle Clubs have been cooperating on their Sunday runs for the past month, and the boys find it more pleasant to have a big bunch out on the road together than to have only a few. On Sunday, May 19, the boys of both clubs started out for Hanover, Pa. Some dropped off at Westminster and others at Littlestown, while quite a number reached the destination. Two of the boys, Sam Ambach and Julian Hecht, kept on to Gettysburg, notwithstanding they had been warned about the bad roads. They were not satisfied until they had reached the highest observatory on the battlefield. All the riders were picked up on the way home, so that they arrived in the city in a squad. Mrs. Frank Boyd, wife of the president of the Indian Club, was the only tandem rider on the run.

The gold medal, studded with a diamond, offered by Howard A. French to the rider of any club for the record attendance during the season has created a good deal of enthusiasm among the boys. The riders of the Maryland and Chesapeake Clubs have entered the contest. Last Sunday the newcomers in the motorcycling field had their innings. The novices of the Indian and Maryland Clubs had things their own way for once. They went on a slow-paced run into the country, not so far from the city that they could not get back in time for dinner. Then, after the noon meal, they went out again, this time on a blind run. The speed boys were left out altogether. They could have gone along, but the speed limit was too low for them, and rather than "creep" over the roads, the Flying Squad got up a little party and beat it into the mountains.

Led by Capt. Fischer, the members of the Chesapeake M. C. went up to Hanover, Pa., last Sunday, traversing half the route that will be covered on the 200-mile endurance run to Lancaster, Pa., on June 30. The weather was fine, and the roads were in good condition. The board of directors has arranged for the endurance run, and has just announced the checking points. They will be Reisterstown, Westminster, Littlestown, Hanover, Abbottstown, York, Columbia and Lancaster. The riders will check in at these places both going and coming. Secretary George W. Coggins, Captain A. F. Fischer and Second Lieutenant Elmer Roof will go over the course on June 15, arrange for the checking places and determine upon the time to be allowed between points. Entry blanks will soon be printed, and riders from Pennsylvania, the District of Columbia and Maryland have been invited to participate. A large contingent of local men, representing the different clubs here, is expected to enter the contest and endeavor to pull down some of the ten prizes offered by the club. The Reading-Standard M. C. has already signified its intention to compete.

The chief social event of the season will be the annual outing given by Howard A. French to the local motorcyclists. This will take place at some shore resort along the Back or Middle rivers some time the latter part of June or early in July. Last year nearly 100 riders had a fine day's outing, but this time twice as many have said that they will be glad to dine with the genial Indian agent.

Howard French is doing everything possible to get together a large bunch of riders from this section to make the tour to Columbus next month. Many of the boys want to make the trip, but they are unable to state definitely whether they can go, as much depends upon whether they can arrange for their vacations at that time. Gus Heinz, the local speed boy, and J. A. Robinson are the only two who have stated positively that they are going to make the trip.

The commissioner of motor vehicles has been caught napping. Last year he had made up 1,000 motorcycle licenses and found that number to be sufficient. At this early period of 1912 he has discovered that all his tags have run out and that many motorcyclists are traveling about with temporary pasteboard tags, waiting patiently for him to have the regulation tags made. This he is doing as rapidly as possible, and to be on the safe side he is having manufactured over 2,500, as he figures that he will need that number if the present rush continues until the end of the year.

WILL SEND CATALOG TO THE TRADE.

THE Beckley-Ralston Company, manufacturers for the jobbing trade and factory distributors of accessories and supplies, Michigan avenue and Randolph street, Chicago, announce that their big 1912 catalog will be sent upon request to those who are actually established in either the bicycle, motorcycle or automobile line. The Beckley-Ralston Company are the well-known manufacturers of Maximus timers and carbureters, ignition specialties, Blue Ribbon exhaust horns, ring piston grease guns, foot rests, tool kits and other quality specialties, and distributors of many leading makes of spark coils, magnetos, spark plugs, batteries, ampere and volt meters, lamps, horns, wrenches, battery boxes, lubricating oils, rubber goods and other staples and specialties of merit.

OPENING MEETS ON NEW CLEVELAND BOWL

Record-Breaking Crowds Find Plenty of Thrills But No Serious Accidents and Sport is on the Boom—Carslake and Seliga Star In Pro Division and Tight Finishes Feature Every Program

CLEVELAND, OHIO.—Saturday, May 18, marked the opening of the Cleveland Motordrome, and motorcycle enthusiasts went wild over the little buzz wagons, playing upon the quarter-mile saucer like marbles in a bowl. While no sensational time was made all the races were pulled off in good shape. Long before the races, which were held in the evening, all the grandstand seats were filled and standing room was scarce. At 8 o'clock the reserved seats were packed to capacity. The arena was filled with automobiles and motorcycles, and ropes were stretched to keep the crowd off the track. The Cleveland City Council and other officials of the Sixth City occupied a reserved section of the grandstand. The attendance was 10,652.

Results: 5-mile professional, Mayor Baker Sweepstakes: First heat, 2 miles; Carslake (Indian), Seliga (Indian); time, 1.47.

Second heat, 2 miles; Huttinger (Indian), Hunter (Indian); time, 1:40½.

Final, 5 miles; Hunter (Indian), Seliga (Indian); time, 4:16.

Two-mile amateur match; Henikman (Indian); Huntsbery (Indian); time, 1:50.

Four miles, free-for-all, professional: First heat, 2 miles; Seliga (Indian), Carslake (Indian); time, 1:41⅗.

Second heat, 2 miles; Huttinger (Indian), Hunter (Indian); time, 1:42⅕.

Final, 4 miles; Carslake (Indian), Hunter (Indian); time 3:18⅘.

The officials of the new motordrome are as follows: Referee, R. S. McConnell; starter, H. J. Johnson; clerk of course, F. H. Penniman; judges, M. M. Foster, L. B. Lindsay, R. C. Bouton; timers, J. B. Preston, J. D. Waltz, J. H. Silsby; scorers, A. J. Macbeth, P. J. Frisby, C. H. Salisbury, P. H. Sheridan; umpires, Frank W. Page, W. A. Ladd.

Sunday, May 19.—Despite a chilling wind, nearly 8,000 followers of the motorcycle were on hand when the races were started at the Luna Motordrome tonight. A bad spill in the 5-mile amateur event marred the evening, when Ralph "Rocky" Hinoush, went down the boards, collecting several species of West Virginia timber. During the second mile of the 5-mile event, Scrieber was leading, with Hinoush a close second and Henikman six yards behind. Hinoush's machine looked like a sure winner and after passing Henikman, he took to Scrieber. Scrieber was seen to sway up the track and Hinoush kept at the same angle, his front wheel striking the rear of Scrieber's and throwing the former, and Henikman coming at the rate of 60 miles an hour ran over Hinoush, the two rolling to the bottom of the track. Henikman got up with a few scratches and a bent crank-hanger and handlebar, but Hinoush did not fare so fortunately. He was taken to the hospital, but it was later announceed that he was only slightly injured. He was riding the following day. Summaries: 5-mile amateur event, 7 h. stock machines, 2 heats: First heat, Hinoush (Indian), Scrieber (Indian); time, 1:59.

Second heat, Henikman (Indian), Mickel (Thor); time, 2:02.

Final, Scrieber leading when accident occurred; unfinished.

Three-mile professional match race, Carslake (Indian), Seliga (Indian); time, 2:37⅕. (Seliga looked a sure winner, leading by over half a lap, when his right pedal broke off, compelling him to hide with one leg dragging. Carslake easily overtook him and won by a lap.)

Two-mile consolation: Hunter (Indian), Knapp (Indian), Gibson (Indian); time, 1:47⅖.

Wednesday, May 22.—Another record-breaking crowd filled the motordrome at Luna Park Wednesday evening. The races were run off in much better order and faster time was made. Tire trouble was experienced, but no accidents occurred. The five-mile amateur event was hotly contested. Results:

Two-mile professional match race: First heat, Carslake (Indian), Seliga (Indian); time, 1:38. Second heat, Carslake (Indian), Seliga (Indian); time, 1:35⅘.

Five-mile amateur race, 7 h. stock machines: Huntsbery (Merkel), Schrieber (Indian), Henikman (Indian); time, 5:04⅕.

Three-mile professional: Hunter, first; Knapp, second; Huttinger, third; time, 2:22⅖.

Five-mile free-for-all, professional: Carslake (Indian), Hunter (Indian), Huttinger (Indian); time, 4:03⅗.

Saturday, May 25.—Tonight's racing had its thrills and held the crowd breathless time and again, especially at the finish of the 3-mile invitation professional, when Huttinger and Knapp locked bars immediately after passing the finishing line. They swayed for some time, but finally righted themselves. A little trouble was experienced in starting the free-for-all professional race, there being six riders for this event. Results:

Two-mile international match race: First heat, Hunter (Indian), Carslake (Indian); time, 1:37⅖. Second heat, Hunter (Indian), Carslake (Indian); time, 1:40.

Five-mile, amateurs, 7 h. stock machines: Kissig (Indian), Huntsbery (Merkel), Henikman (Indian); time, 4:48⅕.

Three-mile invitation, professional: Seliga (Indian), Huttinger (Indian), Gibson (Indian), Knapp (Indian); time, 2:22⅗.

One-mile exhibition: Carslake (Indian); time, 43 sec.

Five-mile free-for-all, professional: Carslake (Indian), Seliga (Indian), Huttinger (Indian), Hunter (Indian), Gibson (Indian), Knapp (Indian); time, 3:56⅘.

It was announced after these races that arrangements had been made with the managements of the Point Breeze and Coney Island motordromes for the exchange of riders throughout the season.

Sunday, May 26.—Brownie Carslake starred again in today's races on the motordrome. In the 5-mile amateur event, in which there were four starters, Kissig was disqualified for cutting in and see-sawing on the track. Huntsbery had motor trouble and dropped out early in the race. Results:

Three-cornered professional race, between Carslake, Huttinger and Hunter: First heat, Carslake (Indian), Huttinger (Indian), Hunter (Indian); time, 1:31⅕. Second heat, Carslake, Hunter, Huttinger; time 1:34⅖.

Five-mile amateur race, stock, 7 h. twins: Henikman (Indian), Kissig (Indian), Schrieber (Indian); time, 4:58⅕.

Three-mile invitation professional: Seliga (Indian), Knapp (Indian), Gibson (Indian); time, 2:25⅗.

Five-mile free-for-all, professional: First heat, Carslake, Seliga, Huttinger; all Indians; time, 1:35. Second heat, Hunter, Knapp, Gibson; Indians; time, 1:36⅗. Final, Carslake, Seliga, Hunter; time, 3:57⅕.

JOLTS FOR AMATEURS

CLEVELAND, OHIO.—Many amateurs try-out the Cleveland motordrome these summer days with a single-cylinder machine and attempt to climb to the top of the 60-degree track, to their disappointment. It takes an actual 60-mile per hour machine to get to the top, and hardly a day passes that some dealer does not get a job of straightening handlebars, crankhangers, etc.

ATTRACTIVE HAM LAMPS.

A LINE of lamps that merits more than passing attention is that manufactured by the C. T. Ham Manufacturing Co., of Rochester, N. Y. Under the trade name of "HamRoc" the firm makes a "cold blast" motorcycle lamp which can be furnished either as an oil lamp, burning kerosene, or with an acetylene burner in addition, using acetylene gas, thus making it a combination oil and gas lamp. The combination lamp can be used exclusively as an oil lamp, or if the machine is equipped with a generator, it requires but a moment to attach the hose to the outside tube in the rear of the lamp and adjust the shut-off.

It is claimed that the "HamRoc" will not jar or blow out, built as it is on the "cold blast" principle, which is a patent controlled by the Ham company. The "HamRoc" is attractively designed and is strongly constructed of heavy steel. The body of the lamp is handsomely finished in jet black, Indian red, royal blue, or French gray enamel with dome, door and font of polished brass, or brass nickel plated, as specified.

The Duplex, another Ham product, is a further development of the "HamRoc," being fitted with a rear signal attachment, which may be detached. It is easily fastened to the lamp by slipping it over the lug above the ruby jewel on the left side of the lamp.

POLICE COMMISSIONER JESSE B. COOK, of San Francisco, has been promised eleven motorcycles for police use as the result of tests which have shown that one motorcycle officer can do the work of two horsemen.

PITTSBURGHERS IN 450-MILE ROAD RACE

Three Nervy Motorcyclists Set Terrific Pace On Round Trip to Buffalo—One Contestant Retires With Broken Wrist and the Survivors Make a Spectacular Finish—Winner Spills Eleven Times.

A. G. Schmidt, Winner of Pittsburgh-Buffalo Endurance Race.

PITTSBURGH, PA.—A most interesting endurance contest was held on Sunday, May 19, when three local riders left Pittsburgh for a trip to Buffalo and return. The participants and their starting times were as follows: Harry D. Emmil, Harley-Davidson, 4:04 a. m.; Russell Geisey, Thor, 4:19 a. m., and A. G. Schmidt, Indian, 4:34 a. m. All three machines were 1912 4 h. stock models.

Geisey's Fast Start.

Emmil cut out a fast gait on the start, riding steadily to Butler, via Kittanning Pike and Saxonburg route, while Geisey made exceptionally good time over the Butler Plank Road, having gained five minutes over Emmil, who struck very bad roads to Butler. Schmidt rode easily to Butler, using the Plank and making no effort to gain over the leaders. So slowly did he ride that he dropped behind in his schedule time. In this way Geisey, who had been riding hard from the start, gained about fifteen minutes over him at Slippery Rock. Geisey and Emmil were now riding within a few miles of each other, while Schmidt was quite a distance in the rear. On leaving Butler, Schmidt settled into his saddle for better time. From Butler on he kept up a steady gait, gaining slowly on the leaders. Just before reaching Slippery Rock Schmidt had his first puncture, losing a little time in the stop. Outside of Slippery Rock Schmidt passed Geisey, who had jammed his brake, locking it so suddenly and tightly as to break several of the parts. Geisey here lost an hour in the attempt to repair his brake, but finding it beyond further use tore it out, patched up and rode on. Geisey here showed his pluck and sportsmanship by staying in the race, without any means of braking his speed. Emmil was still in the lead, with Schmidt second and Geisey third. The route now led to Mercer, in and around which town the riders struck slippery roads on account of a light drizzling rain. Keeping the same positions in the race, the three riders passed through Meadville and then to Erie. Between these points Emmil made another spurt, gaining but little. Leaving Erie the race began in earnest between Schmidt and Emmil. Schmidt who had been increasing his speed all along the road gained so rapidly as to catch Emmil at Westfield. The latter was unprepared for this, not suspecting that Schmidt would ride the rough roads at such speed. Emmil then opened up also, and the race was "nip and tuck" between the two as far as Buffalo, where they were checked in by the race officials.

Geisey Handicapped.

But to go back to Geisey at Mercer. Riding without a coaster brake and doing his utmost to make up an hour's lost time, Geisey opened up regardless of the poor condition of the roads. Coasting down hills at full speed and riding wide open on the hills and level roads gave him an exceedingly good average. Geisey kept this gait up through Meadville and Erie. About ten miles out of Erie he coasted down a long hill at a fast clip, struck mud and rocks at the bottom, swerved and was thrown headlong, falling on his right arm and breaking his wrist. This injury was not considered serious at the time and he tied it up with straps and started out for Buffalo, his wrist paining him more and more as he went along, until he was compelled to ride with his left hand only, letting the right one hang at his side. At Buffalo it was found that the wrist was badly broken, and had swollen to several times its natural size. He was compelled to withdraw from the race. Much credit is given Geisey for his pluck.

The Return Trip.

Leaving Buffalo at 4 p. m. Emmil and Schmidt rode together, off and on, to Erie, at which city they arrived at 7:30 p. m. They did not stop at Erie but kept on to Sagerstown, arriving at 9 o'clock. It was here decided to lay over for the night and start at daybreak, and the start was delayed until 7 a. m. the following day, when they again took to the road.

COLUMBUS PLANS ARE TAKING SHAPE

Committee Is Working Night and Day on Elaborate Program for Big F. A. M. Assembly—New Board Track Is Under Way.

COLUMBUS. OHIO.—It is proposed to make the 1912 meeting of the F. A. M. in this city one long to be remembered by the thousands who will attend, and 15,000 riders are expected to participate in the program. Arrangements are now being made by the local dealers to take care of that number of machines and possibly more. The general committee on arrangements consists of George H. Bangham, chairman; W. H. Snyder, P. A. Vogel, P. I. Haynes, L. P. Birkenbach, A. C. Edwards and C. E. Barr. Sub-committees will be named at a conference to be held soon between the general committee and F. I. Willis, of the F. A. M. board of directors. These sub-committees will have charge of the detailed arrangements for the five-days session and nothing will be omitted to make the meeting a success. There will be committees on publicity, racing, entertainment, reception and registration.

One of the features of the assembly will be the racing on the new board track. The work of constructing the saucer has already started under the direction of Jack Prince. It will be rushed to completion as fast as possible, as it is the intention to hold a preliminary race meet on the saucer on July 4. Assurances are given by Mr. Prince that the track will be completed by that time. While the matter has not been finally decided upon it is proposed to hold the race programs in conjunction with the F. A. M. at night. The saucer will be perfectly lighted by a system of electric lights. It is proposed to have at least three nights of racing and possibly four nights. The nights practically decided upon are July 19, 20 and 21. This would give the last night's racing on Sunday.

The board track is being built on a level field of 24 acres located in Arlington, one of the pretty suburbs of Columbus. It will be a half-mile track and the inclination will be 48 degress. The width of the track will be 20 feet. The seating capacity will be ample for a crowd of at least 30,000 people. The saucer is admirably situated from the standpoint of transportation facilities. One interurban line, operated by the Columbus Railway & Light Company, will run within two blocks of the track, and the company has promised adequate facilities for the handling of large crowds. Another interurban line is located only a short distance away and there is also the main line of the Pennsylvania railroad which practically adjoins the property, with a switch for the parking of special trains.

The time required to reach the track by interurban from the central part of Columbus is 20 minutes. The time required to reach the track over two fine macadam roads by auto or motorcycle is only 15 minutes, and at that no speed ordinances need be violated.

The board track is being constructed by the Columbus Motordrome Company, which has been chartered under the laws of Ohio with an authorized capital of $20,000. All of that amount has been subscribed, the greater part by the members of the Columbus Motorcycle Club. The officers of the Columbus Motordrome Company are P. A. Vogel, president; C. E. Barr, vice-president; George H. Bangham, secretary and treasurer, and W. H. Snyder, general manager. Mr. Snyder will have complete charge of the track and will operate it in a manner that will be free from objections, judging from his management of race meetings in the past.

This tie pace lasted to Mercer, where Emmil had tire trouble and was compelled to make a stop. This left Schmidt the open road. Emmil was on the road again in a few minutes and was hard after him. A short distance outside of Slippery Rock, Schmidt struck a boulder, breaking several spokes in his front wheel and bending the rim eight inches out of line. The average rider would have been a little dubious with a rim in such condition, but Schmidt, being a man to act on the spur of the moment, placed his machine on the road and pounded the rim into shape with a stone. He had just finished this job when Emmil's motor was coming up the hill on top of which Schmidt was making his repairs. Schmidt then jumped into his saddle and opened his Indian wide, making excellent time from that point on. He checked into Pittsburgh at 11:20 a. m. Monday morning. Emmil arrived fifteen minutes later.

Schmidt's Record.

Total mileage, 456 miles; time (actual), 30 hours 46 minutes; time (riding), 19 hours 30 minutes; average, 23.4 miles per hour; thrown 11 times; 2 blow-outs; 2 punctures.

HOODOO STILL PURSUES

Big Sunday Crowd at Denver Saucer Sees Fleckstein in Spectacular Spill —Fast Finishes.

DENVER, COL., May 27.—A hoodoo which has camped on the trial of the motorcycle stars at the Tuileries track asserted itself again at the regular Sunday afternoon program yesterday, when Lawrence Fleckstein collided with "Slivers" Boyd and was hurled from his machine, sliding along the track for a distance of forty feet on his head and shoulders, then rolling to the bottom of the track where he lay unconscious. The spectators thought he had been killed, but when the track officials reached him he had regained consciousness. His left shoulder was badly lacerated and his entire body was pierced by thousands of splinters, and physicians in attendance state that he will be incapitated for a month at least. Boyd managed to retain control of his machine and gave a great display of nerve by going after Bowen and overtaking him just before the finish.

All the races were hot contests between Boyd and Bowen for first place. Bowen was successful in pulling down two out of the three. Patterson, Swartz and King rode neck and neck on the consolation race, finishing in the order named. The amateur event was a very uninteresting one, with Hurlbut having a cinch on first. Summaries:

Two-miles, amateurs, singles, stock; 30, 50 class: Hurlbut (Indian), Shepherd (Merkel), Brek (Merkel); time, 2:26.

Three-mile open, professional, 61 class: Bowen (Merkel), Boyd (Indian), Fleckstein (Indian); time, 2:11⅘.

Five-mile open, professional, 61 class: Bowen (Merkel), Boyd (Indian), Cox (Merkel); time, 3:38⅗.

Three-mile consolation, 61 class, professional: Patterson (Merkel), Swartz (Indian), King (Indian); time, 2:20.

Seven-mile open, professional, 61 class: Boyd (Indian), Bowen (Merkel), Cox (Merkel); time, 5:14⅗.

LOOKING DOWN the STRETCH

June 1, Pittsburgh, Pa.—Pittsburgh Press Motorcycle Association race meet at Schenley Park Oval; half-mile dirt track.

June 1-2, Tulare, Cal.—Tulare Motorcycle Club's race meet.

June 1-2, 5-8, Cleveland, Ohio.—Luna Park Amusement Co.'s meets; quarter-mile board track at Luna Park.

June 2, Vincennes, Ind.—Vincennes Motorcycle Club's race meet; half-mile dirt track.

June 5, Toledo, O.—Motorcycle Manufacturers' Association meeting, Hotel Secor.

June 8, Beloit, Wis.—Beloit Motorcycle Racing Association's race meet; half-mile dirt track.

June 8, Milwaukee, Wis.—Wisconsin Motorcycle Club's annual races at State fair park.

June 8, Minneapolis, Minn.—Riverside hillclimb, Minneapolis Motorcycle Club.

June 8, Akron, Ohio.—Akron Motorcycle Club's race meet; half-mile dirt track.

June 9, Marion, Ind.—Marion Motorcycle Club, race meet.

June 9, Philadelphia, Pa.—Harley-Davidson Motorcycle Club's sealed time social run to Atlantic City.

June 10-15, Chicago—Chicago Motorcycle Club, six-day contest for factory teams only, 1,200 miles.

June 15, Rochester, N. Y.—Flower City Motorcycle Club's race meet; Crittenton Park half-mile dirt track.

June 16, Worcester, Mass.—Worcester, Motorcycle Club's first reliability run; Worcester to Concord, N. H., and return, 175 miles.

June 16-17, Seattle, Wash.—Seattle Motorcycle Club's annual endurance run; Seattle to Portland, Ore., and return, 352 miles.

June 28, Douglas, Isle of Man, Great Britain. —International Junior Tourist Trophy motorcycle road race; 150 miles.

June 29, Rochester, N. Y.—Rochester Motorcycle Club's race meet; half-mile dirt track.

July 1, Douglas, Isle of Man, Great Britain. —International Senior Tourist Trophy motorcycle road race; 187 miles.

July 1, Hamilton, Ont.—Canadian championship meet by Canadian Motorcyclists' Association.

July 4, Elmira, N. Y.—Race meet by Elmira M. C.

July 4, Cortland, N. Y.—Cortland Motorcycle Club, race meet; half-mile dirt track.

July 4, Detroit, Mich.—Motorcycle Club of Detroit Wheelmen race meet; State fair mile dirt track.

July 4, Marion, Ind.—Marion Motorcycle Club's race meet.

July 4, Indianapolis, Ind.—Indiana Racing Association's race meet; mile dirt track.

July 13-14.—Start of national tours from Albany, Baltimore, Chicago and Indianapolis for Columbus, O., finishing July 17.

July 17-21, Columbus, O.—Tenth annual F. A. M. national assembly and race tournament.

July 18, Columbus, O.—F. A. M. annual business meeting, Hotel Virginia; 9 a. m.

July 29, Marion, Ind.—Marion Motorcycle Club's race meet.

August 6-9, Detroit, Mich.—Cycle Parts and Accessories Association annual summer convention.

August 17, Pratt, Kan.—Start of 15-day tour of Short Grass Motorcycle Club.

September 2, Detroit, Mich.—Race meet under auspices of Motorcycle Club of Detroit Wheelmen on State Fair grounds track.

ROCKFORD RUN

Twenty-One Riders Finish Grind Over Heavy Roads, Four Merkels Scoring Perfectly.

DESPITE the fact that rain was encountered between Aurora and De Kalb on the endurance run of the Rockford (Ill.) M. C., held May 19, no less than twenty-one of the thirty-five starters managed to finish. The route led from Rockford to Marengo, to Elgin, to Aurora, to De Kalb, to Sycamore, to Genoa, to Belvidere and return to Rockford, a total distance of 154 miles. Owing to the heavy going many of the boys suffered spills but none were seriously hurt, and in only a few cases were the machines damaged so that they were unfit to continue.

The official score for the run was as follows: Vernie Peterson, Flying Merkel, 1000; Henning Johnson, Flying Merkel, 1000; Henry Peterson, Flying Merkel, 1000; Elmer Friels, Flying Merkel, 1000; Eric Erickson, Flying Merkel, 999; Carl Swanson, Harley-Davidson 7, 999; C. Soderquist, Harley-Davidson, 999; Andy Broderson, Yale, 999; Chas. Ind, Eagle, 999; Lloyd Shumway, Thor, 999; A. Johnson, Harley-Davidson, 998; David Johnson, Harley-Davidson, 998; Fay H. Young, Flying Merkel, 998; Otto Simons, Harley-Davidson, 998; Vic Anderson, Yale, 998; Ernest Oleson, Harley-Davidson, 998; Ralph Olson, 7 Indian, 994; Harry Jacobson, Harley-Davidson, 993; Herman Samuelson, Harley-Davidson, 957; Elmer Russell Harley-Davidson, 920; Vic Hayes, Harley-Davidson, 851.

TEN EVENTS ON CARD.

TEN events will make up the card of the Wisconsin club race meet which will be held at the State Fair track on June 8. Entries for the meet will close June 5 with H. J. Taylor, 498 Superior street.

LEADING TYPES OF VARIABLE GEARS FITTED TO MACHINES OF ENGLISH MANUFACTURE

The infinitely variable, the countershaft two-speed and the rear hub three-speed—A new phase of advertising—Side car is booming, with many de luxe styles—Endurance run rules more exacting than ever

By BRITISHER

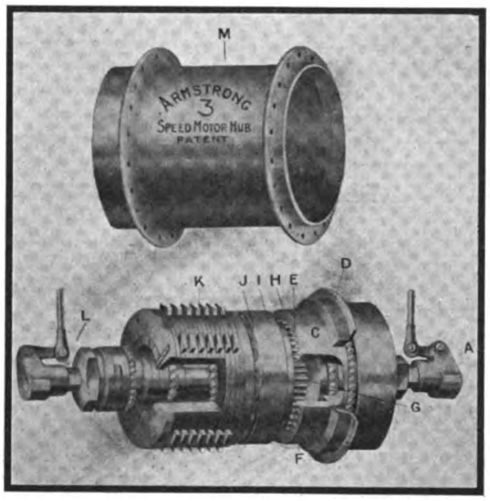
I BELIEVE the average American rider is getting almost as mustardy as our boys on the subject of variable gears, and with greater reason, for your sand patches and crudely-graded climbs throw a heavier strain on men and machines than any road emergencies on this side can present. And so it may interest your designers and users, to hear the present trend of variable gear development in the old country. To a casual observer, one who studies the aspects in the columns of a technical paper, there would seem to be considerable confusion and controversy in the gear market, because a few old-fashioned types of gears are contending with a rush of newly-coined youngsters; but actually the future lies with the survivor of three different types—the infinitely variable, the countershaft two-speed, and the rear-hub three-speed. I propose to say a word or two about each.

Infinitely Variable Gears.

The infinitely variable gear is practically confined to two designs, the Zenith Gradua, and the Rudge Multi. Both consist of two main items, first a device for expanding and contracting the engine pulley, incorporating a simple locking device, for fixing any desired diameter, and second, a device for taking up the belt slack. The pulleys of both gears are roughly similar, and afford ratios of from 3 to 9 to 1, with a 6-in. pulley, and an 18-in. belt-drum (in exceptional cases belt-drums of 19, 20, and even 21 in. are fitted, and enable lower gears to be obtained; but with a 26-in. back wheel, an 18-in. belt-drum is the largest desirable in solo work, as the drum may hit the ground in lurid corner work if its size is increased). The Zenith takes up the belt slack by bodily sliding the rear wheel in the forks; the Rudge by mounting the outer flange of the belt-drum on a dummy sliding hub-shell. The latter plan results in a very heavy rear wheel; the former hampers removal of the rear wheel. Both increase the liability of belt slip, by reducing the diameter of the engine pulley to the minimum at the period when the greatest strains are thrown on the belt; and the pressure of the flanges in lifting the belt does not enhance its durability. The control of pulley and belt-slack is ingeniously performed by one lever on both designs. It is a great delight to be free to select just the ideal gear for every road variation, but the bad effects on the belt may cause the ultimate disappearance of both designs.

The Countershaft Type.

Next comes the countershaft two-speed gear, which at the moment is the most popular of all. It owes its popularity to a variety of causes. One is its past history. A gear-box similar to the Indian was first introduced in 1905 on crude and heavy 5-h. single cylinder tri-cars, and despite of chain drive, coarse slogging engines, and a laughably inefficient free-engine clutch, these gear-boxes stood up to their work well (they were larger and heavier than the present Indian design). It is easy to fit a plate or cone clutch on the countershaft. Belt troubles are simply avoided either by driving with chains throughout, or by driving the primary shaft off the engine by a light chain in an aluminum case, and mounting an 8-in. pulley on the countershaft, whence a belt proceeds to the rear drum. This plan doubles the wearing life of any belt, as compared to a 4-in. pulley direct drive. This gear further claims the merit of leaving the rear wheel very accessible. I have often changed a cover on the road within 15 minutes. If the axle nuts are removed and the belt unhooked, the rear wheel drops out, for the sole brake on the rear wheel is either outside the V belt-drum, in which case it offers no obstruction; or inside the V, in which case the forks and chain-stays are built wide enough to allow of the wheel being slipped past the brake-shoe without loosening it. Consequently these countershaft gears are for the moment in the ascendant, some being operated by sliding dog clutches, with a separate free engine clutch, others being controlled by double friction clutches, preferably split bronze rings and wedge bars.



Armstrong 3-Speed Gear.

A—Gear-operating mechanism.
C—Internally toothed lower gear ring.
D—Thread on to which hub shell is screwed.
E F—Planet wheels.
G—Sun wheel.
H—Carrier holding 8 planet wheels.
I—Top speed gear ring.
J—Clutch springs.
K—Disc clutch.
L—Clutch-operating mechanism.
M—Hub shell.

The Epicyclic Hub.

But the promising gear of the day is without contradiction or doubt the three-speed epicyclic hub, a compact lightweight fitment of about 10 lbs. in weight. Two makes of this gear, each produced by a firm with long experience in the pedal-cycle gear trade, are popular. Each contains two sun and planet trains. On one gear the direct drive is intermediate, and each indirect drive is obtained via a single reduction. On the other gear the direct drive is the top gear, the second through a single reduction, and the third through two reductions. The merits of each plan are obvious. Each reduction entails frictional losses of approximately 10 per cent. Consequently the first-named type of gear secures the highest low-gear efficiency. On the other hand it can only obtain a really low emergency ratio by reducing the size of its engine pulley, so that the belt works under the least favorable conditions at the moment of a supreme test. The second type can secure a low emergency ratio with a big engine pulley; but its emergency ratio shows frictional losses of 20 per cent. Each gear includes a friction clutch of the 24-plate type. The gears and clutch are separately controlled, a top-tube lever being employed for the gears, and a foot-rest pedal for the clutch; but the gears are changed without declutching, no harm being done if they are banged home in the most reckless way. My foot-brake stripped its thread on a most dangerous hill the other day, when I was traveling fast on the top gear of 3 to 1; I banged in the bottom gear of 8 to 1 without declutching or lifting my valve, and the gear stood the strain unmoved. At the same time these gears cannot yet be regarded as perfect. They are already absolutely reliable provided they are oiled regularly, and the rather flimsy devices for preventing the spindle from turning are kept in order. The gears came through last season's trials, including the Tourist Trophy race, without a single failure. Their faults are as follows:

1. They considerably obstruct access to the back wheel; the control rods must be removed before the wheel can be dropped out, and during removal the adjustments of both controls are disorganized, and must be carefully re-made when the wheel is replaced.
2. The clutch is at the wrong end of the hub, so that it does not protect the gears from engine shocks, and has to transmit not merely the power of the engine, but also the power of the engine on the low gear; this must shorten the life of both plates and springs.
3. The oil-retaining qualities of the hubs are next to non-existent, so that very frequent lubrication is essential. I never take out my machine without lubricating the hub, and as the passages are small, it is a weary business to inject the needful quantity.
4. The control adjustments need rather frequent attention.

Give Dependable Service.

Nevertheless, these gears are absolutely reliable, they are far lighter than any two-speed countershaft gear, and they provide three separate ratios. The man who struggles along with but one gear is apt to think that a perfect two-speed gear will fulfill wildest dreams, but he does not know what he is talking about. We all need an emergency gear of say 7 to 1 for emergencies in solo work, and say 10 to 1 for a go-anywhere passenger outfit. And we are tempted to think that this emergency ratio, plus a normal gear of say 5 to 1, would be satisfying. The three-speeder man is better educated. The difference between roaring along at 30 miles an hour on a 5 to 1 gear, and ticking along with the engine barely turning on a 3 to 1 gear, also at 30 miles an hour, is nothing short of colossal; and no three-speeder man would dream of going back to a mere two speeds. Indeed, it is highly probable that we shall see four-speeded hubs on the market next season; for the existing three-speeded hubs can be converted into four-speeded hubs with a very slight increase of complication. There would be no need of an extra planet train. The top gear would be direct; 2d, through right-hand planet train; 3d, through left-hand planet train; and 4th, through both planet trains. As soon as our riding public get educated up to the delights of three-speed and four-speed work, the coffin of the countershaft gears will be screwed down forever. A three or four speed countershaft gear-box is a mechanical possibility of course; but the fact that it does not enjoy the full benefits of the gear reductions in the primary drive compel it to run more quickly than a hub gear; and hence it would have to assume colossal weight and proportions, rendering it forever inapplicable to the motorcycle, which is steadily becoming smaller and lighter. So, if I may conclude with a prophecy, I expect the ultimate survivor of our variable gears to be a four-speed hub; its clutch will be at the belt-drum end of the hub, and its control gear will be so modified (perhaps by the insertion of snick joints in the rods) that its adjustments are not interfered with when the rear wheel is taken out, and consequently it will cease to prolong the task of changing a tire.

A New Phase in Advertising.

THE change that is passing over the British market in motorcycles is well illustrated by the altered attitude of the trade towards advertising. In the past motorcycling was the hobby of a limited number of sporting youngsters, and speed was the talking point par excellence. As a consequence the trade was driven into a very costly advertising campaign, dependent upon victories in road races, hill-climbs, and track meets. To-day the trade is gradually withdrawing from these events. Our manufacturers have already bound themselves to abstain from competing with trade riders in the Isle of Man races, and recently they have entered into another bond to abstain from supporting dangerous hill-climbs. The bond lays the emphasis on the danger involved in mile a minute work on corner-some hills, but the secret motive is the comparatively valueless nature of sporting successes under modern conditions. The real selling advertisement now consists in getting as many of your machines as possible into the hands of staid, elderly users, who in daily riding for business or pleasure, demonstrate how reliably your machines run, how easily they start, how slowly they climb awkward hills, and how cheaply they are maintained. Within a very few years the majority of makers will withdraw for good and all from all sprint competitions, and by doing so will considerably reduce their advertisement percentages without losing any of their market.

The Modern Side-Car.

THE side-car a few years back was clinging desperately to a very precarious and limited market. To-day it is booming everywhere. The machines of a few years back, with their weak engines and single gears, were incapable of hauling a side-car with any credit, though a rushing rider could tug round a light uncomfortable skeleton chair of wicker with some kudos. To-day, efficient engines, starting clutches, and three-speed gears render it possible for a 3½ h. p. machine to draw a side-car over any roads with ease, speed, and credit, and the side-car is blossoming accordingly. The modern side-car de luxe has a canoe or torpedo body, with side-door, cape hood, windscreen, and spring cushion; its sidewheel is separately sprung, and provided with a stand to facilitate tire repairs. The rigid type is gradually ousting the flexible-joint and castor-wheel patterns, as the average rider soon masters the steering problems of these hybrid tricycles. The axles have been considerably increased in strength owing to several fatalities, a ⅞-in. axle of high-grade steel being now deemed essential to security. Light wooden and metal paneled coachwork is popular, but the future perhaps lies with waterproof leather panels on steel frames, as the 3½ h. p. engine may be considerably slowed by fitting too substantial a construction.

Stiffening Up of Endurance Runs.

IT gives one the glad eye to notice what a marked stiffening up of the schemes for the annual six-day endurance runs is in progress. That the governing body can suggest, and the trade view with serenity, such an extraordinary tension of the rules and route proves how rapidly motorcycles are advancing towards perfection. In previous years the route has been carefully laid so as to embrace as many centers of population as possible, and to avoid all really abnormal hills; the time schedule has been liberally designed, so that the unlucky rider could accomplish many minor repairs and adjustments between towns without being late at the next control; and in addition a whole hour was allowed for garage attentions every morning. This year the routes do not aim at centers of population, the public is so keen that you can rely on it to come out and watch us on the freak hills, and seeing us trickle through a town no longer satisfies them. The roads twist in and out with the honest desire of including every ascent however rough and precipitous, because it is well known that nearly every man jack in the trial will storm masterfully up the worst hills that can be provided. The time schedule is so stiffened that we shall have to hustle along between controls, for the promoters know that few entrants will require to adjust or repair en route; and finally it is probable that we shall be deprived of the garage hour in the morning, and left even to replenish our tanks in running time, 'cos why? We don't expect to have to do anything except fill up. There's frank proof of progress for you, gentlemen!

MUNCIE, Ind., now has a club of forty-four riders which is planning summer runs. The first outing was held recently to Marion.

"IT WAS A DANDY."

THE appended letter from Robert Caldwell, a motorcycle enthusiast of Stamford, Conn., tells its own story, and the photograph is not less expressive. Mr. Caldwell writes as follows:

STATIONERY & TOYS
STAMFORD MOTORCYCLE Co
READING-STANDARD
43

"I received my subscription receipt in the form of a booklet and thank you very much for it. I think it is very neat and it will come in very handy. That touring number was certainly a dandy and if I could not get another I would not take a dollar for it. I am enclosing a photograph that I snapped last Sunday and you will note in the center of the picture that some one is very much interested in looking at a paper. That paper is the touring number of MOTORCYCLE ILLUSTRATED."

DES MOINES WANTS SILENCE.

DES MOINES, Ia.—Local motorcyclists must stop using the cut-out in this city. That is the edict issued by Chief of Police Jenny. The chief thinks the use of the cut-out is unnecessary, and that it is used simply to attract the attention of passersby and give the impression of a high-powered machine. The local motorcycle club will co-operate with the police in stopping the use of the cut-out. Chief Jenny made an investigation of the matter before taking his stand. He has letters from many manufacturers stating that the cut-out is not necessary on city streets.

AN OBLIGING STRANGER.

A YOUNG man living in the east end of Cleveland was tinkering with his motorcycle recently when something went wrong. A stranger watched him for several minutes and finally offered assistance. It was gratefully accepted, and in a short time the motor was buzzing in great shape. The stranger then jumped into the saddle to give the machine a short try-out. It worked well and the stranger has not been seen since. Neither has the motorcycle. "He must have discovered that the frame was made of Standard tubing and become so deeply impressed that he failed to bring it back," writes the Standart Welding Company, which forwards the clipping.

NO TANDEM FOR HER.

MISS LILLIAN OBIN, of Cohoes, N. Y., joined the ranks of motorcyclists in her city some time ago and is now one of the most consistent riders. She refuses to occupy a tandem seat and insists that the real joy of motorcycling lies in piloting the machine.

WITH OUR FRIENDS ACROSS THE SEA

Tourist Trophy Regulations.

REGULATIONS for the 1912 Tourist Trophy races under the auspices of the British Auto Cycle Union have been officially passed upon, and only minor changes are noted. The only important departure from the rules which governed the 1911 T. T. events has to do with the cubic capacity of the motors, says *The Motorcycle*, of London. Last year the twin machines were allowed 85 cubic centimetres greater capacity in the senior race, and 40 cubic centimetres in the junior event. This year singles and twins will compete on even terms for the first time in the history of the Tourist Trophy contests. All motors, no matter of what type, must be within the same limits, viz., 500 c. c. for the senior race, and 350 c. c. for the junior. Under this arrangement advocates of the single-cylinder mounts expect to show excellent results, particularly in the junior race.

A Military Test.

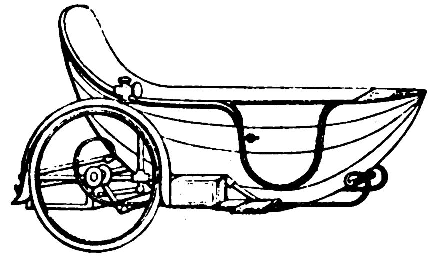
NOW that rapid progress is being made in the introduction of motorcycles into American army service special interest attaches to a novel test held recently at Rugby, England, when one hundred British riders undertook to break through a cordon of Boy Scouts. The scouts, numbering 250, were thrown out within a six-mile radius of the Clock Tower in Rugby, and it was the purpose of the motorcyclists to elude them and reach a specified headquarters inside the lines. A proportion of three motorcyclists to two scouts, or vice versa, indicated a capture for the larger party as soon as it was within twenty yards of its quarry, and if the proportion was less than three to two either way both parties were obliged to retire 100 yards and await reinforcements. At the start the motorcyclists wore white badges, which were exchanged for red ones when they were captured. All telegraph and telephone lines were supposed to have been cut, and the motor squad was obliged to communicate with its base in Coventry through motorcycle despatch riders. A number of the riders succeeded in breaking through the lines.

Novel Side-Car Body.

WITH the American side-car boom for 1912 well under way riders on this side are giving more than ordinary attention to the latest passenger-carrying outfits in the British market, where they have long been exceedingly popular, and many novelties are noted. One of the most striking side-car bodies in the new crop of English models is shown on this page, from a cut appearing in *The Motorcycle*. It is a boat-shaped outfit with a dropped frame. A six-inch mudguard is fitted with a footboard on which is a small locker to hold a generator or battery. The body is of reed cane, sprung from three points. W. Hastings & Co., of Huddersfield, are the makers.

English Tandem Boom.

IT is interesting to note that as American motorcyclists are beginning to swing away from the tandem seat and toward the side-car for passenger carrying, British riders, in rapidly increasing numbers, are deserting the "baskets" for the extra saddles, or pillion seats, as they are called on the other side. This English tendency will come as something of a surprise to motorcyclists in the United States as it has been taken for granted here that the Britishers would never become widely reconciled to the somewhat undignified tandem seat. Strange as it may seem, feminine enthusiasts in England have not been backward of late in voicing their approval of the tandem, and many of them point out that a side-car is not to be compared with the pillion attachment for an exhilarating trip. Several pages in a recent issue of *Motorcycling*, of London, are given up to letters in defense of the tandem seat, a number of them being written by women. The latter have been referred to in print as "pieces of feminine luggage," but even this has not dampened their ardor, and there are indications that the extra saddle—now losing some ground to the side-car in the United States—is destined to make it up on the other side.



An English Side-Car.

The Canadian Market.

AN English motorcycle publication is considerably exercised over the announcement that American manufacturers are making rapid progress with their sales in Canada and suggests that "at the end of this year the motorcycle market in Canada will be as completely in the hands of the United States as the motor car trade now is." That the latter statement admits of modification may be true, but the fact remains that American producers have made giant strides in the Dominion of late. It is pointed out that after paying 35 per cent. ad valorem duty as against the preferential rate of 22½ per cent. on British-made machines, the American manufacturers are still able to offer the Canadian buyers price inducements. Therein lies one explanation of the demand for machines from the States, but it does not fully cover the situation. The most potent factor in the upbuilding of American sales over the border has been the ability of the machines to romp off with most of the trophies in speed events. That is the story in the traditional nut-shell, and it is small wonder that the British brethren are disinclined to enthuse over the situation.

English Trade Figures.

REPORTS from England, appearing in the *Daily Consular and Trade Reports*, show that in 1911 the motorcycle manufacturers of the United Kingdom exported 7,357 machines, valued at $1,357,413. This was more than double the export business of 1910, when 3,341 motorcycles were sent out, valued at $596,545. Only 1,351 motorcycles were imported into the United Kingdom in 1911, a falling off from 1910, when 1,387 machines were brought in at a total value of $215,571. The latter statement is significant in that it shows how the British manufacturers are laboring to make the most of their home field by keeping out competition.

CREDIT FOR HOLLAND.

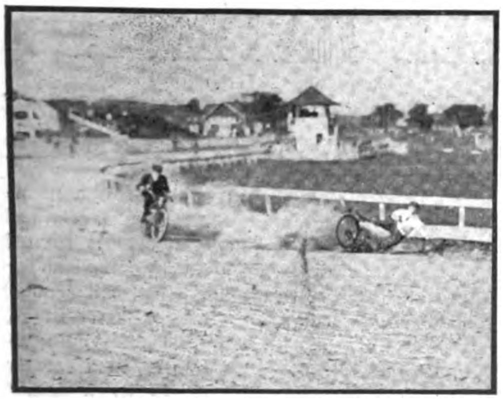
IN a recent reference to the big Los Angeles endurance run Paul Derkum was given full credit for mapping the route to be followed by the riders, when as a matter of fact the bulk of the work was done by Lincoln Holland, Jr., son of the well-known Los Angeles dealer of that name. Mr. Holland was chairman of the committee, and Derkum was one of the motorists who accompanied him on the pathfinding and mapping trips.

EMBLEM TOPPED THE HILL.

AN Emblem single was the only machine in a field of eight, representing six makes, which succeeded in topping Reservoir Hill in Kansas City, Mo., during a recent hill-climbing test. The grade is long and steep. The Emblem Motorcycle Co., of Kansas City, states that the machine referred to was taken to the steepest section of the hill and then started without help from the free engine or by pedaling.

A BUSY OFFICE.

F. A. M. work in the Secretary's office has now developed to a point where six persons are kept at it almost constantly. Secretary Gibson himself keeps the books, looks out for the vital records and directs the work in general; Mrs. Gibson assists him and verifies all the work of the other helpers, and three stenographers and typewriters are kept busy. The sixth member of the staff is an office boy.



Haas Going Down on the Lower Turn in the Private Owners' Race.

RUN IS POSTPONED.

MINNEAPOLIS, Minn.—The Minneapolis Motorcycle Club's endurance run which was scheduled for Sunday, May 26, has been postponed until June 2 because of the poor condition country roads are in just now from recent rains. The run was to be a 150-mile affair to Hutchinson, Minn., and return, but after three local riders had made the trip it was decided to call the meet off. Mud, clay and large water holes continually hampered the motorcyclists, and when nearly to Glencoe, Minn., the machines were stalled in the mud. The road is now being dragged by a road crew, and A. R. Horn, chairman of the endurance run committee, expects to find the route in fairly good condition in a few days. Over forty entries have been received for the event, which promises to bring out some fast time, weather permitting.

WICHITA ENDURANCE RUN.

MANY entries have been received for the first endurance run of the Wichita (Kan.) M. C., which is to be held on June 2, over a 200-mile route. The riders will be divided into three classes, and a silver cup will be awarded the winner in each division. For every perfect score a gold medal will be given. A winning rider must carry off a cup twice in succession before it becomes his permanent property.

NO TANDEM NEEDED.

WHEN Evan Davis and Miss Thera Knudson, of Milwaukee, Wis., decided to elope recently they placed their faith in a motorcycle and did not even bother to have a tandem seat attached. Miss Knudson, perched on the handlebars, and made the trip to Waukegan without mishap. There the marriage ceremony was performed, and Mr. and Mrs. Davis returned at their leisure, still using the motorcycle, however.

THE city council of Des Moines, Ia., has added a motorcycle for the use of H. L. Sani, a city engineer, who is well pleased with it.

CONSTANT TO THE FRONT

Brooklynite Leads Costello in Two Tight Events on Staten Island Track and Wins Time Trial

DARING work by Mercier, Constant, Cox, Costello and others featured the race meet held at the Richmond County (Staten Island) fair grounds on Saturday, May 25, and there was no room for complaint except as to the attendance, which was light.

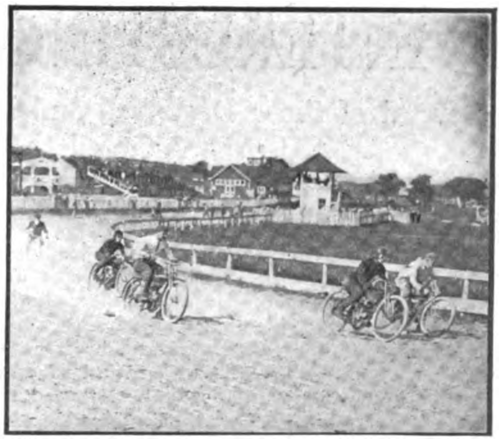
The most interesting event of the afternoon was the trade riders' whirl at three miles, with Constant and Costello fighting desperately for the lead over most of the route. Constant nosed his Indian steadily to the fore in the last mile and finished in 3:40. Costello, mounting a Merkel 4, held second position, and Haas, of the Staten Island M. C., was in third place. Cronin, riding an Indian 5, brought up the rear and Coughlin, who started with a Reading Standard 4, retired because of engine trouble.

The first event was a 5-mile race for private owners. It furnished the only spill. Going into the lower turn, which was badly rutted, Haas lost control of his Thor twin and went down, but was not injured. Eckels, the well-known speedster of Washington, N. J., rode in this race under protest—his Indian 5 having direct chain drive and no pedals—and led the boys home. Under the protest Cronin, who finished in second place, was declared the winner, his time being 9:34.

There was some exciting work in the 10-mile event for trade riders, Constant and Costello engaging in another duel which promised a spill or two but failed to deliver them. Every trip around the lower turn afforded spectacular exhibitions of skidding. Constant led the Merkel speedster to the finish, with Cronin in third position. The time was 12:43⅗.

In the 5-mile pro. event Johnnie Cox, riding an Indian 4, led Ferdie Mercier over the tape by a fair margin. Mercier mounted a Merkel 4. Cox's time was 6:56.

In the one-mile time trials Constant went the route in 1:13½, and Costello turned off a mile in 1:14⅖. The latter asked for a second trial and made a good start, but lost ground when his motor missed a few times on a turn, and was unable to do better than 1:23.



Coughlin and Costello Leading Trade Riders in the 3-Mile Event.

EAST ST. LOUIS CLUB.

THERE is no scarcity of motorcycle interest in East St. Louis, Ill., where about 100 riders are now buzzing over the roads on their single-trackers and several enjoyable runs have been made of late. One of the favorite trips is to Creve Coeur Lake and Gumbow, 40 miles each way, with facilities for a good chicken dinner at the turning point. Roads in the vicinity are reported to be good.

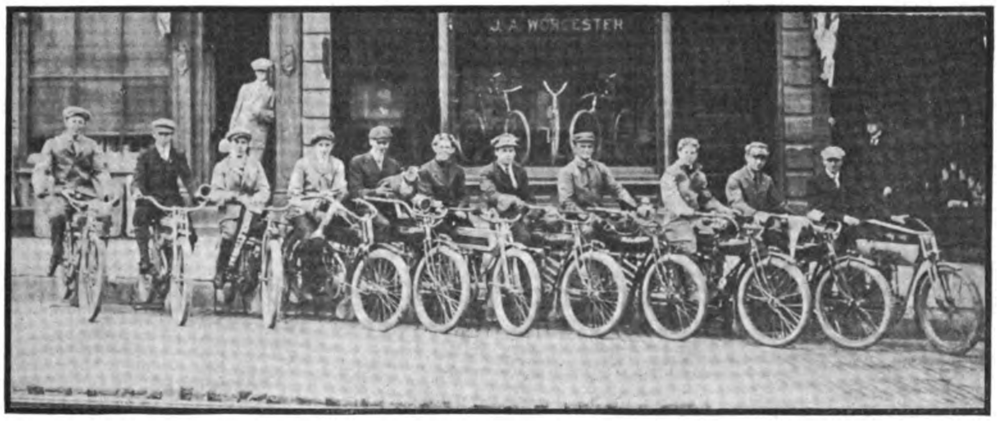
E. R. Rodgers, manager of the Western Union telegraph branch in East St. Louis, and Payton Read, of the Read Cycle Co., are the organizers of an F. A. M. club recently formed in the city. Officers have been elected as follows: Hall Hamel, president; C. E. Heins, secretary; Payton Read, treasurer; Bert Bradbery, captain; Thomas Callahan, business agent. The club has 19 paid-up members, and promises from about 40 others.

CHANGES OF ADDRESS.

SUBSCRIBERS to MOTORCYCLE ILLUSTRATED *who contemplate changing their addresses are requested to send us notice to that effect at least two weeks in advance. Although the post offices notify this paper in such cases, its notices are usually received some time after the change of address has been made. As a result subscribers who depend entirely upon postal notices to this paper, often miss one or even two issues of the paper, or at least have such issues delayed in transmission.*

McHENRY COUNTY CLUB.

THE McHenry County Motorcycle Club held its last meeting at Woodstock on May 22 and elected the following officers: President, Mac. Schellenger; vice-president Harold Miller; secretary-treasurer, R. J. Latter; captain, Arthur Skinner. The club has fifteen members, and many lively prospects. The captain of the club has got some nice runs mapped for the season, and the riders are looking forward to them impatiently.



A MIDDLETOWN SQUAD.

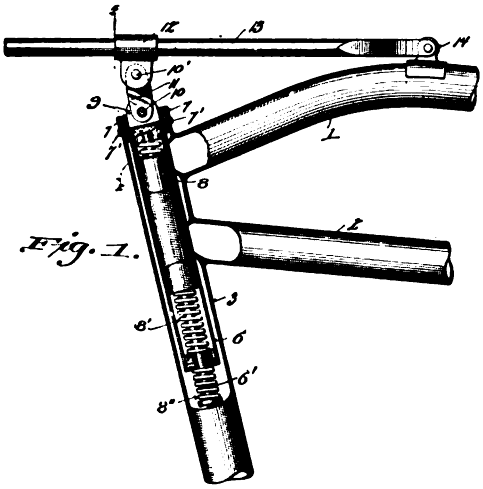
WHILE plans for a club have not been launched as yet motorcyclists in Middletown, N. Y., are not lacking in fraternal spirit, and the accompanying photograph indicates that they do not overlook the pleasures to be derived from co-operative road work. The picture is forwarded by C. Wesley Breese, who is striving to bring about the organization of an F. A. M. squad. Breese explains, by the way, that quite a few riders of the city were not on hand when the photograph was obtained.

INTERESTING NEW MOTORCYCLE PATENTS

Several of those Described and Illustrated Below Apply to the Motorcycle Exclusively While Others May Also be Adapted to the Automobile—Harley-Davidson and Troxel Improvements.

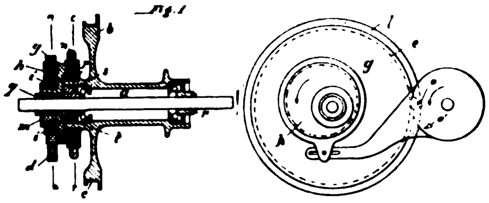
AMONG recently issued patents of interest to motorcyclists are those covering the improved seat support, designed by William S. Harley, which has been attracting attention on Harley-Davidson machines since the opening of the season; one covering an improved arrangement of the rear springs on Troxel saddles, and several other inventions which may be adapted to either two or four-wheeled motor vehicles. Several of these devices are described and illustrated herewith:

1,024,684. Seat Support, patented April 30, 1912, by William S. Harley.—This relates to the shackle connection between the spring-controlled seat-mast and the pivoted seat-bar shown in the drawing. The link 11, is pivoted at 10 and 10′ respectively to the saddle bar trunnion head 9 of the spring plunger, and to the lugs on collar 12 fitted to saddle bar 13. The arrangement is designed to permit of a low saddle position without interfering with the rise and fall of the saddle and seat bar, but preventing transverse play of the parts mentioned. The well 6 and the springs 8 and 8′ of the spring device within the seat post are clearly indicated in connection with the above.

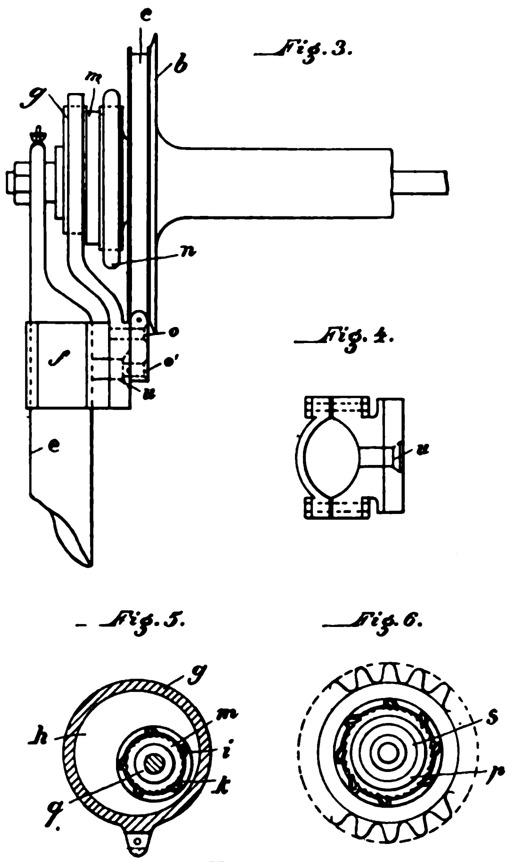


Patent No. 1,024,684.

1,023,076. Free-Wheel Back-Pedalling Brake, patented April 9, 1912, by Franz Goebel, of Hann-Münden, Germany.—This relates to a brake operated by back-pedalling in which the operating lever arm is outside the hub of the rear wheel for greater length and in conjunction with a brake wheel and band which can be readily renewed when worn. The outside location of the lever is designed to give less braking effort on the part of the rider for the same effective braking service in the device. The hub of the wheel has a wheel *B* for the band *c*; brake lever *d* is anchored to the rear fork tube by clamp *f*, a pin *u* being fitted on which *d* can turn when elevated or depressed by an eccentric strap *g*. The eccentric *h* gets its motion from the pawls *i*, which engage in teeth *k* on a member m. This latter is fitted to a free-wheel device *n*. When back pedalling, *m* is rotated backwards by *n* the eccentric is moved and *g* depresses lever *d*, tightening the band *c* on *b*.



Patent No. 1,023,075.



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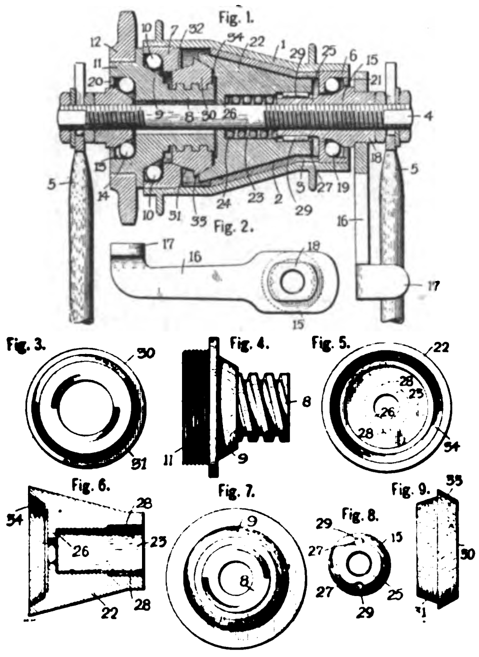
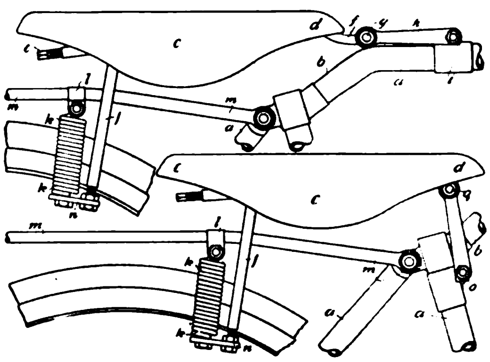


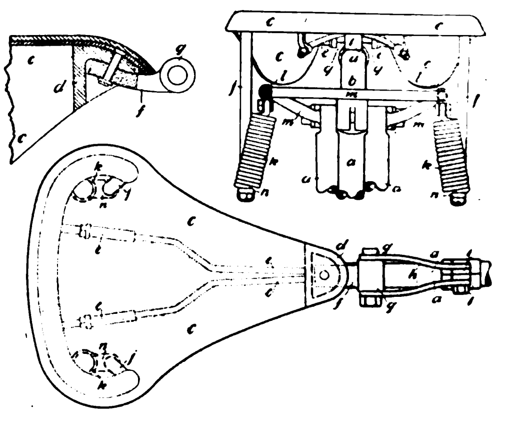
Patent No. 1,023,347.

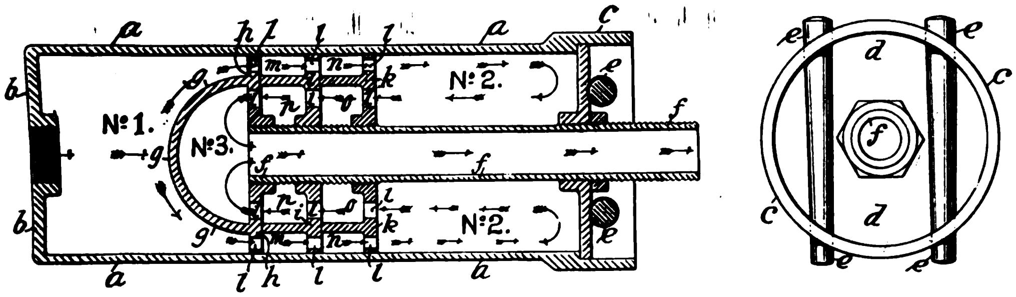
1,023,347. Back-Pedalling Coaster-Brake, patented April 16, 1912, by Jos. H. Whittington, Buffalo, N. Y.—This relates to a coaster brake in which the braking is by a lateral movable element shifted by a clutch device when back-pedalling movement is imparted to the driving mechanism. A cone member 22, normally is held away from a coned shoe 2 within the hub 1 by a spring 23. Part 30 fits within a smaller coned portion of 22 and is threaded to fit part 8, which is controlled by sproket 12. When the rider back-pedals, part 8 is rotated, driving forward (to the right in the drawing) cone 30, which in turn pushes cone 22 to engage with shoe 2 and give the braking effect. On pedalling forward again, 8 withdraws 30, and spring 23 withdraws cone 22, releasing the wheel and hub. The stationary portions of the mechanism are anchored by arm 16 to the stay 5 of the frame. In coasting the driving mechanism is stationary, and hub revolves freely on the ball bearings 10 and 19.

1,023,744. Saddle for Motorcycles, etc., patented April 16, 1912, by Edward Lycett, of Olton, England.—This relates to a saddle adapted to mounting direct on the frame of the machine by means of links and clips at the front and a spring shock absorbing device to a bar at the rear, the latter acting as a luggage carrier. The patent shows arrange-



Patent No. 1,023,744.





Patent No. 1,023,644.

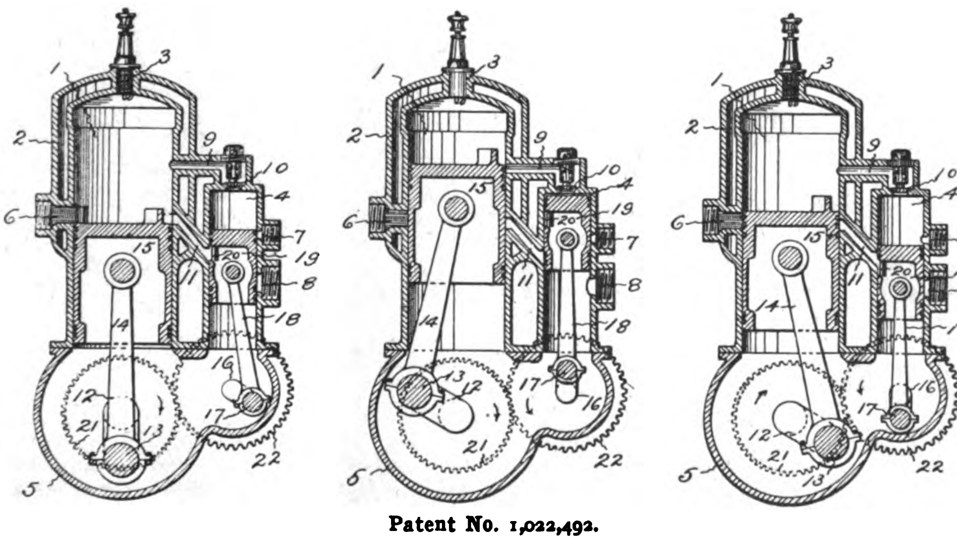
ment of the saddle frame to suit the conditions of suspension. The nose of the saddle frame is fitted with a piece having an eye *g* to which the rockers *h* are articulated; the latter attaching at *o* to clip on the seat mast tube. The rear portion of the saddle frame is crescent shaped, and has posts *j* ending in platforms which carry shock springs *k*, which are attached to luggage carrier frame *m, m*. The latter is fastened to the joint where the rear stays and seat-mast connect. In one arrangement the nose piece is prolonged to give a horizontal position to link *h*, and thus give a saddle position farther to the rear and lower. Braces *e, e* connect the nose and cantle-members of the saddle frame.

1,023,644. Exhaust Muffler, patented April 16, 1912, by Joseph Hall, Manchester, England.—This relates to a readily-dismountable muffler, the arrow indicating the course of the exhaust gases. The "pot" of the muffler is the cylinder *b-a-a*, with the swell *c* in which a plate end *d* is fitted and held in place by pins *e* passing through holes in the swell *c*. *G* is the spherical end of the perforated plate device *l-l-l*, which is screwed to the exhaust outlet tube *f*. This latter passes through the head *d* as shown. The gases from the motor enter through a threaded port in the end *b-b*. by pulling pins *e-e* the whole interior of the muffler can be withdrawn and cleaned, etc. The expansion of the gases is in three stages: at No. 1, then at No. 2, and finally inside dome *g* at No. 3.

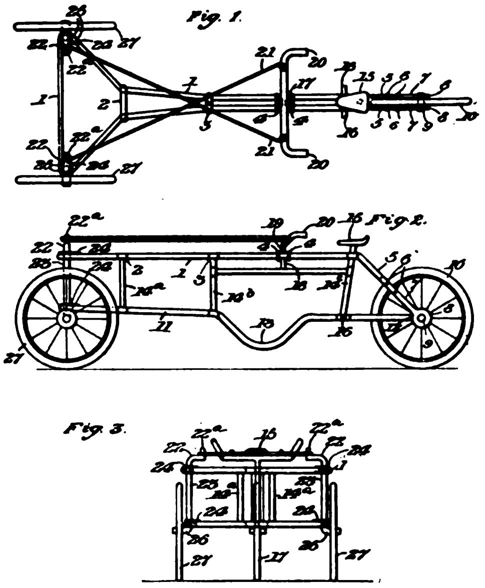
1,022,492. Internal Combustion Engine, patented April 9, 1912, by John J. McIntyre, Hartford, Conn.—This relates to a two-stroke engine having a pump cylinder and plunger which latter acts as a valve for causing the burnt gases to be expelled and pumping in fresh charges of mixture. The working piston 15 operates as usual in the cylinder, and the pump piston 20 works in the cylinder alongside. The crankshafts of both pistons are driven at equal speeds by gears 21 and 22. The exhaust port from the working cylinder is at 6; the gas port from the carbureter to the pump cylinder is 7; the port for scavenging air is 8, and passages to the working cylinder are at 9 and 11. A valve is fitted at 10 and 4 and is the upper portion of the pump cylinder. In Fig. 1 the piston 15 is ready to rise and 20 to descend. Port 6 is open, valve 10 is lifted and the air compressed above 20 enters the cylinder 2, driving out the burnt gases. In Fig. 2 the piston 20 is at its upper position, after having forced the new mixture up through valve 10 and passage 9 into cylinder 2. Air port 8 is opened and 7 blanked. Air therefore goes into the crankcase 5. In Fig. 3 piston 15 is descending and 20 ascending; port 7 is opened and scavenging air is about to enter the working cylinder under piston 20 through a port there—in and through passage 11.

1,022,675. Running Gear for Motorcycles, patented April 9, 1912, by Carl Hendricksen, of Seattle, Wash.—This is a tricycle or tricar frame consisting of an upper and lower construction with direct steering to the pivots of the front steering wheel by rods to the handle bars. In Fig. 2 the motor is hung in loop 13, and the rider sits in saddle 15 with his feet on rests 16. 21-21 are the rods leading to the arms 22 on the steering pivots 23, which are fitted with ball-races 6" and 9". The upper and lower portions of the frame are connected by pieces 14a, 14b and 14c. The upper frame is to be of one continuous piece of tubing bent as shown (I).

1,022,447. Saddle, patented April 9, 1912, by David S. Troxel, of Elyria, Ohio.—This relates to an arrangement of springs at the rear of a saddle in which two sets are employed on each side, for the purpose of absorbing shocks, etc. The springs are respectively coned in the upper pairs and cylindrical in the lower pairs. The upper springs are connected by a yoke attached to the cantle portion of the saddle frame, and bars from this yoke attach to the bottoms of the lower springs. The ends of the latter springs are in turn attached to the low frame of the saddle, as are the lower ends of the coned upper springs. The yoke swivels to give freedom to the mechanism when the saddle plays up and down. The upper springs are compression springs, while the lower are tension springs; both sets constantly carry the load or weight of the rider. In the drawing, 34 are the coned upper springs, 31 the yoke bar, and 33 the lower springs. The method of attaching the spring ends to the lower saddle frame 20-23 is shown as 36-38-37.



Patent No. 1,022,492.



Patent No. 1,022,675.

USE TIMING DEVICES.

A BAN has been placed on speeding in Cleveland and several motorcyclists have been caught of late in traps set by the police. Timing devices have been arranged and when an arrest is made there is no way in which the offender can talk himself out of paying a fine. The police are also hot on the trail of the open-muffler fiend.

TESTING MUFFLERS.

STEPS are being taken by the British Auto-Cycle Union to ascertain to what extent the average motorcycle can be muffled without seriously curtailing its power. Tests are being made with various types of mufflers, according to a news item, with a view of standardizing one which gives maximum power and minimum noise.

COMPARATIVE COSTS.

PATROLMAN RICHARD TATHAM recently submitted a statement to the Board of Supervisors of San Francisco, Cal., showing that it costs six cents to travel one mile with a horse and buggy on city business, and that the same distance may be covered in one-third the time at an outlay of half a cent on a motorcycle.

NO TANK RIDING.

A NEW ordinance in Cleveland prohibits the carrying of a passenger on the tank or handlebars of a motorcycle. Unless a side-car is used the passenger must be mounted on a regulation tandem attachment with pedals and handlebars.

DE ROSIER'S HARD TRIAL.

IN a letter written from the Crocker Street Hospital in Los Angeles, Cal., Jake DeRosier admits that he is now going through the most trying experience in his career as a racer. His leg, which was broken in two places above the knee, has been slow to mend, and the knee itself, also fractured, is giving him much trouble. For weeks past the plucky speedster has suffered torturing pain, and it is not likely that he will be able even to sit up in bed for another month. Referee Charles Fuller Gates and the riders of Los Angeles and vicinity have done everything possible to assist DeRosier since the accident, which occurred during a record-breaking whirl on the Los Angeles Motordrome, and the injured racer is deeply appreciative of the generosity with which he has been treated.

KIPP AS A "ROUGH RIDER."

HERB KIPP, of Toronto, the Canadian representative of the Hendee Manufacturing Company, recently rode from Ottawa to Toronto on a twin-cylinder Indian machine in twelve hours and twenty minutes. The distance was 298 miles, and Kipp's mount was piled high with luggage. The roads were rough and Kipp was once thrown while traveling at a good rate of speed. A few days later Kipp rode to Peterboro from Toronto, a distance of 109 miles, in a few hours.

Kipp reported that motorcycle business in Ottawa and Peterboro is very healthy, a great deal of interest being taken in the single-trackers in the two places. Clubs are about to be formed in each center and preparations are being made to hold race meets on the tracks, such as they are. Ottawa now has some forty machines, half of which are Indians. In Montreal there are about fifty riders, but club enthusiasm does not run very high, although an organization is promised for next fall.

ANNUAL ENDURANCE RUN.

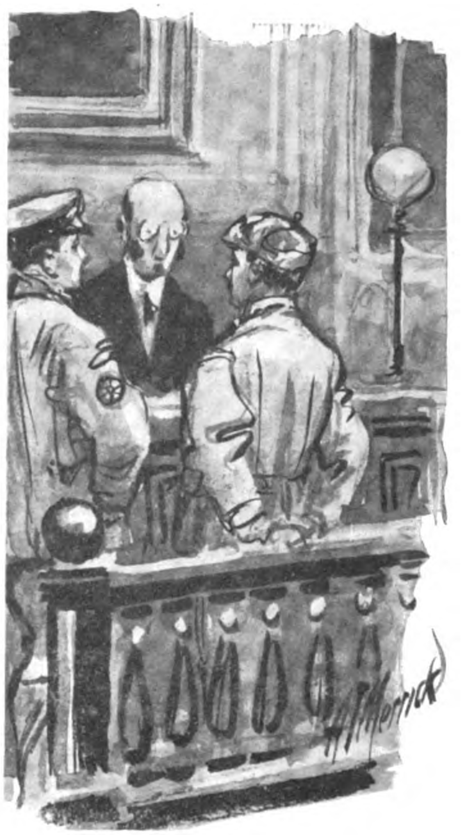
MINNEAPOLIS, MINN.—The annual endurance run of the Minneapolis Motorcycle Club was held on May 26. The run, which was about 150 miles in length, was from Minneapolis to Hutchinson, Minn., and return. About twenty-five riders participated. The route led from Minneapolis to Lake Minnetonka, to St. Bonifacius, to Glencoe, to Hutchinson and return.

HOUSER KEPT MOVING.

BRUCE HOUSER, a Findley (O.) motorcyclist, recently made a motorcycle trip from that city to Aurora, Ill., a distance of 327 miles, in fifteen hours.

"I say Bo, are we on de right track?"

"Sure—can't get lost, wid dis Touring Number. Hope dey get one out every spring."



The Culprit.—The traffic officer must be mistaken about my breaking the speed law for I ride one of those punk 'Putputts' motorcycles, and the best they can do is about ten mlies an hour.

The Magistrate.—What! I ride one of that make myself, and they are the best and speediest on the road. Ten dollars, and I wish the law would permit me to make it more!

AN UNREASONABLE TAX.

MOTORCYCLISTS of Norfolk, Va., argue that $10 a year as the fee for operating a power two-wheeler in their city is too high, and the Twin City M. C., of Norfolk and Portsmouth, is taking steps to have the regulations revised. In addition to the city tax the riders of Norfolk are called upon to pay a State fee of $2 annually, so that their complaint is not without justification.

GEOLOGIST IN THE RANKS.

J. S. CLARK, employed in the geological survey department at the State Capitol in Trenton, N. J., is one of the city's most enthusiastic motorcyclists. He says the machine allows him to combine business and pleasure most satisfactorily.

WANTS MORE MACHINES.

DES MOINES, Iowa, now has two motorcycle officers connected with its police department, and Chief J. W. Jenny is planning to add two more machines at an early date.

THE annual picture run of the Providence (R. I.) M. C., to Roger Williams Park, was held on Sunday, May 26. The riders gathered on Exchange Place, in Providence, at 11 a. m., and rode to the park in a body, where several photographs were taken.

FIRST SOCIAL RUN.

MINNEAPOLIS, MINN.—Under ideal weather conditions the Minneapolis Motorcycle Club held the first of its official sociability runs recently when about thirty members of the club journeyed up to Anoka for a day's spin. The riders gathered at Second avenue and Sixth street under the leadership of Captain Guy Webb and had an easy three hours' ride up to Anoka where the club had made arrangements for a chicken dinner at the Anoka Hotel. After dinner the riders took a short rest before mounting their wheels for a spin up the Rum River to Elk River, from which point they returned to the city by way of Champlain. The roads were in fine condition and many little speed contests were waged among the members of the club on the return trip.

So successful did the run prove that the club has decided to make them weekly events. For Sunday, May 12, the club had planned its annual reception to new members by holding a run around Lake Minnetonka with dinner at Excelsior, and a boat ride up into the upper lake for the afternoon, but rain caused a postponement of the outing.

INSPECTOR ON MOTORCYCLE.

DES MOINES, IOWA, is waging a pure milk campaign and to provide for thorough inspection of the city's dairies Milk Inspector Sasseen has been supplied with a motorcycle.

FOR POST OFFICE SERVICE.

IT is announced that motorcycles will be used in connection with the special delivery service for the New Orleans (La.) post office, and that the telegraph companies of the city are preparing to supply their messengers with motor mounts instead of bicycles.

A YOUTHFUL PILOT.

HARVARD WIMER, 13 years old, of Auburn, Ind., appears in the photograph on his brother's Excelsior. The youngster is capable of handling the machine perfectly even in crowded streets, and he has established a reputation for careful driving. He is the youngest rider in his section of the country and is duly proud of the fact. The picture is forwarded by C. G. Grill, Excelsior agent in Auburn.

HOW COOLEY LOCATED THE TROUBLE

Memphis Mouse That Nested in a Motorcycle Muffler Caused Some Excitement But Clever Sleuthing Foiled Him.

FROM Memphis, Tenn., comes the sprightly and more or less enlightening article which follows, diagnozing an ailment which tied up the innards of a motorcycle owned by Earl W. Cooley one morning recently. While departing somewhat from the viewpoint of the technician Mr. Cooley gives evidence of being in close affinity with his mount, and it is not likely that any motor affliction could long evade such an examination as the one here described. Says Mr. Cooley:

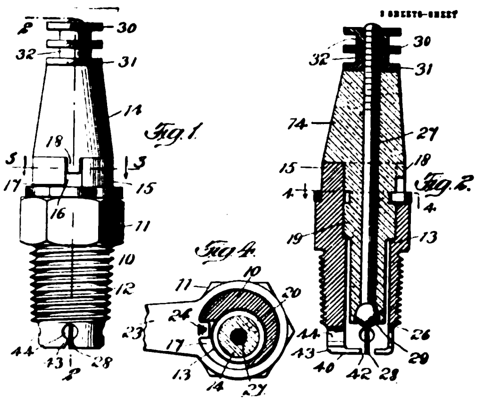
"The life of a married man is not wholly one of pleasure and recreation, particularly when he mixes up with a gasoline engine. He may have a few family jars and things may not go just right at the shop, but he can overlook these things or just take them with a smile. But when he has to ride 'steen miles to work, and he gets up late and his single-tracker refuses to start, and he can't get her started, he just has to sit down and cuss a bit.

"At least, that is just the way things went the other morning. My engine got a cranky streak on and the more I cranked it the crankier it got, until the air in my backyard had at least a few Blue Streaks in it. My machine is certainly one of the best made, and it cannot go dead if it gets gas and a spark—so the agent said—but I couldn't twist my tongue just right and the machine simply would not run. It is a high-pressure, double-action, single barrel, chain drive joy promoter, and will ordinarily start on a quarter turn.

"But this was an extraordinary occasion. At first I thought that the Tropic of Capricorn had got into the Canal Reservation, and sure enough the exhaust tube was bent. I screwed off the umbilicus and drew out the inner telescoping shaft, greased the pectoralis, cleaned the gumalickit, and finally did get it re-assembled. It looked good to me and I cranked 'er for over an hour to see if she wouldn't combust audibly. But nothing doing.

"Then I guessed that oil had accumulated in the hopsock, so the undulundator couldn't coalesce with the incus. I extracted the dumfud, wiped the gastric juice off of the doofunny and pumped oil about two-thirds of the way up the glass in the crank case. This made everything look all right. The motor should have said cop, cop, cop, right along now, but it simply said 'kachew, kachew.' Nothing else.

"Now, there is a tea canister annex suffixed to the main duodenum that runs up for'd the crank-hanger a piece, which has a couple of holes about the size of a fifty-cent piece in its rear end, and an attachment which is supposed to keep these holes closed. It is the duty of the above-described annex to say 'thung' at each explosion, but it was maintaining a discreet silence. Having noticed this, I decided to lie down on the grass (I needed the rest, anyhow) and investigate this. A careful investigation showed that mice from next door had built a nest of hen feathers and sox by carrying them through the holes in the annex, and this nest had plugged up the kapunker. When it tried to say 'thung' inside, the kapunker was stuffed up stiffer than the right leg of the Goddess of Liberty.



A Recently-Patented Spark Plug with Movable Electrode.

"I got the kapunker on again and confidence was immediately restored, and with a quarter turn she commenced to sing like a bird. A motorcycle is just as simple as driving tacks, but experience teaches that none of them will cop when it has a stuffed up snoot."

TO BUILD THEIR OWN ROAD.

MEMBERS of the Aberdeen, Hoquiam and Montesano clubs, Washington organizations, will co-operate on the construction of a three-foot roadway between their cities for the exclusive use of motorcyclists.

SOUND ADVICE.

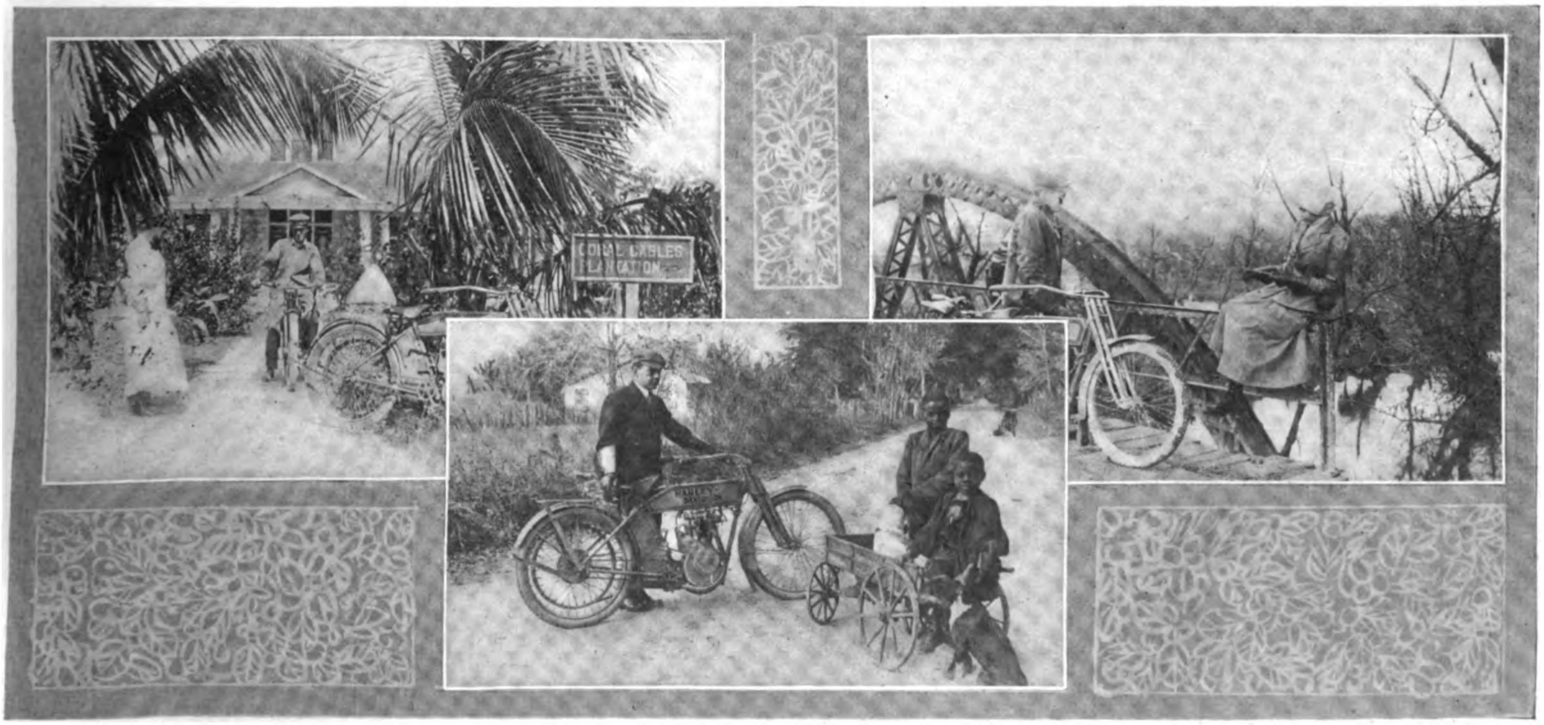
"IF a city wishes to increase the efficiency of its police department," says P. E. Thomas, who is connected with the department in Dayton, Ohio, "I advise the purchase of motorcycles."

SOLICITOR MOUNTS A THOR.

T. A. SEATON, chief solicitor for A. G. Spalding & Co., the well-known sporting goods house, is covering a broad district with the aid of a new Thor.

FLANDERS AGENTS.

LATTA BROS., 79 Tenth street S., Minneapolis, Minn., are now handling the Flanders 4. This is the first time that machine has been represented in the city, and it is proving quite popular.



Among the palms, the plantations and the little black fellows in the Southern States.

MORE RECORDS TUMBLE

Seymour and Claflin Set New Marks Until Their Oil Runs Low on Playa del Rey Saucer.

NEW professional records from one to twenty-one miles and improved amateur marks from one to seventeen miles were written into motorcycle history at the Playa del Rey saucer in California on May 17, when Ray Seymour and Lon Claflin spun the track in two hair-raising trials. Mounting his Indian, Seymour entered upon the record-crimping by turning off the initial mile in 36⅘ seconds, and there was no let-up in his terrific pace until his oil ran low and he was compelled to stop at the close of the twenty-first mile. From the first mile on Seymour's marks were as follows: 2 miles, 1:14⅖; 3 miles, 1:52⅖; 4 miles, 2:30⅕; 5 miles, 3:08⅖; 6 miles, 3:47⅖; 7 miles, 4:25⅘; 8 miles, 5:04⅖; 9 miles, 5:42⅗; 10 miles, 6:21⅘; 11 miles, 7:00; 12 miles, 7:39; 13 miles, 8:17⅖; 14 miles, 8:56⅘; 15 miles, 9:35⅕; 16 miles. 10:14⅕; 17 miles, 10:53⅕; 18 miles, 11:32⅘; 19 miles, 12:12⅘; 20 miles, 12:52⅘; 21 miles, 13:32⅖.

Lon Claflin, the Salt Lake City speedster, contributed his share to the excitement by reeling off the opening mile in 38⅘ seconds, and his other marks were as follows: 2 miles, 1:18⅖; 3 miles, 1:58⅘; 4 miles, 2:38⅘; 5 miles, 3:18⅘; 6 miles, 3:59⅕; 7 miles, 4:40; 8 miles, 5:20⅘; 9 miles, 6:01⅕; 10 miles, 6:42; 11 miles, 7:23; 12 miles, 8:03⅖; 13 miles, 8:43⅘; 14 miles, 9:23⅘; 15 miles, 10:03⅘; 16 miles, 10:44⅖; 17 miles, 11:24⅗. Shortage of oil also compelled Claflin to stop. Seymour has announced his intention of going after more records at an early date, and it is likely that Claflin will also make another trial for new marks.

When Marty Graves, mounting an Excelsior, rode two miles in 1:19⅖ on the Playa del Rey saucer on April 18, and continued this pace until he had been clocked for 25 miles at 16:35⅘ it was taken for granted that these figures would stand for quite a while, but Seymour in his latest trial lowered them at every circuit. Claflin has long been a rider who could be counted upon for sensational work, and his friends will not be surprised to learn that he has been stepping on the heels of old Father Time.

F. A. M. Referee Charles Fuller Gates superintended the trials and his officials were as follows: Henry Johns, starter; Paul Derkum, Percy Powers and H. H. Boore, timers; Fred Hofer, E. W. Hoag and Roy C. Barton, judges.

LOS ANGELES, Cal.—On May 24 Ray Seymour took up his record smashing again on the Playa del Rey saucer, at the point where he was halted through lack of oil in his May 17 trial, and completed the list of Indian records by establishing new marks from twenty-one to thirty miles. This leaves the Indian once more holding all records, both amateur and professional. The new records to be added to those made by Seymour on May 17 are as follows: 22 miles, 14:27⅕; 23 miles, 15:07⅕; 24 miles, 15:47; 25 miles, 16:27 and 30 miles, 20:21⅘.

LORAIN QUARTERLY TRIAL.

THE second quarterly trial of the Lorain M. C. is scheduled for June 2 to Toledo and return. A large loving cup will be the trophy.

Don Klark Lowering Dirt Track Record.

CLIPPED TRACK RECORDS

Don Klark Lowered Marks for Detroit Course in Series of Exciting Speed Duels with "Shorty" Matthews.

DETROIT, MICH.—Don Klark, mounting an Indian, lowered the local track records in three events at the meet held May 19 under the auspices of the recently organized Motorcycle Dealers' Association. He clipped two seconds off his old time for the mile in the time trials, going the distance in 49 seconds. In the 10-mile event for machines of the 61 cu. ins. class he led Shorty Matthews to the tape and set up a mark of 8:43. His time over the 25-mile route, the feature race of the card, was 21:36⅗. In the latter event Klark and Matthews fought all the way and it was only through the hardest kind of riding that the former managed to open up a margin of five lengths at the finish. Summaries:

5-mile novice; Dougherty, Indian, first; Moran, Indian, second; Swaffard, Indian, third. Time, 5:26⅗.

10 miles, 30.50 cu. in. machines; Matthews, Thor, first, Tullis, Thor, second. Time, 10:22.

10 miles, 61 cu. ins. machines; Klark, Indian, first; Matthews, Thor, second; Weitzman, Merkel, third. Time 8:43.

Unknown distance race, 30.50 cu. ins. machines; Matthews, Thor, first; Tulliss, Thor, second; Logan, Merkel, third. Distance, 9 miles; time, 9:23⅗.

One-mile time trials; Don Klark established new record for the track, 49 seconds. His former record, 51 seconds.

25 miles, 61 cu. ins. machines; Klark, Indian, first; Matthews, Thor, second; Tullis, Thor, third. Time, 21:36⅗.

CANADIAN CHAMPIONSHIPS.

THE official program of the first annual National Championships of the Canadian Motorcyclists' Association, to be held at Hamilton, Ontario, on Monday, July 1, on the Hamilton Jockey Club one-mile track, has been arranged. This meet will provide the first opportunity for riders in Eastern Canada to compete on a large track, and it is expected that many Canadian marks will go by the boards. There are ten events on the list, three of which are open championship races with distances at five, ten and twenty miles. There are also five and ten mile races for novices, private owners and an unknown distance event.

All entries close on Saturday, June 22, with President K. R. Spencer, 70 York street, Hamilton, or Secretary T. I. Anderson, 53 Chicora avenue, Toronto.

WARNING FOR RACERS

Chairman Thornley Points Out Danger of Forcing Track Owners into Combine Through High Rates.

BELIEVING that there is real significance in the old adage, "an ounce of prevention is worth a pound of cure," Chairman J. P. Thornley, of the F. A. M. competition committee, has prepared a letter of warning for speedsters who of late have shown some inclination to band together for the purpose of pushing up riding rates against track promoters. The board track boom which is sweeping the country has brought with it an unprecedented demand for experienced riders, but Chairman Thornley points out that unreasonable propositions from racing men will quickly force the track owners into a combination for mutual protection which will cause widespread dissatisfaction. His letter follows:

"It has come to my ears that certain professional motorcycle riders, realizing the scarcity of good riders and the demand for them by present and prospective motorcycle board tracks, have banded together to demand what appear to be exorbitant prices for their services.

"It is not the part of the F. A. M. to interfere with professionals as to the amount of money they get for their services, but it seems to me that it is my duty to warn and advice these men against getting the reputation of gouging when they have the opportunity. I want to warn them that the game is a young and uncertain one, and they may very readily by exorbitant demands, if not kill the goose that lays the golden egg, force track owners into a similar combination, which would result in their being squeezed in just exactly the way that they are apparently now trying to squeeze track owners. This is more than a remote possibility, and I would strongly advise the professionals not to indulge in such practices, but demand a fair remuneration for their services and not try to take advantage of the track owners' necessity.

"Moreover, I have also heard that some of the riders have entered into a contract with a man who does not own or promote

LOOKS LIKE A GOBLIN.

BUT it's only a freak picture accidentally snapped while Klark was breaking the dirt track record. He was coming so fast that he "beat the photographer to it."

a track, and that this contract is an individual contract between the riders and the gentleman referred to. In the first place, if such contracts exist it is easy to see that the gentleman making the contract expects to get something out of it. In other words, the riders have to be paid more than they otherwise would in order that the aforementioned gentleman can get his. I wish to say, that any such contract entered into by professional riders and a man who is not actually operating a track is not worth the paper it is written on, as far as the F. A. M. is concerned. The riders can break this contract whenever they feel like it, and unless the gentleman referred to can handle them legally, he need not look for any assistance from this office. Such contracts are bad in principle, and sooner or later get professional riders in such bad odor with track owners that they will simply lay for an opportunity to get even. I therefore hope that the professional riders will not enter into any contracts with anyone except actual promoters and track owners, and as the F. A. M. and this department of the F. A. M. has the best interests of the sport and of the professional riders as well as amateurs at heart, it would be advisable for the riders to consult me before they enter into contracts which might seriously embarrass them later on. I might say, that if exorbitant demands are persisted in by professional riders, in time it will become necessary for the F. A. M. to fix a standard fee for all professionals. This is a step which the F. A. M. would be very unwilling to take, and would only take it in order to save the professionals from subsequent squeezing they are sure to suffer from some sort of track owners' association if they persist in trying to hog everything in sight."

CALGARY ENDURANCE RUN.

A NUMBER of endurance runs are being planned through the southern part of Alberta, Can., by the Calgary (Alberta) Motorcycle Club.

ECONOMY AND GOOD TIME.

CHARLES L. SWOPE and J. Harry Ruth, of Hanover, Pa., recently made an excellent time and economy showing on their Merkel machines in a run of 127 miles. Swope mounted a Merkel 7, chain driven, and Ruth rode a Merkel 6 with belt drive. The last 54 miles of their trip were covered in 58 minutes, including three stops, and only seven quarts of gasoline were used throughout the trip. The accompanying photograph was taken as the riders were making about 40 miles an hour. The picture shows Swope facing on the right.

E. H. TRACY, of the Indian team at the new Luna Park Motordrome at Cleveland, May 18.

PLANNING TWO-DAY RUN.

THE St. Cloud (Minn.) M. C., which was recently organized with thirty-five charter members, reports that it contemplates holding a run to Minneapolis and St. Paul some time during July or August. Some members have advocated the plan of holding a two-day run to the Twin Cities instead of the usual one-day event, as it is claimed it would not be so tiresome and would give the members more time to see the cities.

TRACK FOR WATERLOO.

MOTORCYCLE riders in Waterloo, Ia., are rejoicing in the fact that they will soon have a splendid track for racing. Sufficient funds have been raised to establish a track in Prospect Park, near the tract now used by the gun club. Besides the track there will be a baseball diamond and a general athletic field.

INDIANA RACE SERIES.

RIDERS from Richmond, Terre Haute, Indianapolis, Columbus, Kokomo and other towns are arranging to attend the meets which will be held by the Indiana Racing Association on the Shelbyville track throughout the summer.

OPENED NEW TRACK.

THERE was a large turn-out recently at the opening meet on the new track at Opal, near Santa Cruz, Cal., and the local club scored a big success with the program.

BOYD A CHAMPION

By the Hardest Kind of Riding He Took Blue Ribbon Event at Denver from Cox and King.

DENVER, Col.—"Slivers" Boyd won the annual state championship by carrying off one of the most exciting and interesting events ever witnessed on the local saucer. Cox was only separated from first place by a margin of a few inches. Bowen, who was generally considered Boyd's chief rival, met with an accident just after the race started, his machine breaking in two at the head, but aside from giving the spectators a thrill no damage was done. Boyd demonstrated that he was entitled to his new honor by winning two of the three events entered, and only losing out in the third event by a few inches to Bowen and Cox. The thrills of the day were furnished by Cox, who in each event only lost first place by an inch or two, and was successful in beating both Boyd and Bowen for second honors in the events in which they did not pull down first place. Hurlbut had an easy time winning the amateur event.

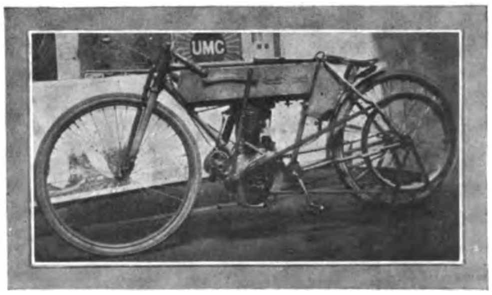
Summaries: 2 miles, amateurs, singles, stock; 30.50 class: T. Hurlbut (Indian), L. Parkhurst (Sears), T. Shepherd (Merkel). Time, 2:26⅗. 3 miles, open, professional; 61.00 class: "Slivers" Boyd (Indian), L. Bowen (Merkel), M. Cox (Merkel). Time, 2:12⅖. 5 miles, open, professional; 61 class: L. Bowen (Merkel), M. Cox (Merkel), "Slivers" Boyd (Indian). Time, 3:49⅕. 3 miles, consolation; profesional, 61 class: F. King (Indian), L. Fleckstein (Indian), A. Patterson (Merkel). Time, 2:20⅘. 7-mile State Championship; professional, 61 class: "Slivers" Boyd (Indian), M. Cox (Merkel), F. King (Indian). Time, 5:12⅖.

RIVERVIEW SANCTION.

CHAIRMAN THORNLEY, of the F. A. M. competition committee, has received a check for $750 from W. M. Johnson, representing the management of the Riverview Motordrome in Chicago, to cover a restrictive sanction for the track.

A HOME-MADE RACER.

W. STAUDEMAYER, of Danville, Ill., forwards the accompanying photograph of a home-made racing machine on which he has clipped off some fast miles. It is a 1909 model Excelsior, with 1910 cylinder. The frame is 26 inches high and 28-inch wheels are used. One of its novel features is a galvanized iron exhaust pipe. Staudemayer asserts that he buzz around a half-mile dirt track in 28 seconds. He has already won several races.



PLAN FOR A HANDY MOTORCYCLE GARAGE

Massachusetts Enthusiast Gives Detailed Instructions for Building an Attractive One at Small Cost that will Meet All Requirements of the Average Rider.

By ALFRED W. DEVINE.

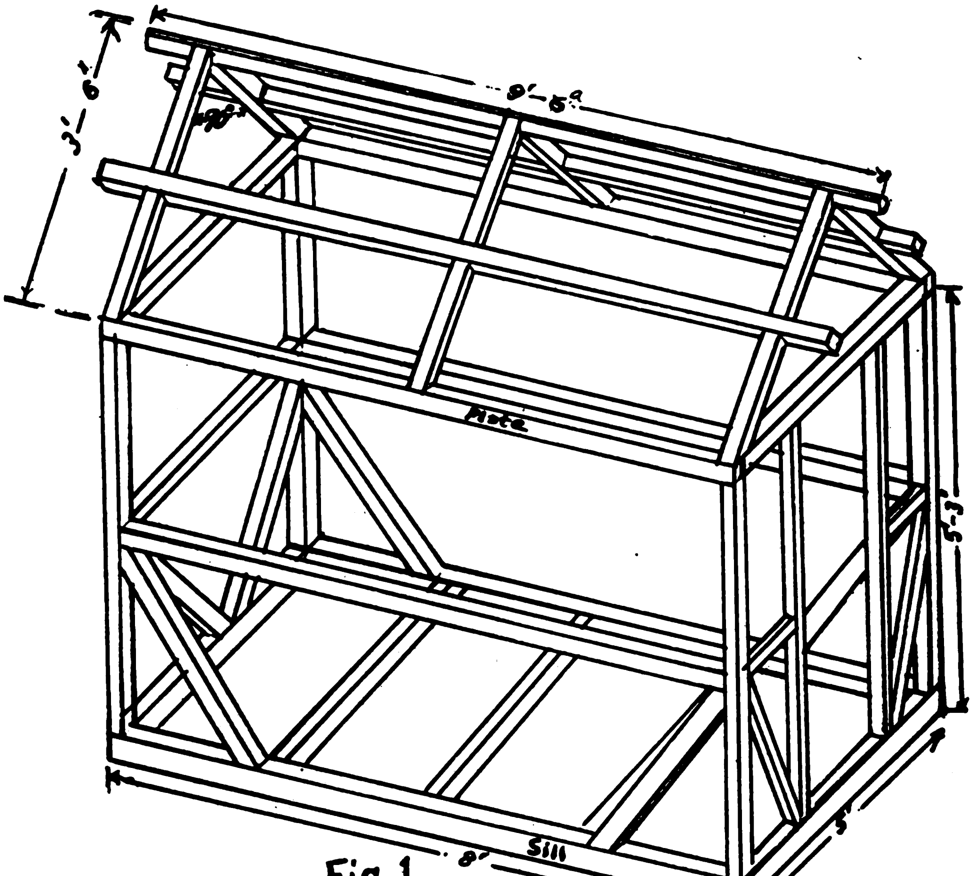


Fig. 1.

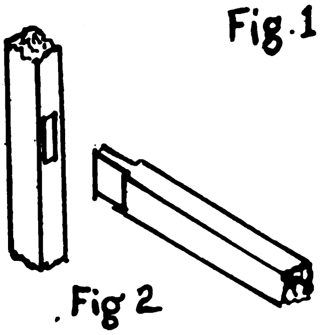


Fig 2

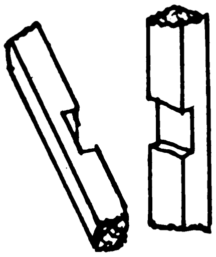


Fig. 3

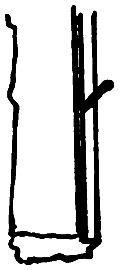


Fig. 4

ALMOST every motorcycle rider has felt the need, at one time or another, of a small motorcycle garage. By following a few simple directions, anyone can build a neat little house like the one shown in the photograph at a total cost of about twenty dollars. The materials needed are: Forty running feet of 2 x 4; 135 running feet of 2 x 3 (preferably planed on all four sides); 300 sq. ft. of 4-inch sheathing, and 40 sq. ft. of flooring. Any sheathing will do, but it must be well dried. In constructing this house the writer used a roof covering of canvas, but good sheathing will last for a number of years if put on properly. The best size nails to use are 8-penny wire nails for the frame work, and 6-penny finishing nails for the sheathing.

A view of the assembled frame-work is shown in Fig. 1. Square butt joints are shown for simplicity, but mortised or halved joints make a neater and stronger job. These joints are shown in Figs. 2 and 3 respectively. The floor timbers are of 2 x 4 joist, and all other frame members are of 2 x 3.

After selecting the most suitable spot for the garage, build four small foundations at points which shall be directly under the corners. These may be made by setting short posts upright in the ground, or by building small piers of red brick, or by other suitable means. Care should be taken that these foundations are firm and that they set level and even. They should be sufficiently high to prevent the rotting of the floor timbers through contact with the ground. The sills are set on edge and mitered at the corners, and the cross floor timbers are halved in at the ends.

Building the Frame.

Then place the corner posts in position with the 3-inch side toward the front and brace temporarily. Cut the plates out to the proper size and nail them firmly to the tops of the posts. The side plates will run the full length, but the front and rear plates will lack four inches of being full length, for they merely rest on the edges of the posts and butt up against the side plates, or they can be mitered at the corners as the sills were. Now cut the middle wall joists and permanent braces and nail them in place. It will be sufficient if the braces run back 2½ feet from the corners, for there will not be much strain on the frame.

After cutting the ridge pole to its proper length, it can be planed on both upper edges to give a flat surface for the roof sheathing. All the roof members are cut out before assembling them. The middle roof joists are halved-in with the jack rafters, and project over the ends to support the overhang of the roof.

Now cut the wall sheathing in 5¼-foot lengths, and nail it so that the upper ends are even and at such a height that they will come flush with the roof sheathing. This will be about three-quarters of an inch from the upper edge of the plate, but it can be accurately determined by laying a piece of sheathing on the roof so as to project over the side and then bringing up the wall sheathing till it comes flush. The lower edge of the wall need not be even, for it will be covered by the outer base board. Use finishing nails on the sheathing and drive the nails in at the inner edge of the bead, as shown in Fig. 4. If this is done, no nails will show when the wall is finished.

Door and Windows.

The uprights for the door-frame are cut and set 2½ feet apart. To make the door, take a sufficient number of boards cut to the approximate length, and lay them side by side on a flat surface. Block the boards on one side and drive them together from the other side with the aid of a small piece of spare sheathing so as not to mar the edge. When firmly in place, nail a block on the second side to keep the boards together. Then tack the three cross pieces on lightly with finishing nails. Now drill and countersink holes in the cross pieces for screws, one in each board on each cross-piece. Brace the door by placing two pieces of sheathing, one between each two cross pieces, diagonally upward, from the hinge side, and fasten them with screws. Remove the blocks and cut the ends of the door off evenly and to the proper length. The door should lap the frame about three-quarters of an inch on the top

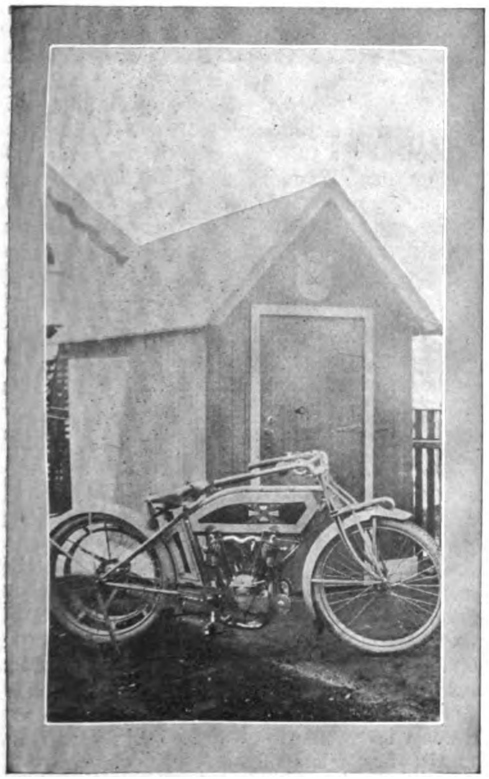
and sides, and 4 inches on the bottom.

The simplest window is made by having a sash (one containing six 8 x 10 lights is about right), which slides back and forth in guides. One window in the back will do, unless a great deal of work is to be done with the door closed. The opening should be left to one side of the center, so as to allow the sash to slide open wide. The sash can slide on the middle wall joist and can most conveniently be held in at the bottom by making a shelf which is put up so as to allow free sliding motion but keep the sash in place. Another guide should be placed at the top.

Care Needed on the Roof.

Great care should be exercised in constructing the roof. The sheathing should project about 9 inches over front and sides. To make it more durable it can be shingled or canvas can be stretched over it. If the latter method is used, the canvas should be obtained in widths which will allow a 4 or 5 inch lap at the joints. Stretch on the lower pieces on each side first and allow about three-quarters of an inch at each end for turning under so that the ends won't ravel. Tack the edges at intervals of about one-half to three-quarters of an ich all around. After the canvas is all on, two planed narrow strips of board or a piece of moulding should be nailed over the ridge pole to add to the appearance of the whole.

If the wood is dry it should be painted immediately. For the floor, heavy boards are the best, though not absolutely necessary. One and a quarter inch matched boards will stand heavy weights without bending and creaking or warping, and are therefore to be recommended. The interior walls should be stained to look well, for otherwise finger marks will soon discolor everything. A Yale night latch is the most satisfactory lock for the door, and the window can be fastened by means of a hook or bolt. Use good, solid strap hinges on the door, and fasten them with short bolts rather than screws.



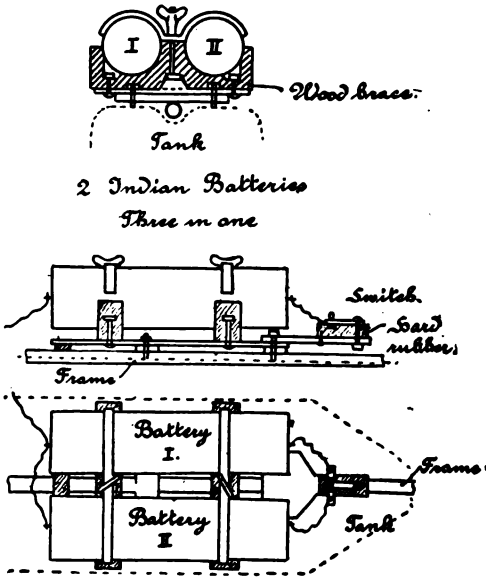
The Garage Completed.

In this article a great deal has been left to the ingenuity of the reader, for it cannot be supposed that the same details will be satisfactory to different people. If, however, the general directions are followed, and a little good judgment is applied, the result cannot but be satisfactory.

RESERVE BATTERY SYSTEM

Bayonne Motorcyclist Carries Two Sets of Batteries and is Thus Prepared for Ignition Troubles.

ALBRECHT HARRER, a motorcyclist of Bayonne, N. J., has worked out a neat and effective method of supplying his battery machine with a reserve ignition system, as described and illustrated herewith. The electric energy on his Reading Standard mount was formerly furnished in the usual way by a set of three dry cells, but Harrer has replaced these with two sets of Indian batteries (three-in-one) which greatly simplify the mounting and connecting and still afford the emergency system referred to above. The fastening of the attachment is accomplished by means of four bolts which formely held the tool-box in position. The arrangement of the wire connections and the double switch, as shown in the diagram, enable the rider to cut in or out either of the batteries.



The painting of the whole attachment in the color of the frame adds to the appearance of the outfit and makes a neat job. As will be noted in the photograph the batteries and holding device are not at all cumbersome. Harrer explains that he has found the old battery box on his machine handy as a tool carrier. The photograph shows Harrer in the driver's saddle.

Albrecht Harrer (in driver's seat).

FOR the well-meaning but over-confident motorcyclist who pilots his machine through country roads at night minus a light, or perhaps with a feebly flickering lamp of bicycle calibre, there is food for thought in a recent experience of Randolph Bates, of Egg Harbor, N. J. With a young woman occupying the tandem seat on his machine Bates was making reasonable speed over a good road when without warning he crashed into the rear of a farmer's wagon. Bates and his companion were thrown to the side of the road, cut and bruised, and the farmer whipped up his horse and has not since been heard from.

Those were the unfortunate conditions; now for the moral. The motorcycle ridden by Bates carried a lamp, not working at its best, perhaps, but still giving a light. The farm wagon carried no light at all! That is the significant point. The farmer felt no responsibility as a road user; he did not need a light and a thought for the safety of other travelers never entered his head. In short, he shifted his responsibility to the shoulders of the motorcyclist and then jogged blithely on, chewing the stem of his corncob. Whereon hinges the aforementioned moral: Motorcyclists who use the roads at night must always be prepared to think for the man ahead.

EMPIRE CORRECTION.

BECAUSE of a proofreader's oversight, on page thirteen of our Spring Touring Number, in the advertisement of the Empire Tire Company, it was stated that W. M. Hornlein, of Scranton, used 3¼-inch Empire Tires. The figures should have been 2¾ instead, which Hornlein used with remarkably satisfactory results on a tandem machine on which he and Mrs. Hornlein spent their vacation touring New Jersey and New York last summer. Regarding this tire Hornlein has written the Empire Company: "I have had no tire trouble in over 4,000 miles with the exception of a few punctures, which are a pleasure to repair with your butt-end inner tubes."

TO REMOVE RUST.

SAYS a veteran: To take rust off a cylinder, cover it with oil and run the motor until it is heated. Then wipe off the oil and most of the rust will come with it.

BURLINGTON CHARTER OPEN.

THE Burlington (Iowa) M. C. announces that its charter will be held open until the first week in July, and in the meantime a campaign is being waged for new members.

SIXTY NEW ORLEANS CLUB MEMBERS.

THE New Orleans Motorcycle Club, which has recently organized, has sixty enthusiastic members, and plans are being made for a large club house for their use.

PARK INSPECTOR BUYS ONE.

CHARLES J. GETZ, city forester at Ft. Wayne, Ind., has adopted a motorcycle to enable him to visit each of the city's parks every day.

Touring

CHICAGO TO RICHMOND

Road Conditions Described by a Richmond Motorcycle Tourist Who Made the Trip Recently.

M. A. BROADWELL, of Richmond, Va., has sent us some brief notes of a trip from Chicago to Richmond by way of Cleveland, Buffalo, Albany, Philadelphia and Harrisburg.

Mr. Broadwell left Chicago at 7:30 o'clock on the morning of April 29. He had no maps nor any touring information of value, and consequently had to depend largely upon a rider's instinct in covering the distance between the Western metropolis and Buffalo. He reached South Bend the night of the 29th, having found the roads from Chicago fair as far as Hobart and sandy to Michigan City, then again fairly good to Carlisle and South Bend. On the 30th Broadwell got as far as Waterloo and reports that the roads, most of the way, were very poor. More or less sand was encountered between Waterloo and Toledo. From Toledo to Cleveland, via Woodville and Elyria, the roads measured up to Middle Western standards, although rough in spots.

The Lake Shore road between Cleveland and Erie, via Geneva and Girard, afforded comparatively good going with sand now and then. The same conditions apply to the roads between Erie and Buffalo by way of Dunkirk.

Mr. Broadwell left Buffalo early May 4, determined to reach Syracuse by night. He succeeded in that effort, although he had no little trouble between Avon and Canandaigua, the roads in that section of the country being described as "simply rotten." Between Canandaigua and Syracuse, however, by way of Geneva and Auburn, riding was comparatively easy, although the grades are numerous, many of them winding. On the way to Albany as far as Utica road conditions were found acceptable, but beyond Fonda they were anything but that. "I was stuck twice," writes Mr. Broadwell, "before reaching Fonda. Once I had to push my machine a hundred yards up hill over slipping stones. As the machine weighs 220 pounds and I only 135, you can readily appreciate that it was not an easy job." However, between Fonda and Albany, owing to the excellent road conditions, the hardy tourist managed to make up some of his lost time.

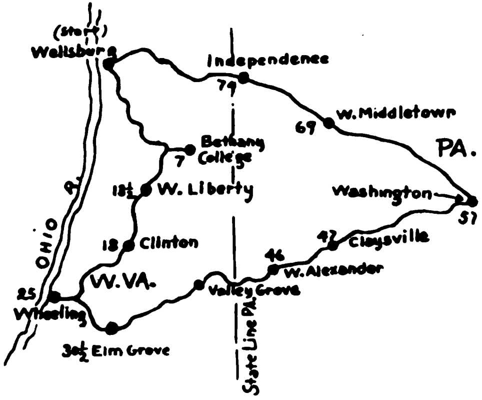
Nothing unusual occurred the nex day on the Albany to New York trip over good roads along the Eastern bank of the Hudson river. The one hundred and fifty miles were made in 6¾ hours. Perfect roads were encountered on May 7 in New Jersey between New York and Philadelphia. Hagerstown, Md., was the next night's stop. From Philadelphia to Lancaster the roads were quite satisfactory, although the toll gate nuisance abounds in this part of the country. From Lancaster to Gettysburg and thus on to Hagerstown one can ride under fairly comfortable circumstances. This is also the case as regards the roads between Hagerstown and Harrisburg, except for the fact that one encounters toll gates every five miles. The keepers charge two cents a mile for motorcycles and seven cents a mile for automobiles. Broadwell left Hagerstown the following day for Staunton, Va., and Charlottesville, the roads being good as far as Staunton. On the following day, which was May 10, Broadwell reached Richmond late in the afternoon, having left Charlottesville at 10 o'clock in the morning. He rode a single-cylinder Excelsior fitted with Diamond tires. His cyclometer registered 1,623½ miles.

PENSACOLA TO ATLANTA.

LAZAR COHN—Owing to the poor condition of and lack of specific information on roads in Western Florida, we suggest that you go across to Mobile, Ala., following as nearly as possible the line of the Louisville & Nashville R. R. through Northup to Muscogee. From there go on through Styx and Gateswood to Loxley, where follow the railroad to Bay Minnette, Dolives, Hurrican, Neurmoosha and Magazine to Mobile. From Mobile go north to Jackson, then to Sunny South and Selma. From Selma go to Montgomery, then to Opelika, Columbus (Ga.), Macon, Forsyth, Barnesville, Griffin, Pomona, Sunnyside, Hampton, Lovejoys, Jonesboro and Atlanta.

DETROIT TO INDIANAPOLIS.

W. SPEER—In the May 16 issue, on page 72, will be found route 106, Detroit to Fort Wayne, Ind. From Fort Wayne, follow back on route 208 (page 83) thus: Fort Wayne; 23.8 Bluffton; 32.8 Petroleum; 40.8 Pennville; 50.5 Redkey; 57.8 Albany; etc. Distances and road conditions are given.



Wellsburg-Wheeling-Washington, Pa., Tour. Contributed by Ray Blomgren.

FORMED MILITARY CORPS.

A MOTORCYCLE mobilization in which 99 riders took part was held recently at Daventry, a little town in Northamptonshire, England, for the purpose of forming a corps of motorcyclists who will be available for military duty in the event of an invasion of the British Isles.

A MOUNTAIN TRIP

Bakersfield Club Carried Cooking Utensils and Featured Recent Outing by Dining on Rainbow Trout.

ON a recent club run the members of the Bakersfield (Cal.) M. C. rode up into the mountains about 50 miles from Kernville and enjoyed an outing which would gladden the heart of any motorcyclist. They carried provisions, coffee pots and other cooking utensils and made the most of the fact that the trout season was open. The boys hooked a fine lot of rainbow trout, hunted to their hearts' content and finally jogged back to Bakersfield without having had a puncture or a bit of mechanical trouble. Such outings are held regularly, and they seldom foot up to less than 100 miles.

The Bakersfield club is now occupying its new quarters, suite of four large rooms and bath in the heart of the city, which, by the way, had 30,000 inhabitants. The club outgrew its old headquarters, but the club officials believe that they are not now prepared to meet all requirements.

ACROSS ROCKIES BY TANDEM.

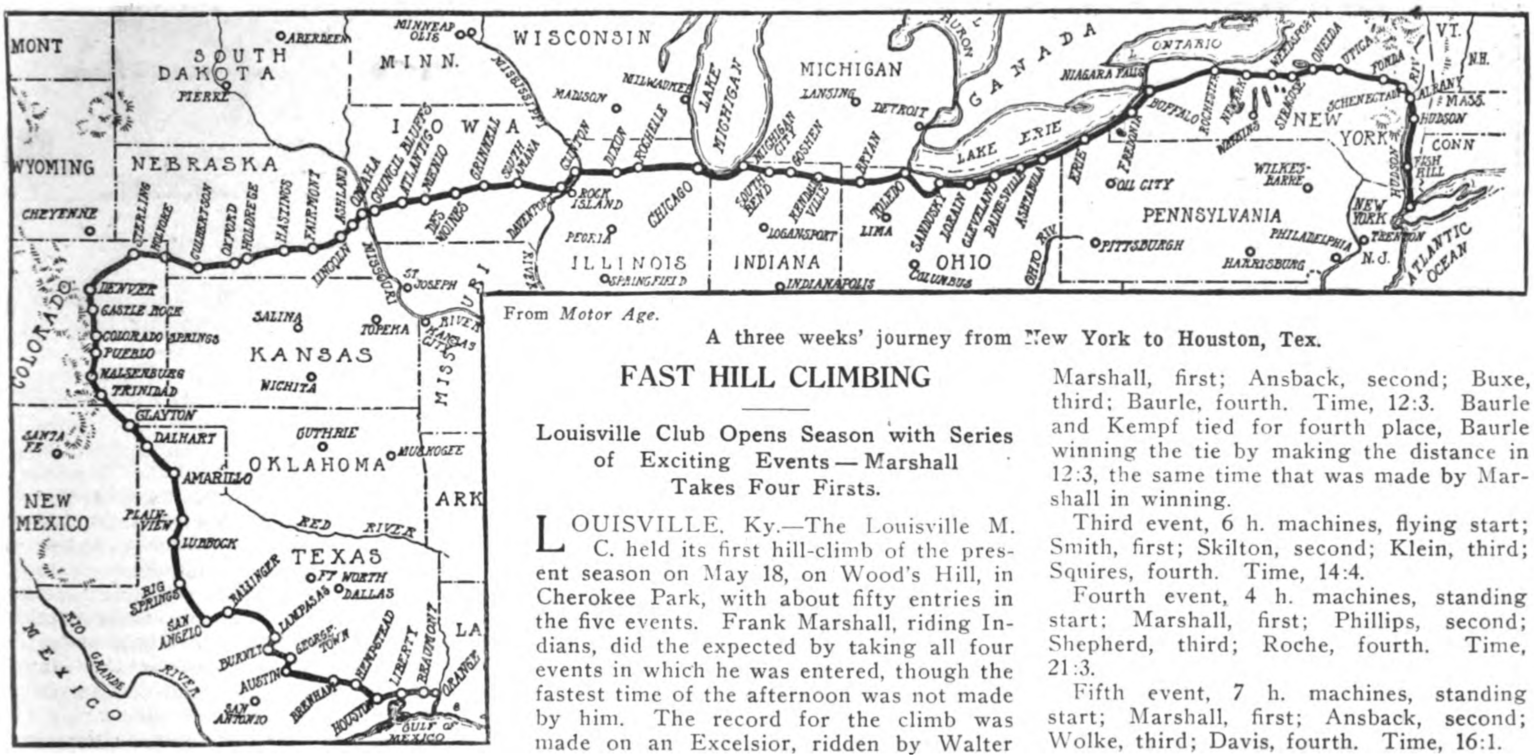
E. Frank Winfield, now proprietor of The Outing Shop, a motorcycle and general sporting goods establishment in Grand Junction, Col., writes that the motorcyclists of his district are leaving nothing undone to advance the boom which is under way. The dealers have been hampered by slow deliveries on both machines and accessories, but they are now making progress. Winfield is laying plans for a tandem trip to Denver, across the Rockies and through Tenessee Pass, which is at an altitude of 10,400 feet. He will be accompanied by his wife, and the journey will be the first to be made over this route with a motorcycle passenger. Winfield uses an Indian twin for his tandem outings. He handles the Indian machines in Grand Junction in conjunction with Felix Carson, who also has the Excelsior agency.

DATA FOR ROAD GUIDE.

UNDER the auspices of the Minneapolis Automobile Association W. L. Foster, of Duluth, is making a 2,000-mile trip through the State by motorcycle for the purpose of obtaining road data to be embodied in a guide book.

A CROSS-COUNTRY TOURIST.

JOHN GETTMAN, of Pomona, Cal., started recently on his motorcycle for a cross-country trip to New York City from which point he will sail for Europe, leaving his power two-wheeler behind. Gettman is making his way eastward via San Diego, Imperial Valley and the Texas route. In the Lone Star State he will turn northward with a view of visiting Salt Lake City and Chicago before starting on the last leg of the journey to New York. The tourist has adopted this circuitous route to see as much of the country as possible.


MONT
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LANSING
DETROIT
HURON
CANADA
ONTARIO
NIAGARA FALLS
BUFFALO
ROCHESTER
SYRACUSE
ONEIDA
UTICA
SCHENECTADY
ALBANY
VT.
NH.
MASS.
HUDSON
CONN
FISHKILL
NEW YORK
LAKE ERIE
ERIE
FREDONIA
OIL CITY
WILKES-BARRE
PENNSYLVANIA
PITTSBURGH
PHILADELPHIA
HARRISBURG
TRENTON
N.J.
ATLANTIC OCEAN
WYOMING
CHEYENNE
NEBRASKA
IOWA
STERLING
CULBERTSON
OXFORD
HOLDREGE
HASTINGS
FAIRMONT
LINCOLN
ASHLAND
OMAHA
COUNCIL BLUFFS
ATLANTIC
MENLO
DES MOINES
GRINNELL
SOUTH AMANA
CLINTON
ROCK ISLAND
DIXON
ROCHELLE
CHICAGO
PEORIA
ILLINOIS
SPRINGFIELD
SOUTH BEND
MICHIGAN CITY
GOSHEN
KENDALLVILLE
LOGANSPORT
INDIANA
INDIANAPOLIS
BRYAN
TOLEDO
LIMA
SANDUSKY
LORAIN
CLEVELAND
PAINESVILLE
ASHTABULA
OHIO
COLUMBUS
OHIO RIV.
MISSOURI
ST JOSEPH
KANSAS CITY
DENVER
CASTLE ROCK
COLORADO SPRINGS
PUEBLO
WALSENBURG
TRINIDAD
COLORADO
SALINA
TOPEKA
KANSAS
WICHITA
CLAYTON
DALHART
SANTA FE
GUTHRIE
MUSKOGEE
OKLAHOMA
AMARILLO
ARK
NEW MEXICO
PLAINVIEW
LUBBOCK
RED RIVER
TEXAS
FT WORTH
DALLAS
BALLINGER
BIG SPRINGS
SAN ANGELO
LAMPASAS
BURNET
GEORGETOWN
AUSTIN
SAN ANTONIO
BRENHAM
HEMPSTEAD
HOUSTON
LIBERTY
BEAUMONT
ORANGE
LA
RIO GRANDE RIVER
MEXICO
GULF OF MEXICO

From *Motor Age.*

A three weeks' journey from New York to Houston, Tex.

BIG ROAD MEETING.

VANDALIA, Ill., will be the scene of a big meeting in the interest of the Good Roads movement on July 4, when the delegates will gather from all the counties through which the National Road passes. The purpose of the convention is to develop plans for improving the old National Road and keeping it in good condition through the State with the aid of the federal government.

HAMPERED BY TAR.

MOTORCYCLISTS of Chester, Pa., wondered why their mounts did not pick up speed on warm days until they discovered that tar oozing out of wood block pavements was accumulating on their tires to such an extent that it imposed an extra pull against the motor. The effect was slight, of course, but noticeable.

THE COMPASS FOR TOURISTS.

DURING the last year the compass has come to be a necessity for motorcyclists who are making long tours through little-traveled districts, and a number of riders have used them to advantage. In some cases the face of the compass has been covered with phosphorous so that it may be read easily at night.

TAMPA TO JACKSONVILLE.

WILBUR MILLS and Elmer Wallace, two young motorcyclists of Tampa, Fla., devoted their vacation recently to a trip on their machines from Tampa to Jacksonville and return.

TOURING ROUTES.

REQUESTS for touring directions have been so numerous that our staff has been unable to give them all immediate attention. None has been overlooked, however, and the information called for in each case will be forwarded by mail as soon as possible. The indulgence of those who are eagerly awaiting information from this office is asked for just a few days more.

FAST HILL CLIMBING

Louisville Club Opens Season with Series of Exciting Events — Marshall Takes Four Firsts.

LOUISVILLE, Ky.—The Louisville M. C. held its first hill-climb of the present season on May 18, on Wood's Hill, in Cherokee Park, with about fifty entries in the five events. Frank Marshall, riding Indians, did the expected by taking all four events in which he was entered, though the fastest time of the afternoon was not made by him. The record for the climb was made on an Excelsior, ridden by Walter Kempf in the 7 h. twin consolation event, after he had been defeated by Marshall in the event proper. Kempf's time for the hill was 12 seconds flat, three-fifths of a second faster than Marshall negotiated the same distance.

Laid out over a fairly steep hill, with two sharp curves and no straighaway except for the last fifty yards, the course was 275 yards in length. An electric attachment was arranged so that when the front wheel of the rider passed over the starting line a circuit was completed and an electric bell notified the timers at the top of the hill, leaving no chance for the officials to make a mistake. Five regular events and two consolation runs were made. A summary follows:

First event, 4 h. machines, flying start; Marshall, first; Roche, second; Klein, third; Phillips, fourth. Time, 16:3.

Second event, 7 h. machines, flying start; Marshall, first; Ansback, second; Buxe, third; Baurle, fourth. Time, 12:3. Baurle and Kempf tied for fourth place, Baurle winning the tie by making the distance in 12:3, the same time that was made by Marshall in winning.

Third event, 6 h. machines, flying start; Smith, first; Skilton, second; Klein, third; Squires, fourth. Time, 14:4.

Fourth event, 4 h. machines, standing start; Marshall, first; Phillips, second; Shepherd, third; Roche, fourth. Time, 21:3.

Fifth event, 7 h. machines, standing start; Marshall, first; Ansback, second; Wolke, third; Davis, fourth. Time, 16:1.

Davis took the 4 h. consolation event in 19:2, and Kempf grabbed the consolation for the twins by taking the hill in 12 seconds flat. the record for the day.

Handsome prizes donated by dealers and stores of the city, were given to the first four in each event. Tires, saddles, carbureters, speedometers, riding clothes, etc., were among the prizes. The present plan of the club is to make this hill-climb an annual affair for opening the season in Louisville. Many persons saw the events, though the hill is quite a distance from any car line. Both sides of the road along the entire course were lined with people.

HAD TO HAVE MOTORCYCLES.

MOTORCYCLES figured prominently during the recent military maneuvers and aeroplane trials at Galesburg, Ill., the little speed boxes furnishing some of the thrills in each day's program.

ECLIPSE HUSTLERS.

IN the accompanying photograph appear some of the department heads who are working at top speed these days to keep abreast of orders at the big plant of the Eclipse Machine Co., in Elmira, N. Y. From left to right they are: A. C. Rice, who has charge of the parts department; C. H. MacPherson, factory superintendent; J. C. Ferguson, sales manager; J. H. Mantanle, general foreman, and F. S. Ellett, designer of the Eclipse brake and Eclipse free engine pulleys. All five are well known in the trade.

F·A·M

ESTABROOKISMS.

INTER-CLUB rivalry in the Canal Zone appears to be reduced to a minimum at the present time, for those Smallwood boys have annexed every rider on the zone.

WHILE there are few things that are indispensible, it is well to note in passing that the motorcycle is fast attaining a position of importance in governmental projects of large magnitude, such as the construction of the Isthmian canal and the advancement of civilization in the Philippine Islands and elsewhere. Then, too, its merit and usefulness as a necessary adjunct to army manoeuvres and actual warfare is rapidly being demonstrated to every country on the globe.

The motorcycle is now playing its alloted part in making good the assertion of Count De Lesseps when, surrounded by a brilliant retinue of officers and notable personages, he sailed a little way into the ditch and with the unscratched heights of Culebra dimly discernible through a telescope, he perpetrated that huge joke of declaring the Isthmian canal "open" to navigation.

AND now, after installing well organized clubs in the Canal Zone and the Philippines, the F. A. M. is looking towards Alaska to pave the way to a larger F. A. M., and the man is right at hand to turn the trick. Mr. Wm. F. Merchant, manufacturers' agent, broker, dealer and enthusiastic rider, is on the job for the F. A. M. and in time results will be forthcoming. Mr. Merchant's address is P. O. Box 171, Juneau, Alaska.

THE East Side M. C., of East St. Louis, Ill., 20 members strong, has decided to join the F. A. M. in a body. This is likewise true of the Ontario (Cal.) Club.

THE following local people are organizing clubs: W. H. Schmidt, Chico, Cal.; S. P. Glover, Nashville, Tenn.; T. P. Dackley, Boone, Iowa; J. R. Whiting, Northampton, Mass.; Jack McGarvie, Bennett, Iowa, and the Gulfport Automobile Company, Gulfport, Miss.

THE list of registered F. A. M. repair shops still grows; the latest: No. 653—James M. Poorman, Fulton, Ind. No. 654—G. A. Stevenson & Co., 103 Main street, Ottawa, Ill. No. 655—Frank J. Zugner, No. 205 S. James street, Rome, N. Y. No. 656—Panama-American Automobile & Supply Co., Culebra, C. Z., Panama. No. 458—G. W. Williams, No. 301 W. Erie avenue, Lorain, Ohio; re-issue.

F. L. SKINNER, 1233 Bloomfield street, Hoboken, N. J., has received F. A. M. number 15,000.

CAMPBELL SUCCEEDS WHITNEY

Chicagoan Resigns as Vice-President of Lake District and on His Suggestion Dayton Booster Is Named.

TO the regret of F. A. M. officials and motorcyclists throughout his territory, P. B. Whitney, of Chicago, has submitted his resignation as vice-president of the Lake District of the Federation. In a letter to President Hamilton Mr. Whitney explains that the pressure of business will not allow him to devote the time required to F. A. M. affairs, and rather than slight the duties of the office he decided to withdraw. Jesse Campbell, of Dayton, Ohio, has been appointed to succeed him. On retiring Mr. Whitney suggested the appointment of the Dayton hustler, and the F. A. M. directors lost no time in placing him at the head of the Lake District. Mr. Campbell is not a newcomer in the Federation arena. He has long been a consistent and result-getting worker for the F. A. M. and the present recognition does not come to him unearned.

Jesse Campbell.

In referring to Mr. Whitney's resignation, President Hamilton pays him a merited tribute. "It is only due him in consideration of all the work he has done for the F. A. M.," writes the president, "to state that the organization is losing one of its best officers; one on whom it has always relied and who has never been found wanting."

DIX IS ON THE MOVE.

C. F. DIX, local F. A. M. commissioner in Stockton, N. J., has taken the Indian agency for Flemington, in addition to his Stockton district and has appointed Otis W. Pimm, proprietor of the Flemington Garage, as sub-agent. He has already closed a number of sales in his new territory. Dix is using the advertising system furnished by the Manufacturers' Publicity Bureau and is convinced that it will do the work. Although his expanded business now keeps him on the jump he manages to give the F. A. M. affairs regular attention and is preparing to launch a club in Flemington to promote races, hill climbs and runs.

REGISTERED SHOP SIGNS.

CHAIRMAN ESTABROOK, of the Federation membership committee, is preparing attractive card signs, 10 by 14 inches, bearing the announcement on both sides that the shop in which they are seen is properly registered with the F. A. M. As soon as they are returned by the printer they will be sent out to all registered shop proprietors. Among the latest shop owners to obtain the stamp of F. A. M. approval are the following: J. C. Bogardus, Ithaca street, Horseheads, N. Y.; A. Gergishak, 1248 Golden Gate avenue, San Francisco, Cal., and W. E. Wandersee, 129 Gratiot avenue, Detroit, Mich.

ANOTHER CHICAGO CLUB.

THE Austin M. C., of Chicago, is one of the recently organized clubs that will soon be listed with the F. A. M. This squad has 30 riders, all full-fledged enthusiasts. F. T. Sherman, 5502 Iowa street, is secretary. Chicago now has, it is believed, more motorcycle clubs than any other city in the United States, but the number of active riders is plenty large enough to warrant organizations in each motorcycle center in the big Western town.

THREE CLUBS PROMISED.

AMONG club boomers who expect to have squads ready for affiliation with the F. A. M. before the summer is far under way are the following: The Sorenson Co., Peekskill, N. Y.; B. S. Thomas, 1113 Willard street, Ann Harbor, Mich.; J. L. Quinn & Co., 223 Franklin street, Michigan City, Ind.

IN AFFILIATED RANKS.

NEW club arrivals: Galion (Ohio) M. C., R. H. Evans, secretary; 22 members, 100 per cent.; Aksarben (Neb.) M. C., S. F. Boord, secretary; 16 members; Somerville (N. J.) M. C., E. J. Kenner, secretary, 234 Grove street.

COUNTY AND LOCAL WORKERS IN F. A. M. RANKS

Chairman Estabrook's Revised List of Federation Commissioners Shows That a Few States Are Well Covered While in Others Progress in Appointing Representatives Has Been Slow.

THAT there is still plenty of leeway for activity on the part of F. A. M. State and county commissioners throughout the country is evident from a revised list of Federation representatives just prepared by Chairman E. M. Estabrook, of the membership committee. This list indicates that while a number of the State and county officials have worked like Trojans during the last few months, others have not made the most of their opportunities to foster F. A. M. interest. In some States little or no progress has been made in the appointing of county commissioners, and the ranks of local workers in these sections have been correspondingly thin. Chairman Estabrook feels that in most cases the State official has made a conscientious effort to obtain county and local workers and that the failure to enlist more of these representatives is due to a lack of co-operative spirit on the part of riders in general.

"No doubt the boys mean well," writes the Bangor booster, "but the returns show that they are disinclined to shoulder the slight responsibility incident to acting as a county or local representative for the Federation. They do not seem to realize that the State officials must depend upon them to carry the F. A. M. banner forward into new territory, and that without their assistance comparatively little can be accomplished. The thickly populated States naturally offer better club fields than some of the districts where towns are scattered and roads poor, but it would seem that even in the less inviting sections there should be much more liberal representation of the Federation."

Chairman Estabrook's revised list shows the following squad of county and local workers in New York, appointed by State Commissioner Robert S. Morton:

E. C. Langworthy, Andover; Jos. Harrington, Auburn, Owasco Road; Robert Morse, Wales Hotel, Binghamton; Otto H. Peters, 330 Pearl street, Buffalo; Ralph H. Ames, Cortland; Charles S. Teasdale, 221 Lake street, Elmira; Lynn W. Shipman, Gowanda; R. Douglas Boyd, 58 N. Main street, Gloversville; F. E. Keller, R. F. D. No. 5, Huntington, L. I.; G. H. Ferrtsch, 55 Highland avenue, Jamaica; Geo. B. Carroll, Industry; A. C. Klages, 37 Vernon avenue, Long Island City; Wm. J. Ferris, Jr., Box 18, Lockport; M. B. Thompson, 114 S. Fulton avenue, Mount Vernon; Clinton Price, 233 Main street, Poughkeepsie; Robert C. Hayes, 155 Oak street, Plattsburgh; A. C. Noonan, Rome; R. J. Van Horn, Suffern; Geo. W. Fenner, 819 South West street, Syracuse.

The list of local commissioners for New York State is as follows:

Lewis S. Troll, 1398 Nostrand avenue, Brooklyn; J. U. Constant, 422 Gates avenue, Brooklyn; E. W. Crumb, Clark Mills; Louis F. Bradburn, 45 Chapel street, Canandaigua; Thos. Miller, Lee Centre; Milton Ackerman, Gull Bay, Lake George; W. J. Caldwell, Jr., 5 S. Water street, Newburg; Chas. Ackerman, 4 Mechanic street, New Rochelle; H. V. Miner, Oriskany Falls; Marvin Welch, 92 Chestnut street, Owego; Jno. Ochs, 207 Jefferson street, Rochester; Howard D. Ingalls, Scottsville; Geo. White, Taberg; Frank J. Bowen, 54 South street, Utica; Geo. Olney, Westernville; W. A. Ford, 1 Depot Sq., White Plains.

County commissioners of Pennsylvania have been named as follows by State Commissioner E. B. Connell:

E. A. Hagenbuck, 134 N. 6th street, Allentown; J. M. Davis, 1323 7th avenue, Altoona; G. H. Walter, 303 S. Main street, Butler; F. B. Airhart, Phoenixville; C. H. LaJeal, 627 W. 9th street, Erie; C. A. Pierce, 414 Locust street, Johnstown; A. I. M. Sheeder, Lock Box 262, Minersville; L. J. Spingler, 2003 Market street, Philadelphia; H. C. Becker, 411 N. 12th street, Reading; C. R. Jones, 627 Lackawanna avenue, Scranton; B. G. French, Tioga; T. W. Long, 43 E. Wheeling street, Washington.

Pennsylvania's local workers line up as follows:

Blaine E. Zerby, Allensville; Chas. H. Maderia, Burnhart; Wm. Stewart, W. Broad street, Bethlehem; Dr. N. C. Grove, 51 N. Main street, Chambersburgh; Chas. T. Calvin, Crabtree; A. E. Wildman, Cornwell Station; Ira Wagner, 414 Locust street, Cambria; S. H. Smith 132 Park street, Carbondale; Chas. H. Pierson, 203 Central avenue, Cheltonham; V. L. Hamlin, 23 Main street, Carnegie; J. M. Duncal, Esterly; E. H. Swartz, Park Bldg., 6th street, Ellwood City; Harry Bruce, Elizabeth; J. M. Williams, 18 7th street, Franklin; T. S. Blocher, High street, Gettysburg; A. P. Knight, 312 Park street, Greenburgh; E. Y. Kuenzig, 212 Main street, Girard; E. L. Watson, 1331 Berryhill street, Harrisburg; P. S. Coulter, 503 E. 8th street, Homestead; Ralph E. Wilder, 527 Thomas avenue, Johnstown; S. L. Burk, 47 Way street, Lewiston; J. Edgar Smith, 745 Cumberland street, Lebanon; H. R. Williams, Lancaster and Frederick street, Lancaster; W. D. Scott, Lititz; John J. Metz, Meadville; J. H. Hull, Mount Hope; C. S. Hartman, Mohnton; W. R. Nuss, 1320 Louise street, Munhall; H. D. Horton, 258 W. Washington street, New Castle; K. E. Banks, N. Railroad street, Oakmont; Wirt Sconton, Wood street, Parsons; Geo. Elias, Main street, Portage; Dr. S. D. Bashore, 110 Railroad street, Palmyra; G. E. Freshley, 15 York street, Pottstown; A. G. Schmidt, 106 Whitfield street, Pittsburgh; D. L. Santee, 202 W. Washington street, Rochester; M. Barnet, 207 N. Front street, Steelton; E. A. Hamilton, Mechanic street, Smethport; Lyle Geiger, 7306 Ellsmeve avenue, Swissvale; P. D. Wilcox, Phi Delta Theta House, State College; E. G. Young, Turtle Creek; J. M. Ritter, Jr., 228 Poplar avenue, Wayne; Geo. Smith, Weldon; E. E. Gillham, Weisport; R. D. Kalback, W. Leeport; B. F. Connor, 252 S. Main street, Wilkes-Barre; W. B. Hollingsworth, 22 Duboise street, Williamsport; H. H. Ebenshade, N. Grant street, Waynesboro; J. P. Wolf, 411 W. Market street, York.

State Commissioner R. Y. Leslie has made up the following list of local representatives for California:

E. B. Ellis, 1121 Laurel street, Berkley; D. F. Lightner, Bakersfield; Walter Johnson, Oakdale; W. G. Ramer, Corning; R. E. Gilbert, Calton; G. G. Willsey, Elsinor; Harry Eriekson, 160 J. W., Fresno; Chas. R. Fox, Lemoore; Lincoln Halland, Jr., 1034 S. Main street, Los Angeles; E. A. Haldridge, Modesto; T. B. Haines, Maricopa; E. S. Barron, Moravia; T. T. Dause, Napa; C. E. Rounds, Oxnard; E. F. Rase, Oakland; H. C. Pieper, Petaluma; W. B. Shortman, Porterville; C. W. Levengood, 386 S. Thomas street, Pomona; W. L. Rainer, Red Bluff; C. H. Lashee, Redlands; D. F. Clark, Stanford University, Box 877, Cal.; S. L. Lyon, Box J, San Diego; Frank McIntyre, 320 F. street, San Bernardino; A. C. Banta, 174 S. 2nd street, San Jose; P. E. Marlatt, Santa Rosa; E. A. Thormaker, 1025 10th street, Sacramento; C. C. Russell, 531 E. Market street, Stockton; J. E. Fannis, Turlack; W. P. Westfall, Vallejo; A. W. Taylor, Watsonville; P. I. Bennett, 120 W. Philadelphia avenue, Whittier.

State Commissioner M. E. Harding, of Kansas, has named the Rev. R. J. Mattingly, of Miltonvale, and Leslie H. Pitzer, of Pratt, as county representatives, and his list of local workers is made up as follows:

William Holcomb, Atwood; F. A. Slack, Beloit; Joseph Otter, Clayton; Fred Hyames, Dighton; A. C. Shaw, Emporia; Paul Warner, Ellsworth; L. I. Goodrich, Goodland; Raymond Sylvester, Garden City; Ferd Selle, Great Bend; Frank J. Overstreet, Kiowa; Louis I. Tower, Lawrence; P. E. Zimmerman, Lindaborg; P. B. Spencer, Monument; L. R. Tripp, Meridan; Leslie H. Pitzer, Pratt; I. F. Adams, Parsons; Claud F. Stone, Smith Center; Edward Anderson, Box 307, Salina; J. C. McCleery, Topeka; E. C. Street, Tescott; G. E. Woodwell, 620 E. Pine street, Wichita.

In Nebraska State Commissioner Charles H. Gabus has appointed the following local representatives: Arthur Brush, Auburn; Dr. J. C. Smith, Blair; Charles Westcott, Dunbar; C. W. Lockwood, Kenesaw; Victor Stinger, Nebraska City; C. E. Fredericks, Pawnee; Paul Belt, Walthill, and B. C. Wildman, York. State Commissioner M. E. Bowers, of Idaho, has named W. C. Gloystein, 360 Third avenue, Twin Falls, as a county representative; Alvin Knaac, of St. Joseph, has been appointed as a county commissioner in Michigan by State Commissioner A. F. Gregor; Michael Curnow, of Butte, is a local worker under State Commissioner R. D. Barnard for Montana, and Commissioner Maskell, of Oregon, has named three local officials as follows: M. P. Baltimore, of Albany; William Horsfall, of Marshfield, and Walt Shipp, of Salem.

State Commissioner W. F. Reed, of New Jersey, has named six assistants as follows: W. R. Smith, Camden; W. Wallace Bingham, Dover; Oliver Regener, D. D. L., Paterson; C. F. Dix, Stockton; George B. Yard, Jr., Trenton, and Charles W. Pearson, Vineland. Mississippi has one county commissioner, Guy Burrell, of Jackson, who was appointed by State Commissioner S. C. Ragan; Washington has two, F. G. Anderson, of Olympia, and R. A. Button, of Tacoma, appointed by Commissioner J. F. Gorman; Minnesota also has two, Herbert L. Fisher, of Beardsley, and A. E. Bakeman, of St. Cloud, appointed by State Commissioner Ira W. Stewart.

State Commissioner O. B. Peacock, of Tennessee, has appointed W. L. Hartman, of Memphis, a local representative; Commissioner E. B. Ewell of Virginia, has two local workers, W. H. Jeffrey, Jr., of Newport News, and W. H. Feuerstein, of Norfolk; in addition to its two county commissioners Washington has one local worker, C. C. Mecum, of Spokane, and Iowa has one local appointee, Ray G. Pratt, of Waterloo.

PROMISING CLUB IN ATLANTA.

ATLANTA, GA., has launched a lively motorcycle club of something over fifty members. The movement was started two or three weeks ago when the local riders were called together by Chas. L. Elyea, of the Elyea-Austell Co., Indian distributors for the Southeast, and given a substantial "feed." After having satisfied the inner man Mr. Elyea announced the purpose of the meeting, and the Atlanta Motorcycle Club came into being.

The club is rather unique in that motorcycle dealers will be associate members only, the idea being to have an exclusive riders' club, with the dealers on the side lines boosting and pushing for the good of the cause. The boys are enthusiastic regarding the outlook, and there is small doubt that the Atlanta club will take its place prominently among the most active and successful clubs in the South.

EVERETT HAS THE FEVER.

MOTORCYCLISTS of Everett, Wash., recently held a meeting at which plans were launched for the organization of a club. There are about 100 riders of the power two-wheelers in and near the city.

WORCESTER M. C. INCORPORATES.

AT a recent meeting of the Worcester M. C. steps were taken to incorporate under the laws of Massachusetts. A committee was also named to purchase canoes and rowboats for use on Curtis Pond, on the bank of which the clubhouse is situated.

FOLSOM HEADS ATLANTA SQUAD.

AT the last meeting of the Atlanta (Ga.) M. C. Stephen A. Folsom was elected president and the other officers were named as follows: J. R. Battelle, secretary; C. B. Kamper, treasurer; Mason T. Burke, captain; O. E. Cooledge, first lieutenant, and T. H. Glenn, second lieutenant. The club is intended exclusively for private owners.

CLUB RIDERS WEAR STARS.

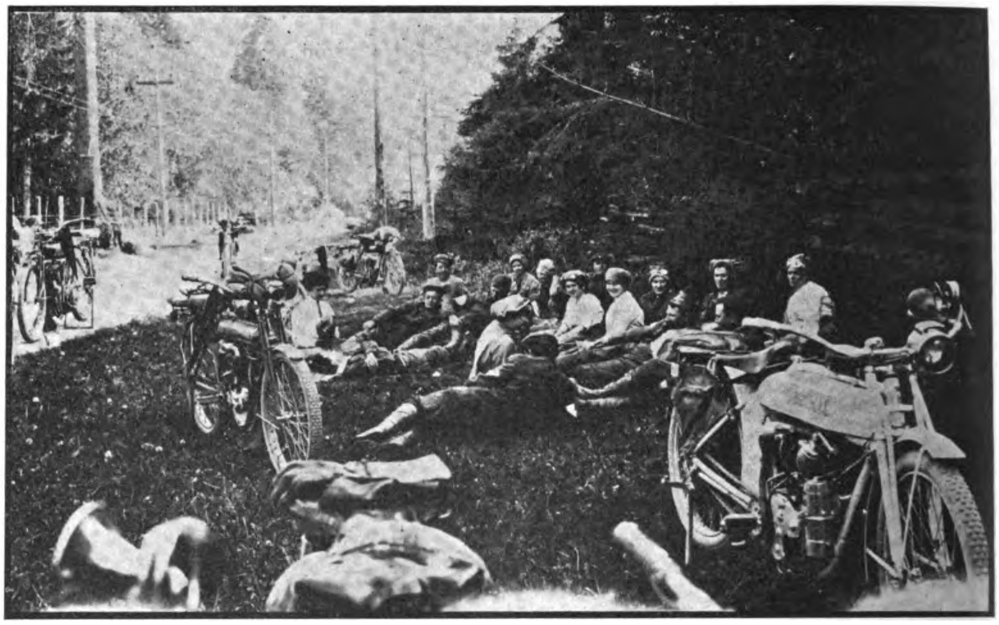
WITH a view to putting a stop to speeding within the city limits of Tacoma, Wash., the Tacoma M. C. has had a number of its riders appointed as special officers. They have received their stars from the city and from now on they will keep a close watch on the motorcyclists of their district.

THE WINONA STAFF.

JAMES JENSON heads the newly organized motorcycle club in Winona, Minn., and his associates are as follows: H. A. Patterson, vice-president; R. E. Haesley, secretary; John Krall, treasurer; Charles Hanson, captain; Benjamin Lauck, first lieutenant; Roy Meyer, second lieutenant; Joe Hoffarth and George Nelton, directors.

FLETCHER SIGNS UP.

DAVY FLETCHER, of Elyria, one of the star speedsters of northern Ohio, has signed up to ride on the new Cleveland motordrome. He will use a Thor.



Olympia (Wash.) Club Members and Girl Enthusiasts Resting by the Roadside During a Club Run Sunday, May 12.

A MILWAUKEE VETERAN.

J. W. WARNKEN, of Milwaukee, Wis., who was well known as a cyclist in the heyday of the bicycle, has taken to the motor-driven two-wheeler and is now one of the most enthusiastic F. A. M. workers in and about Milwaukee. He is heading a movement to improve Wisconsin roads which, from all accounts, are sadly in need of attention.

AN ANTI-NOISE SQUAD.

BY way of proving that motorcycles are not necessarily noisy the Lawrence (Kan.) M. C. is holding weekly sociability runs through the streets of the city. Needless to say, the muffler cut-out is not heard from on these outings.

PLANNED NOVEL FEATURE.

ON the first outing of the Ft. Wayne (Ind.) M. C., for the present season, a balloon ascension was to have been a feature, but the big gas bag caught fire and was destroyed. The club is preparing for a tour of the State.

OUTINGS FOR THE LADIES.

THE Topeka (Kan.) M. C. recently entertained its lady friends at a picnic dinner near Berryton, and other outings along similar lines are being mapped out.

A WINNIPEG BOOSTER.

V. C. PARKER, editor of *Modern Power*, has accepted the office of secretary of the Winnipeg (Man.) Motorcycle Club, which is affiliated with the new Canadian Motorcyclists' Association.

WANT A COUNTY CLUB.

MOTORCYCLISTS of Calumet, Mich., and vicinity have started a movement to bring all the riders of Keweenaw county under a club head. Combination runs are being held to boost the plan.

MOTORCYCLISTS of Little Rock, Ark., have organized under the name of the Capital City M. C. and a systematic campaign is being waged to increase the number of riders in and near the city.

MOTORCYCLES NOT INCLUDED.

NEW HAVEN, CONN., has an ordinance which prohibits the riding of bicycles on a sidewalk, but a recent court decision is to the effect that the measure does not embrace motorcycles. Confusion has resulted and steps have been taken to have the ordinance revised in order to head off any thoughtless motorcyclist who might prefer the sidewalk to the road for a pleasure jaunt.

BOTH WORK AND PLAY.

ACTING on the conviction that "all work and no play makes Jack a dull boy," the Trenton (N. J.) M. C. has bowling and pool tournaments and other amusements following its regular business meetings.

SPORLEDER TO RIDE.

RALPH D. SPORLEDER, the Milwaukee crack, is expected to be one of the feature makers at the big meet of the Beloit Motorcycle Race Association to be held in Beloit June 8.

VISITED PHILADELPHIA.

WITH a membership of fifty the Atlantic City (N. J.) M. C. has opened its riding season, and weekly trips will be made from now on. A recent run was to Philadelphia. The club is two years old and is growing steadily.

KELLER SUCCEEDS RODGERS.

ERWIN KELLER has been elected president of the Topeka, Kan., Motorcycle Club to succeed George Rodgers, resigned.

SEEK UNIFORM LAWS.

THE Fulton County Motorcycle Club, of Gloversville, N. Y., is advocating legislation for uniformity of laws governing the speed of motorcycles.

BAY CITY SQUAD.

RIDERS in Bay City, Mich., met recently at the headquarters of the Minute Motorcycle Messenger service and took up plans for the organization of a club.

PRELIMINARY plans have been laid by the Reading (Pa.) M. C. for a race meet to be held on July 4.

HUMISTON IN SPILL

Los Angeles Rider Catapulted from His Machine on Denver Bowl, but Escaped Serious Injury.

DENVER, Col.—Thrills were the order of the day in the motorcycle races at the Tuileries Motordrome on May 5. Three hair-raising finishes and one sensational accident served to keep the large crowd on edge from the start of the first race until the last rider had left the track.

L. I. Humiston, of Los Angeles, had a narrow escape in the fifth race The five entrants were riding in a group on next to the last mile of the contest, with Humiston in the rear, when the tire of his front wheel touched the rear wheel of Swartz's machine. It threw Humiston to the running board and as he shot up again he collided more forcibly with Swartz's rear wheel. This time Humiston's machine was thrown from under him, and as if shot from a cannon he went to the top of the track, sliding and rolling a distance of 200 feet until he reached the running board. He was picked up in a bewildered state, but an examination revealed no serious injury, although his body was filled with slivers, the result of his rapid flight over the surface of the boards. The other riders finished without a stop, Cox in the lead.

No exceptionally fast time was made, even by Hasha, who seemed to have an easy time in the two contests in which he competed. The other races, however, furnished some exciting sport as in every one of these the riders finished within a few inches of one another and the results were in doubt until the tape was crossed in the last lap. Summaries:

Two miles, amateur, single stock, 30:50 class—Hurlbut (Indian), Parkhurst (Excelsior), Barclay (Thor). Time, 2:28⅖.

Three miles, professional, 61 class for B riders — Fleckstein (Indian), King (Indian), Swartz (Indian). Time, 2:17⅕.

Three miles, professional, 61 class for B riders—Bowen (Merkel), Patterson (Merkel), Cox (Merkel). Time, 2:14.

Five miles, open professional, 61 class—Hasha (Indian), Bowen (Merkel), Fleckstein (Indian). Time, 3:32.

Five miles, professional, 61 class for B riders—Cox (Merkel), Patterson (Merkel), Swartz (Indian). Time, 3:40.

Seven miles, open professional, 61 class —Hasha (Indian), Bowen (Merkel), Cox (Merkel). Time, 4:48⅕.

EDMONTON HILL-CLIMB.

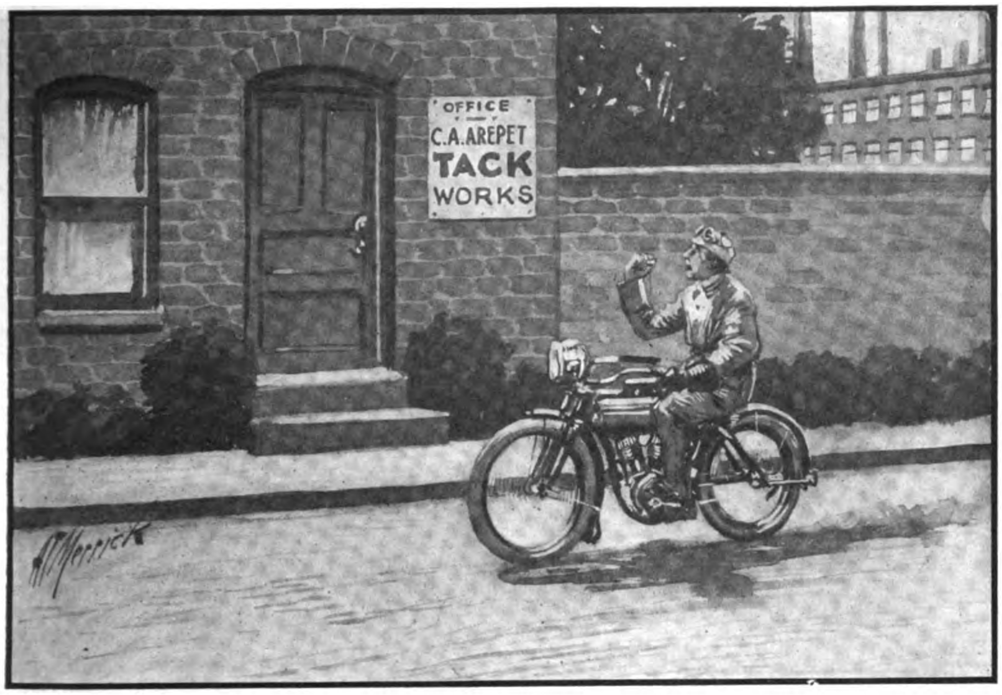
THE members of the newly organized Edmonton M. C., of Edmonton, Alberta, held their first hill-climb recently, the scene of the contest being a very rough grade with a tricky hair-pin bend, just beyond the limits of the city. Only one competitor, R. Williams, the president of the club, on a twin-cylinder Indian, was able to negotiate the hill, Williams making several ascents with ease. None of the other riders were able to pass the hair-pin, but prizes were awarded as follows:

Single cylinders—C. W. Leggett, Yale, first; J. Kerr, Reading Standard, second; G. Gorman, Yale, third.

Twin cylinders—R. Williams, first; Hetherington, second, and Garton, third, all Indians.

The event was marred by a slight accident, H. P. Brown, on a Flanders, being ditched while going at tremendous speed. The machine was scratched and although the rider was pinned beneath his mount, he escaped serious injury.

THE Lorain, Ohio, Motorcycle Club is planning to co-operate with the city council in abolishing the "tank rider" nuisance.



A SUNDAY MORNING IN TAUNTON, MASS. **He has had no trouble; the weather is fine and everything has gone just right, but the sign riles him just the same.**

ANNUAL HILL-CLIMB

Minneapolis Club Will Have Three Classes for Entrants and Award Prizes on Time Basis Only.

MINNEAPOLIS, MINN.—The date for the annual hill-climb of the Minneapolis Motorcycle Club has been announced for June 8, by Chairman William Edwards, and already the committee has received entry applications from several riders. The meet was originally scheduled for May 18, but as the club had not obtained permission from the park board for the use of Riverside Hill, where the contest is usually staged, the meet had to be postponed.

Considerable discussion has been made in regard to classing the machines, but the club has finally come to the conclusion that it will run the chain and belt machines in the same class, this being thought advisable because of the shortness of the hill and the general equality in weight of the machines and riders. Differing from past customs the winners will be decided upon by time alone, and not by the formula system.

There will be three classes for the event, one for the singles, one for the 5 and 6-horse twins, and the third for the 7 horsepower machines. One or two of the 5-horse machine owners have signified their intentions of entering the climb and will be allowed to compete in Class 2. Winners of the events will receive beautiful medals with the Minneapolis M. C. inscription and many of the motorcycle accessory companies have donated merchandise for the events. Nothing but the fully-equipped stock machines will be allowed to enter, but the riders will be allowed the use of racing handlebars.

A SOMERSAULT.

G. C. GREEN, Yale agent in Cedar Rapids, Iowa, appears in the photograph to the left, with one of his Yale riders to the right. The machine on the right turned a complete somersault just before the picture was taken, but the only damage was to the lamp and the rider's feelings.

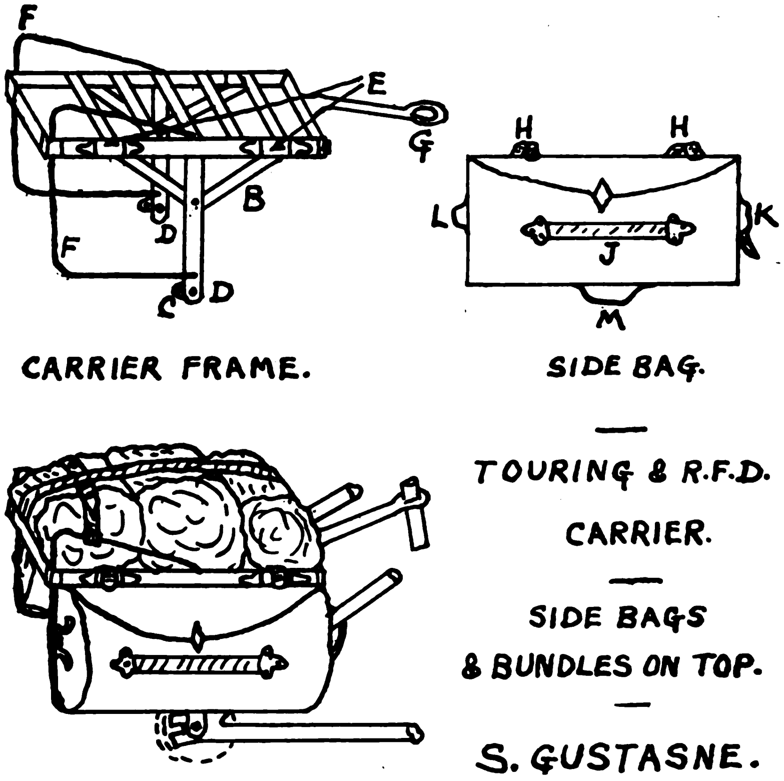
LUGGAGE CARRIER CONTEST

Last Designs Will Be Published in Next Issue—Prize Winners to Be Announced June 27.

LUGGAGE designs from No. 50 to 55 are shown herewith. By the time this issue of Motorcycle Illustrated reaches its subscribers the contest will have come to a close. However, there are still a number of designs as yet unpublished, and these will be illustrated and described in the next issue. The announcement of the prize winners will be made in the June 27 issue of Motorcycle Illustrated.

50. Folding rear carrier of ⅛ x 1-inch stock twisted at fastening points. Rod B is a brace for holding carrier open; D is a leather strap for parcels on top and for keeping the members from rattling when folded. AA are the ends and G the sides. F is a longitudinal brace, and E the main stay bar attaching to the wheel axle. Double nuts are used at the upper corners. H is the floor rod. The forward brace to the seat mast or rear stays attaches the carrier at the front to the motorcycle. One side is shown folded. Contributed by W. A. Harrison, Ashley, N. D.

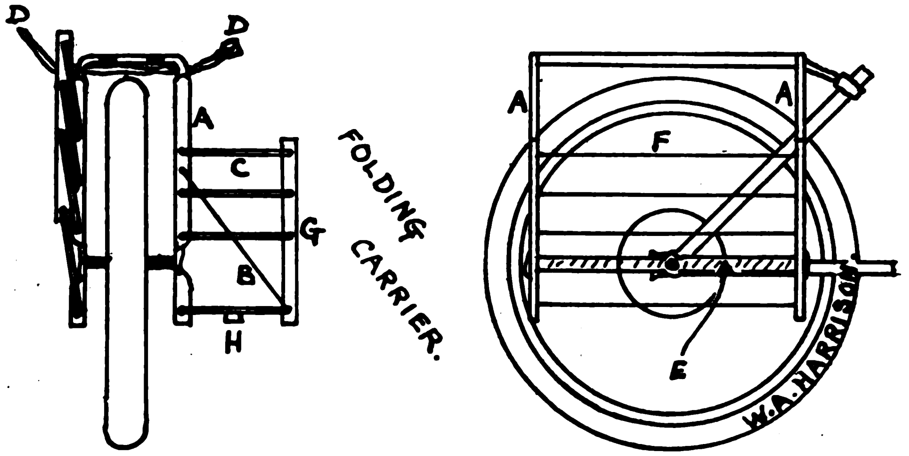
51. R. F. D. or touring rear carrier with side bags supported by straps at ends to rods FF and to rear stays of machine, and loops to carrier frame. Flat bar fastens to axle and side members of carrier frame. Rods designed to attach straps to as per the illustration of carrier loaded. Bags have large loops for handling when off the carrier or when putting in place. For R. F. D. service, "local" distributing pouches like side bags on smaller scale are attached to top tube forward. Contributed by S. Custasne, Orient, Iowa.



CARRIER FRAME.

SIDE BAG.

No. 51.

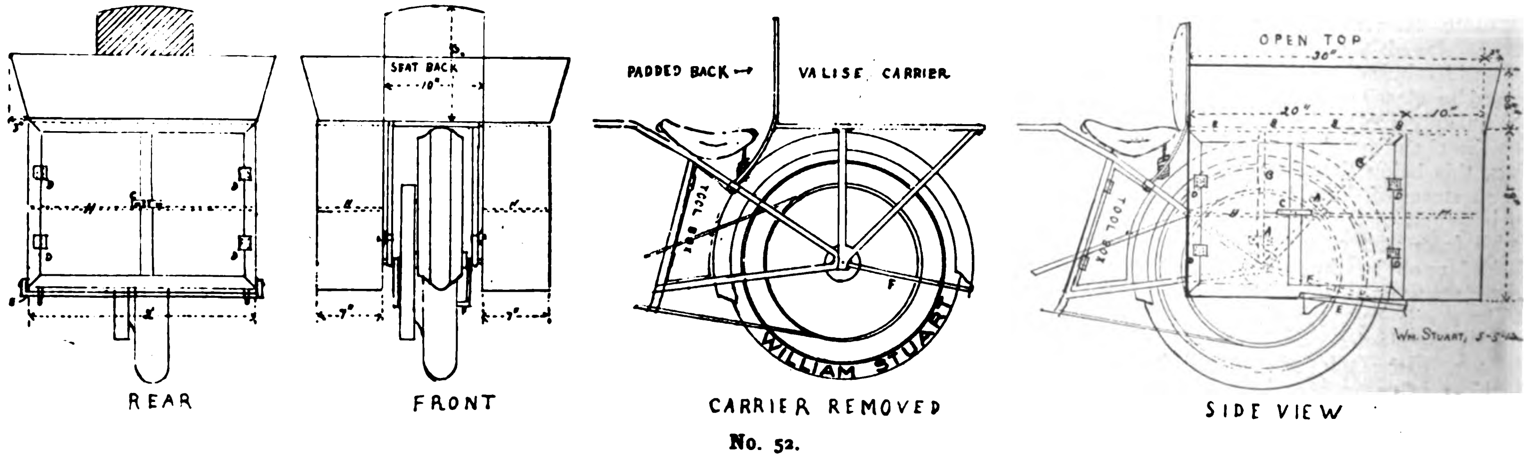


No. 50.

52. Wood or galvanized iron carrier, made quickly detachable, and with a soft back for the rider. Has valise attachment fastened by thumb-screws. Open top permits of carrying bulky packages. Parts as follows: A Clamps; B bolts; C Lock; D hinges; E box stand; F machine stand, used when box is detached; G Box carrier; H shelving. Contributed by Wm. Stuart, Stockton, Cal.

53. Telescoping, spring-supported rear carrier. Sliding section fastened by pegs as shown HH. A and B are springs. Contributed by Howard King, Marietta, Ohio.

54. Rear carrier with side platforms of ¼ x ⅛ stock. Platforms fold and are



REAR FRONT CARRIER REMOVED SIDE VIEW

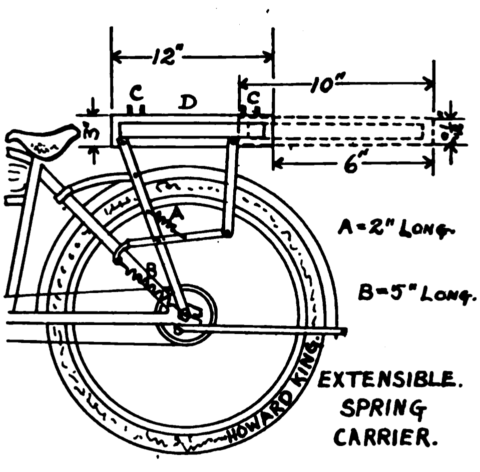
No. 52.

stayed longitudinally. Square canvas sack fits over hooks shown, which also carry straps for supporting platforms. Contributed by H. J. Maffio, Globe, Ariz.

55. Combined pannier bags and dress-guard with pockets in sides. Straps tie pockets shut and fasten to machine mudguard at top of each pocket frame. Shown extended in main view. Fastened to axles by bottom straps. Readily removable. Contributed by Wallace C. Smith, Greensburg, Pa.

TRUE SPORTSMANSHIP.

OWING to the fact that many motorcyclists of Cortland, N. Y., were desirous of attending the Memorial Day races at Elmira the Cortland M. C. called off the speed program which had been arranged for the holiday. The Cortland squad is planning a big meet for July 4.



No. 53.

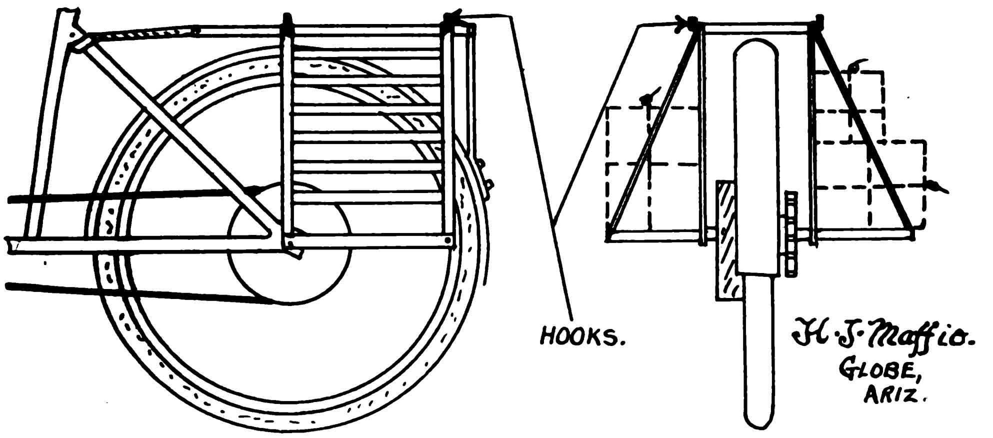
UTICA RUN SCHEDULE.

OFFICIALS of the Utica (N. Y.) M. C. at the last business meeting approved the following schedule of runs to be held during the coming month: June 2, Rexford Falls; combination run with the Binghamton, Syracuse and Cortland clubs; June 9, outing to Madison Lake; June 16, run to Skeneateles Lake; June 23, outing to Cazenovia Lake; June 30, run to Richmond Springs. The club's tour committee is now at work on plans for other trips.

SAN JOSE OUTING.

A RECENT run of the San Jose (Cal.) Motorcycle Club was to Half Moon Bay, a popular resort which is reached by a pleasant two-hour ride over the San Francisco road and by way of San Mateo. Thirty members of the club participated in the outing, and the roads were reported to be in good condition except for a short stretch near Half Moon Bay. The club is planning a series of combination runs with other squads in the vicinity.

ABOUT fifty members of the Terre Haute (Ind.) M. C. recently rode to Clinton in a body to witness the races held there.



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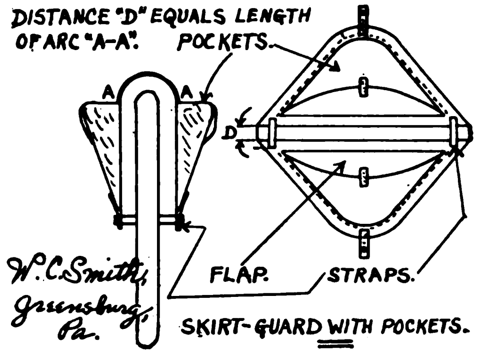

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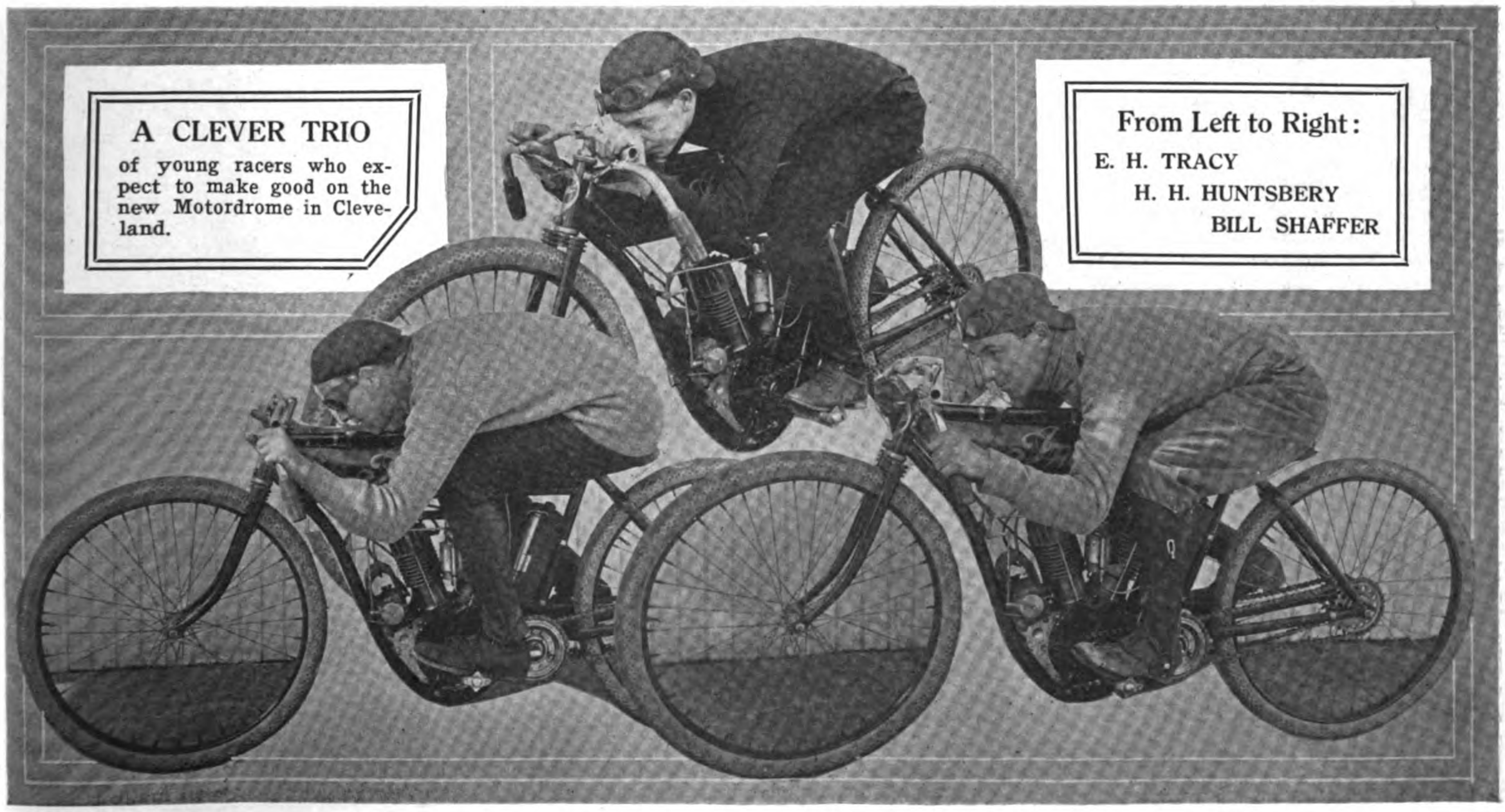


A CLEVER TRIO

of young racers who expect to make good on the new Motordrome in Cleveland.

From Left to Right:

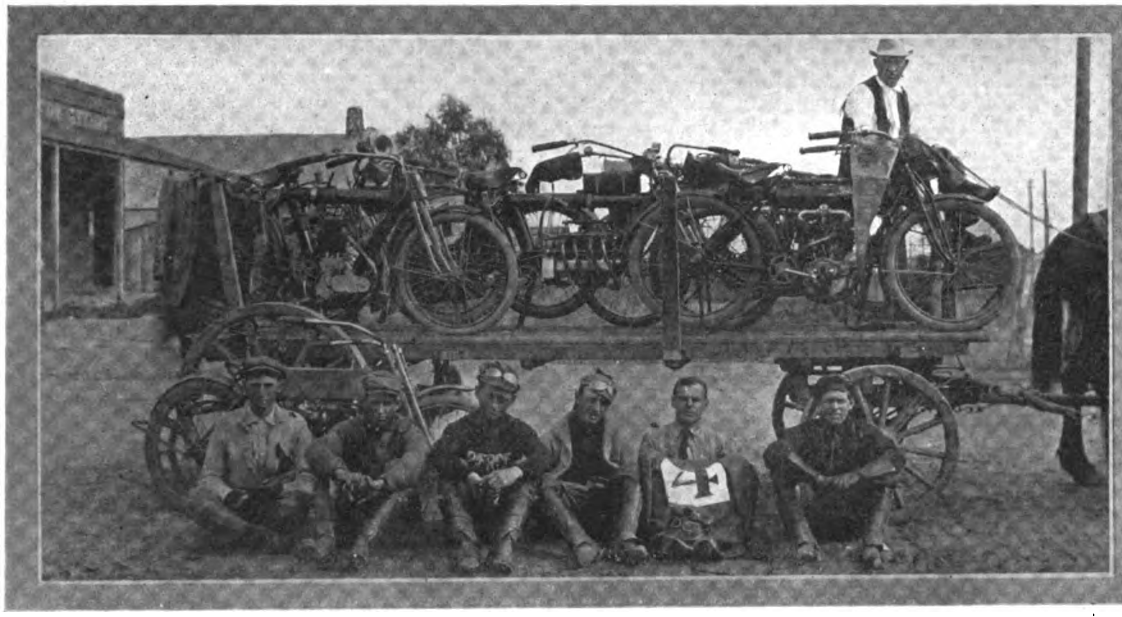
E. H. TRACY

H. H. HUNTSBERY

BILL SHAFFER

BAKERSFIELDERS TAUGHT EXETER A LESSON

After Arrests for "Speeding" By Alfalfa Deputy They Fought and Won Their Case; Then Showed Their Disgust by Carting Their Machines Out of the Town on a Truck.



"The Sorest Sextet of Riders in the State of California."

President Chas. P. Clark.

NOT long ago the Bakersfield (Cal.) M. C., one of the most progressive squads in the Golden State, held a 212-mile reliability contest through the San Joaquin Valley—and thereon hangs a tale. Nine of the riders were fortunate enough to reach Visalia, the county seat of Tulare county, with clean scores, but on the return trip they ran into trouble in a small town called Exeter. Despite the fact that they were traveling at a "crawl," the three leading contestants in the party were arrested for "speeding" by an Exeter deputy, and three of their companions, including Charles P. Clark, president of the club, gave up the run and stood by their comrades in distress.

Knowing that Exeter had a reputation for "putting the screws" to motorcyclists the boys passed along the word for very low speed through the town, but this precaution availed them nothing. As the party was passing through Exeter's one street a deputy stepped out, made a threatening dive into his hip pocket and in a bellicose manner announced that the riders were in the hands of the law. Conner, the Pierce trade rider; Lightner, the club treasurer, and Parks, another club member, were placed under arrest and headed for the "court." As President Clark approached the scene and realized what had happened he motioned to the riders behind him to dismount, thus saving them and himself from arrest. Clark then heard the whole story from the angriest trio of men in the State of California, and a council of war was held. In the confusion three members of the party slipped past the constable and hiked for home; the others accompanied the deputy and his victims, prepared to fight the case to a finish.

President Clark, being an attorney, was a particularly valuable member of the party, and he at once took charge of the situation on behalf of the men who had been arrested. He learned that many motorists had been arrested and fined without reason in Exeter; that the victims had always paid up promptly to avoid trouble, and that the town officials gloried in their high-handed methods of juggling the cases. Accordingly he decided to put a crimp in the system. The party proceeded to a barber shop, where the judge held forth in a small room in the rear, and when the officials were about ready, as they thought, to pocket the fines Clark stepped up and announced that he would represent the alleged offenders. This ruffled the judge and his constable, but Clark stood his ground. He stated that he would waive the reading of warrants and a jury trial, and demanded that the case be tried at once. About this time the town marshall arrived and attempted to "run the show," but was quieted.

THE following official notice has been forwarded by the Bakersfield M. C. to a large number of California motorcycle clubs and garages, with the request that it be posted conspicuously:

NOTICE TO F. A. M. RIDERS.

The Bakersfield Motorcycle Club desires to warn all riders belonging to the F. A. M. to avoid, if possible, the town of Exeter. The officers of this town have proved over-zealous in making arrests of alleged violators of the speed ordinance, and have failed to use discretion or good judgment of speed traveled. If necessary to pass through Exeter it would be advisable upon reaching the limits of the town to dismount and push your machines through, or hire small boys to do it for you.

BAKERSFIELD MOTORCYCLE CLUB.
Charles P. Clark, Pres.
D. Lightner, Sec.

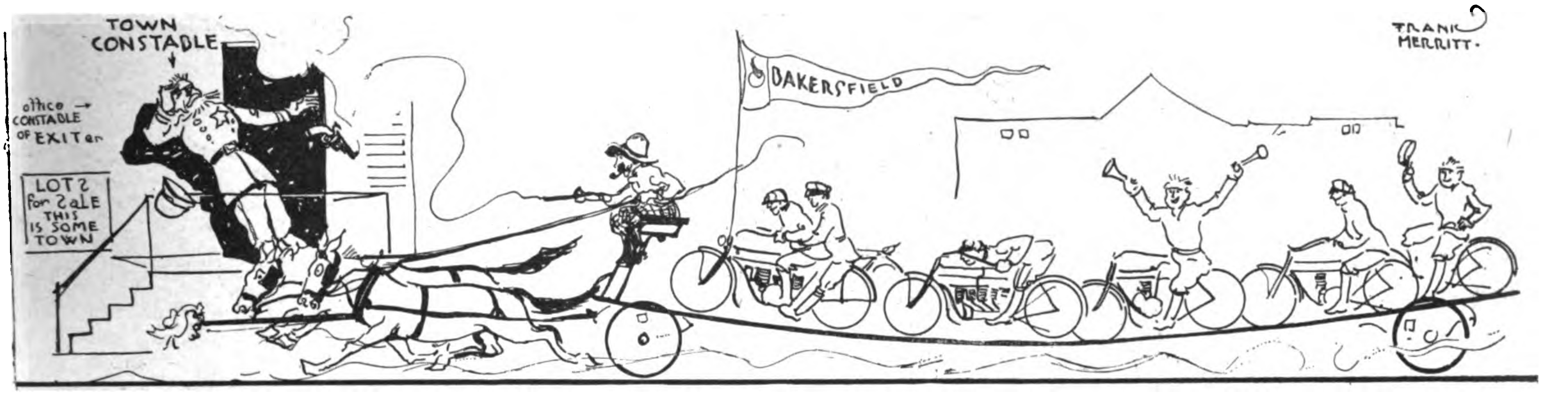
When asked what speed the riders were making when they were arrested the deputy said he didn't know, and that he had held up the trio because "the chief had waved to him to pinch them." The evidence showed that the "chief" was a quarter of a mile from the party in the direction in which the riders were traveling. They had not passed him and he was in no position to say whether their speed was ten or forty miles an hour. When the officers saw that their own testimony had spoiled their case they hustled around for witnesses, and the fun began. The first witness admitted that he was half a mile from the scene of the arrests. That settled him. Another, a typical out-country farmer, didn't know how fast the riders had been going, but stated that motorcycles had frightened his horse several times, and that he "hated the gol-derned poppin' things anyhow." This witness had answered only a few questions when it was evident that he was totally incompetent to judge speeds, and he was excused. And so it went. Witness after witness was called, most of them voluntarily favorable to the defense, and the others because they tried not to be. After a straight-from-the-shoulder argument Clark demanded a verdict of "not guilty," and the judge was obliged to give this decision.

After figuring that they had lost 1,050 points through the delay, and that they were therefore 50 points below zero, the riders thought no more of the reliability run and began to consider ways and means of getting out of Exeter. It was evident that they could not ride through the town at any speed without being arrested, and the weather was too warm to make pushing enjoyable. Besides, every member of the party was too sore mentally to consider such an expedient. Finally one of the boys suggested that a dray be hired, and the plan scored a hit. All the machines were loaded on the truck with the exception of one Harley-Davidson for which there was no room. This machine was towed behind the truck. The riders then climbed into their saddles, and in this fashion they turned their backs on Exeter, the horses drawing them at a three-mile-an-hour gait. In due time they reached the town limits, where they found a signboard reading: "City limit—Slow to 10 miles." Under this sign they tacked a notice warning all motorcyclists to "get off and push." The accompanying photograph shows the party as it reached the boundary line, and from the facial expressions of the riders it will be inferred that they were in a mood to fight a gang of wild-cats at the drop of the hat. In other words, they were sorely peeved.

Fortunately, one of the riders was a stenographer, and a complete report of the trial was obtained. Without loss of time the club forwarded a transcript of the proceedings to the local F. A. M. commissioner in Bakersfield, who in turn sent all the data to the F. A. M. National Committee on Legal Action.

"We want that town sued for damages," explains President Clark, of the Bakersfield club, "and we ask that the same action be taken against its constable for the actions of his deputy. You see, we lost a chance, and a good one, at a $75 prize, and we also lost our entry fees; we lost an average of $25 each in getting our machines back into shape, and—Oh, h——! nuff sed."

The Bakersfield boys are by no means ready to drop the matter, and they will leave nothing undone to make the officials of Exeter remember their treatment of the reliability riders. They point out that the State law provides for a speed of 20 miles on county roads, and 15 miles an hour within corporate limits of cities, except in places of congested traffic. In spite of these regulations some of the small towns try to enforce ordinances calling for 10 and eight miles an hour, and even five miles. It is argued that the majority of these ordinances are unconstitutional, and that a movement should be taken up to wipe them from the books. President Clark and the Bakersfield boys are full-fledged motorcycle boosters, and as such they discourage the use of the muffler cut-out and all unreasonable speeding.



GROUND BROKEN FOR NEWARK SAUCER

Four-Lap Track Under Construction at Electric Park Will Be Ready for Opening on July 4—Derkum May Manage It.

MOTORCYCLISTS throughout northern New Jersey are rejoicing over the announcement that plans for a board saucer in Newark which have been simmering for some time past have at last taken definite form, and keen appetites are being developed for the opening meet, scheduled for July 4. Ground has been broken for the new track at Electric Park. A gang of men razed the old grandstand last week, and work is now well under way on the foundation for the structure which is to be banked at fifty degrees with four laps to the mile. In the upper banking of the Newark track a scientific principle will be involved which the promoters and architects believe will permit of the highest speed with the same degree of safety afforded by a three-lap track. Instead of ending on a straight angle of fifty degrees the extreme upper edge of the track will curve skyward rather sharply, so that a racer who picks up sufficient speed will be able to stick to the outer circumference of the saucer with his machine practically in a horizontal position.

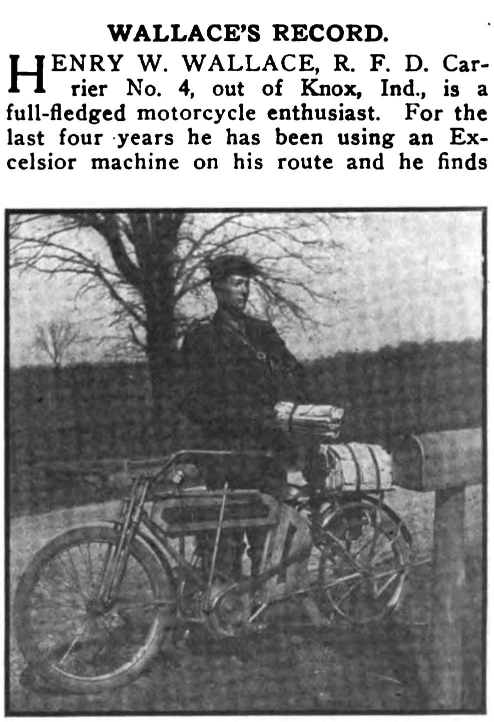
Inglis M. Upercu, a resident of Newark and the head of the New York Cadillac Automobile Company, with offices on upper Broadway, New York City, is the principal financial backer of the enterprise, and associated with him is A. C. Dunlap, manager of Electric Park. Mr. Upercu is a son-in-law of Judge Gottfried Krueger, owner of the park. He has been interested in the motordrome possibilities of the motorcycle for some time past, and when the present board track boom began to make itself felt in the East he decided that Electric Park would make an ideal site for a speed bowl. Despite his deep personal interest in all forms of motor racing Mr. Upercu will not figure actively in the management of the track, but will be represented by Mr. Dunlap.

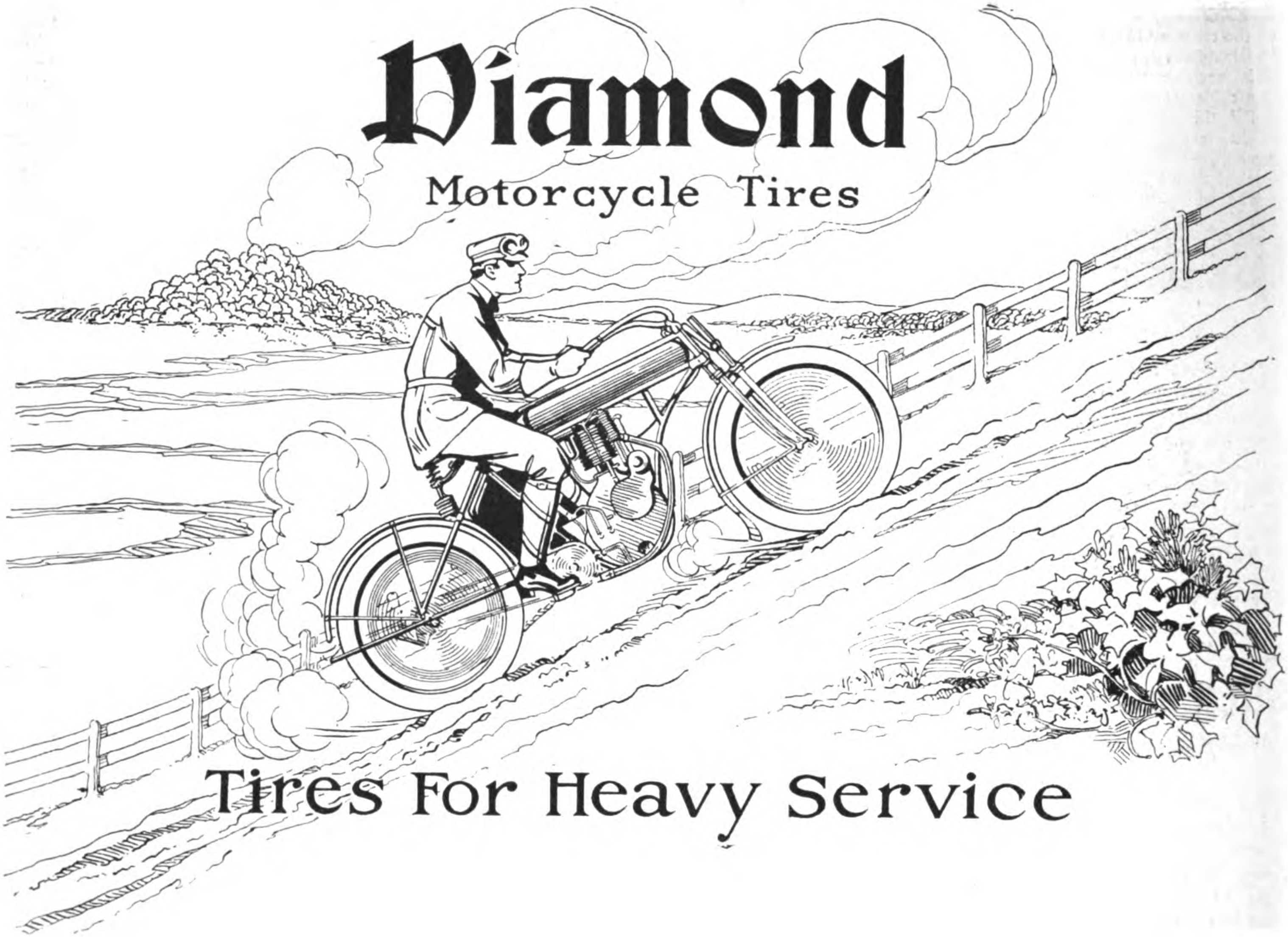
There is a well-defined report to the effect that Paul Derkum, who managed the new Los Angeles motordrome until it closed for the season recently, will be in charge when the Newark track is formally opened on Independence Day, but Mr. Upercu stated a few days ago that no definite arrangement has been arrived at with the western promoter. He admitted that his company had opened negotiations with Derkum, and hinted broadly that the "Daredevil" was preparing to come East for a conference. Derkum's experience as a speedster and his wide acquaintance with the boys who make a business of hounding old Father Time fit him admirably for the task of introducing Jerseyites to their new acquisition, and there are fairly good reasons for believing that he will be in authority when the record-crimpers get away at the first gun on the Electric Park track.

Inside the motorcycle track a field will be laid out for general athletics, and it is the intention of the company to afford all the features of a full-fledged stadium. There appears to be no scarcity of funds and Mr. Upercu is authority for the statement that Jerseyites are to be furnished with a speed bowl and incidental attractions second to none. The plans call for a big grandstand and well-arranged bleachers, and for the opening there will be seating accommodations for 5,000 spectators. If it is found necessary to extend these seating arrangements no time will be lost in providing more room.

WALLACE'S RECORD.

HENRY W. WALLACE, R. F. D. Carrier No. 4, out of Knox, Ind., is a full-fledged motorcycle enthusiast. For the last four years he has been using an Excelsior machine on his route and he finds that the time necessary for making his collections and deliveries is cut down more than one-half. He is also able to operate the motorcycle for about one-fifth of what it would cost him to use a horse and buggy. His total repair bill for last year was only $2.68, despite the fact that he makes 100 stops daily on a route 30 miles long.





YOU can't tell how far a tire will run by the color of the tread.

The only way to judge a tire is by its reputation or past performance, taking into consideration the conditions.

If you are seeking a racing tire, select the tire that you know has carried many a man to victory.

If you want a tire for all-around work on country roads or city streets, choose the tire you know has carried many a man to his destination.

Diamond motorcycle tires are not racing tires. They are not built for 10 miles of death-inviting speed and then the scrap-pile.

They are built for endurance—greatest mileage.

They are miniatures of the famous Diamond auto tire, the largest selling single brand of tires in the world.

The same specially woven fabric and compounded rubber and faultless workmanship enter into their construction.

They are the result of 14 years spent in tire building.

If you are seeking a tire for all-around road work—one that will stand the grinding wear of rock-strewn roads or the shock of being bumped over car tracks in the city streets, get Diamond tires. They will stay with you and deliver the mileage. The cost is no more than for other standard makes.

They are made in two treads, studded and corrugated —but only one quality!

Single clinch only and in all sizes to fit the 28 x 2½ inch rim, including the 29 x 3 inch, specially adapted for tandem riding, side cars, heavy riders and delivery machines.

Ask the reliable dealer about these dependable tires. They cost no more than other standard makes.

Send For Our Motorcycle Book. It's Worth Having.

We could build them cheaper
—But we won't;

We would build them better
—But we can't.

The Diamond Rubber Co. - - - - Akron, O.

MOTORCYCLE ILLUSTRATED
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Ten cents a copy.
J. LEO SAUER,
President

EDITORIAL

THURSDAY MAY 30, 1912
Entered as second class matter July 6, 1908, at the Postoffice at New York, N. Y., under act of Congress, March 3, 1879.
H. N. CONDICT,
Secretary

NET PAID CIRCULATION, THIS ISSUE, 11,180

F. A. M. DISTRICTS SHOULD GO.

OBVIOUSLY radical are the proposed amendments to the F. A. M. Constitution and By-Laws, published elsewhere in this issue of MOTORCYCLE ILLUSTRATED. These amendments have no other purpose than to do away entirely with the existing districts and vice-presidencies, with a view to more clearly defining the duties of State and local commissioners, and placing the responsibility where it properly belongs, squarely upon the shoulders of the State Commissioners, the latter to be in direct touch, on the one hand, with the national officers, and, on the other, with their appointees in their respective States.

Districts, originally four in number, were worked into the organization of the F. A. M. "for convenience of government." The divisions thus effected were wholly artificial, the country having been arbitrarily divided into four parts of from 300,000 to 1,000,000 square miles each. From the start, the average district vice-president has been simply a title-holder. There have been a few brilliant exceptions. But those who actually accomplished anything as district vice-presidents would have done really remarkable work as State Commissioners. In any event, a State is large enough territory for any one who can give only his spare time to the work. That a single vice-president should have actually made progress throughout an entire district has been due to exceptional qualities in the men themselves, and not at all to the beauty of the system.

Reforms must be constructive. It is easy enough to do away with the old order of things, but, as a rule, extremely difficult to provide, in short order, a working substitute. However, in this particular case there is a basis upon which to work, namely, the State organizations, which, by the way, will not be satisfactorily efficient until the various State Commissioners are afforded the opportunity to work directly with the national organization. The proposed changes are, we believe, entirely worth while.

HILL CLIMBS.

AN English rider calls attention to the fact that hill-climbing contests in that country are no longer of value as teaching any practical lessons, either to the trade or the public. The same criticism applies here. Of what use is it to merely determine in any instance what make of machine is capable of attaining the highest speed up-hill, that is, under competitive conditions which are sporting rather than practical? As hill climbs are now generally conducted, they are usually won by single-speed machines, and if such winnings are to be taken seriously, then why do our manufacturers market variable-geared motorcycles, claiming for them, and quite truthfully, starting and hill-climbing superiority. As a matter of fact, the average hill-climbing victory, because of the conditions under which such competitions are conducted, is more or less freakish, and teaches nothing except that certain riders are more hair-brained or perhaps gifted with greater mechanical cleverness than their competitors.

Suggestions for the improvement of hill-climbing regulations are made by the British rider above referred to, who says:

"What I should like to see is a contest run on the following lines:—(1) A slow and fast test, the machine with the greatest difference in speeds to be awarded marks accordingly; (2) an acceleration test (both run on the level); (3) a straight-away hill-climb, after a run of 20 miles or so, with a restarting test on at least a 1 in 7 or 1 in 8 gradient; and (4) another climbing test on a hill with a real corner. This may sound a somewhat lengthy series, but it only embodies the various requirements of the ordinary user, and could easily be carried out in one day. My argument is borne out by such events as the Six Days Trial. The hills included are no more severe than those used for solitary hill-climbing competitions, but it is amusing to see all the crack hill-climbers turning out on two and three-speed machines. Why? Because they cannot guarantee that they will climb all the test hills unless so equipped, and they wish to banish risk of losing a gold medal.

ADVERTISING 3.

"Caveat emptor—Let the buyer beware."

An old principle in law, and it generally holds good in the courts today.

As applied to advertising, it is rigidly adhered to by many publishers, men who print anything that has "money in it," shifting the risks upon their readers.

Fortunately, however, there are among publishers exceptions to this rule. In fact, there is a minority whose standard is far above that of the "caveat emptor" species.

This high standard of publication ethics involves the principle that "a journal is no better than the worst advertisement it carries."

This is a rather strict conception of journalistic responsibility and yet why should any publisher object to having his paper measured by that standard?

A man is morally no better than the lowest act he would commit. By the same token, a line of high-class advertising does not excuse a publisher's acceptance of a single piece of dishonest copy. The latter determines the character of his publication.

We invite both the trade and our other readers to judge MOTORCYCLE ILLUSTRATED *according to the highest publishing standards. It is our fault if, thus measured, this publication is found under-weight.*

SELF-EXPLANATORY.

LAST Tuesday, we received, on a bill head, a letter from the Simplex Machine Works, Forty-fifth street and Sixth avenue, Brooklyn, N. Y., side-car manufacturers. It read:

"Enclosed please find check, etc. We have used up all our letterheads answering inquiries from subscribers to your paper.

"SIMPLEX MACHINE WORKS,
"Brooklyn, N. Y."

The IDEAL MOTORCYCLE SHOP

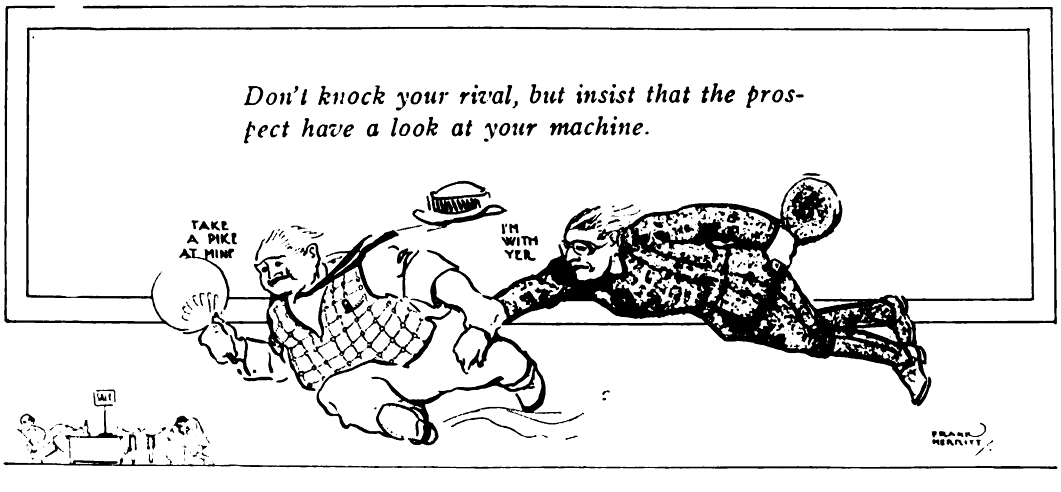
By GEORGE M. JOHNSON

A PREVIOUS article treated about certain matters in which altogether too many motorcycle agencies are remiss. It should be understood, however, that the writer is not suggesting reforms out of the fulness of his own vast experience. He is not a dealer; far from it. He is merely one individual rider, an enthusiast, to be sure, but he hopes that he represents just about the average devotee of the two-wheeler, and he fondly believes that what he wishes to see in a shop, and appreciates when he does see it, is not so very far different from what the average rider hopes for and appreciates.

And, by the way, speaking of enthusiasm, did you ever know a genuine, red-blooded motorcyclist who did not possess a good supply of that admirable quality? Circumstances may cause a man regretfully to give up the sport and no longer be ranked among the brotherhood, but he will always have a warm feeling in his heart for those of us lucky enough to be still skimming swiftly about the country. Enthusiasm and motorcycling go hand in hand. Every rider intends to be a booster for the sport, and the only trouble is that some have yet to learn just how the true booster should conduct himself. All of which, however, is drifting away from the subject.

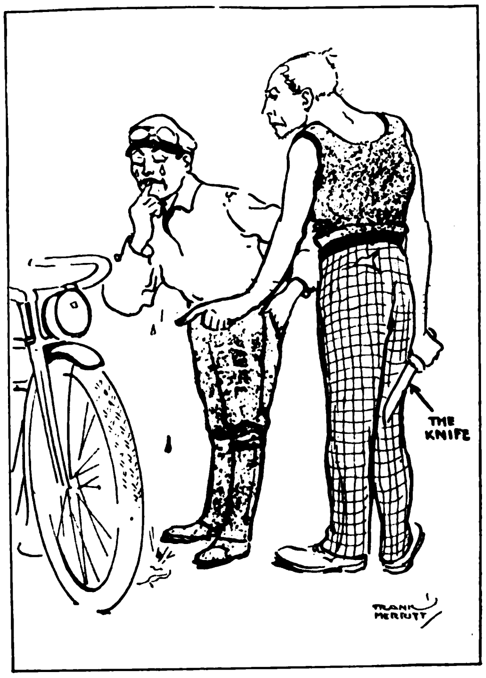
A Generous Viewpoint.

This Ideal Shop of ours should be run on the principle of not only boosting the sale of the Best Ever, but of helping along the general welfare of the sport. Business rivalry is a stiff proposition; no one can deny that. But the salesman never knows when his chickens may be coming home to roost, and savage criticism or comment directed at a rival dealer or machine is not likely to increase his own sales to any alarming extent. We riders prefer to hear an agent say, "Yes, So-and-So's a fine enough man, and he's offering a dandy machine, but you just ought to take a squint at *mine!* She is certainly the goods, and no mistake!" That's the way the chap in charge of the Ideal Shop would talk. But when he descends to acts of petty business rivalry, right then his shop drops out of the ideal class.



Don't knock your rival, but insist that the prospect have a look at your machine.

Even when a rival starts to wield the omnipresent hammer, that does not compel him to go and do likewise. If he is strong enough to refrain, his own conduct will stand out in all the more striking contrast.



"That Machine Will Always Give You Trouble."

As illustration of the point I wish to emphasize, let me relate a little story, a true story, too. I fear the agent mentioned was not qualifying for ownership or management of the Ideal Shop.

A Certain Rider was touring, many parasangs from home. For a long time all went well, and the Rider was happy and contented, as is usually the case with touring motorcyclists. At length, however, trouble came, not trouble with a big T, but merely a slight difficulty, one that could easily be adjusted at any agency of the tourist's make of machine. The Certain Rider limped along, and was soon gladdened by the sight of a goodly town.

"Surely," quoth he, "I can find in yonder city a man who sells and repairs the Best Ever!" For he was a loyal Rider, and thus regarded his faithful mount.

On he went, following a thoroughfare which gave promise of taking him some place or other sooner or later. Then he paused at seeing the glaring sign "MOTORCYCLES" in huge letters, shouting aloud at all who passed that way. The Certain Rider made known his needs to the manager of this place, but the latter shook his head.

"Huh!" grunted he in scorn. "Why don't you ride the Just-as-good? That machine of yours will always give trouble; never heard of one that didn't! I can't fix up the old boat now, but if you want to wait over a couple of days, I'll send to the Big City for the part."

But the Certain Rider did not wish to "wait over a couple of days."

"Isn't there an agent for the Best Ever in the town?" cried he in despair. "If so, peradventure he might have the small part in stock."

The Just-as-good man shook his head once more, doubtfully this time.

"Don't believe there's anybody handles that machine here," he stated, whereat the Certain Rider made much dole, and again limped forward with many lamentations.

But his sorrow was soon changed to rejoicing, for he quickly beheld another sign a few blocks down that same thoroughfare. The sign read, "BEST EVER MOTORCYCLES." The Certain Rider stopped, and found just the part he was seeking, whereupon he rode onward with a light heart. And why did the representative of the Just-as-good refuse to help the Certain Rider out of his difficulty by directing him to the second shop? Because, forsooth, the two of them were rivals, and he would be ding blinked, so he would, before he'd send anyone to that Best Ever joint!

Signboards Are Needed.

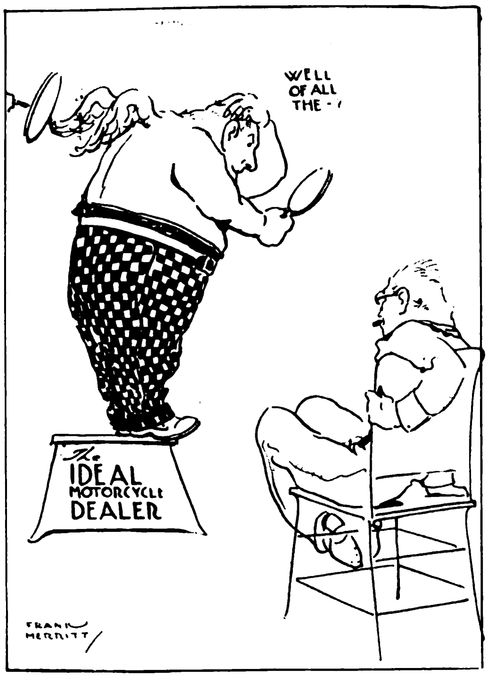
You get the point of that little story, do you not? Do you suppose such an agent would be popular with a very large proportion of local riders, no matter how excellent the machine he had for sale? And do you suppose the rider who went to him for help would ever recommend his establishment to anyone else as the Ideal Shop? No prizes are offered for correct answers to this puzzle. It brings up again the same old question of the personal relations between buyer and seller, and the importance of this is so great that no dealer can afford to overlook it.

There is another moral to the above story, one that might well be heeded by any dealer, whether he aspires to run the Ideal Shop or not, and it is of particular importance if he handles a popular machine and if there is much touring through his country. I refer to some advertising in the way of posters, signboards, or something of the sort on the more important roads leading into town. These would proclaim in letters loud enough to be heard that the agent for the Regal, Speedy, or whatever make it is, can be found in such and such a place when one reaches the city. That would help the rider who travels through to locate the headquarters of his machine, and I believe it would be highly appreciated. It is rather a nuisance to be compelled to ask the average citizen how to reach the agency of a certain motorcycle, when as likely as not he may never even have heard of the place. I have tried this myself on one or two occasions, and know how it is.

A Dealer Almost Needs Wings.

The Ideal Shop can only be a thorough success with the right man behind it, and he ought to be so nearly perfect as an all-around good fellow that you can almost feel the wings ready to sprout. He should know instinctively just how to treat all sorts and conditions of customers, never forgetting that courtesy is the first requisite in successful salesmanship. He should be careful not to say or do anything that could offend anyone's prejudices. He should himself be all in personal habits and conduct that he expects of those who frequent his place. It will pay in the long run.

In the course of my motorcycle wanderings I once ran across an agency unique in more respects than one. The owner had been led to add the motorcycle to his line of bicycles and sundries some time before; and I had quite a talk with him. In the conversation with me he quickly betrayed the fact that he was "long" on the hammer game, but decidedly "short" on salesmanship. In the first place, he was more or less ignorant—mostly more—of motorcycles and all things pertaining thereto. He didn't even seem to know enough to knock the other makes intelligently. Furthermore, he made some very startling claims for the machine he was trying to sell. And could he prove that the machine was able to do all those wonderful things which he claimed for it? Not much! the machine never had a chance; it had never even been out of the shop. There was hardly a machine of that make on the road in the whole district, and yet he let his demonstrator rot her tires in the show window. He wouldn't permit anyone to give it a good try-out on the hills for love or money; was probably afraid he couldn't sell the machine at her full list price if the enamel became scratched. The result is that he'll be lucky if he ever disposes of it at all, and at the same time, I'm willing to stake a fistful of florins that he is grumbling and kicking at the motorcycle business, because all the local buyers always stop at the other shops before they get to him. Who could expect them to do otherwise?



"A Dealer Almost Needs Wings."

The Repair Problem.

There are two or three morals to this tale, and you won't have to scratch very deep to find them. This is one. Every prospective customer knows that this dealer is not a competent repair man. If anything should go wrong with the machine purchased, he would know as little about remedying the trouble as the owner himself, perhaps not so much. Another moral; there are plenty of them. The customer cannot be ignorant of the fact that this dealer has no stock of parts on hand. If something breaks—and no machine made by mortal hands is infallible—what is the rider to do? That's easy. He will simply hang around while the up-to-date salesman writes a C. Q. D. letter to the factory. Do you wonder the boys don't buy? Who in the wide world would, under such conditions?

The Ideal Shop carries a *full* line of repair parts (note that the word "full" is printed in italics). Some of those parts, probably most of them, will never be called for, but the owner of our Ideal Shop believes in being ready for any possible or impossible emergency, and so his customers never have to wait. A new piston, cylinder, head, connecting-rod, spring-fork parts? Certainly! Here it is, all ready to be snapped into the machine at a moment's notice, and she's off down the road again. There is an old, one-time popular song to the effect that "I want what I want when I want it." Nothing truer was ever said of a motorcycle rider, and the man who has waited whole days and weeks for a small part, when the overworked factory is too far behind on its orders for complete machines to worry about small matters, is in position to appreciate doing business with the Ideal Shop. An engine part costing fifty cents probably looks pretty small to the factory rushing out two hundred dollar machines, but it assumes gigantic proportions in the eyes of the rider who is hankering to be on the road with the other chaps. Such a condition could never arise at this Ideal Shop of ours.

Stocking Repair Parts.

This keeping of repair parts in stock might well go farther than the machine itself. I don't know that we should insist on magneto parts, since the little juice producer is so uniformly reliable, but there is always a chance even there. Saddle springs, are a different matter entirely. I know not how many have snapped under the violent impact provided by the combination of a sudden bump in the road and my ungainly frame, but it is a good number anyway. It is quite some convenience to be able to get these springs at the shop, without waiting for a reply from the saddle company.

There is one thing to remember, Mister Dealer; the money you sink in a good supply of repair parts is not so much money lost, even if you never have an opportunity to sell those same parts. Your customers know you are ready—unless you "hide your light under a bushel," which is a very foolish thing to do—and you may be sure that they will appreciate it. And before long your business will be flourishing like the green bay tree, whatever that may be.

THE HAVERFORD HEARD FROM.

THAT the combination of low selling prices, good serviceable motorcycles and immediate deliveries seems to be an irresistible proposition this year is evidenced by the exceptionally good quarter-season of the Haverford Cycle Company of Philadelphia, Pa. It looks as if they are following in the footsteps of a celebrated mail order house who attribute their wonderful growth to the fact of offering a "big bunch" for the dollar. In the three models of the Haverford Big 4, the purchaser undoubtedly obtains an awfully big bunch for his dollar, offering as they do a motorcycle of good staying powers, well designed and finished, at exceedingly low prices.

Coincident with the splendid showing in their motorcycle sales is the fine increase in the business of the bicycle and accessories department, which has surpassed the business done during the similar period of last year by over 35 per cent. Each of the six Haverford stores has been kept on a jump to fill and ship orders.

A JERSEY SIDE-CARIST.

ASKER HOLMES, of Trenton, N. J., is one of the most consistent side-car drivers in his district. Accompanied by his wife he makes long weekly runs, sometimes across the State to the coast resorts.

THE Fulton County Motorcycle Club of Gloversville, N. Y., is advocating State legislation for uniformity of laws governing the speed of motorcycles.

THORNLEY WILLING

To Succeed Himself as Chairman of Competition Committee—Says He Likes the Work.

THAT Chairman Thornley will accept reappointment, if it is tendered him, is made plain in a frank statement issued this week by the Doctor, who considers an announcement from him in order in view of the publication of a wide variety of F. A. M. rumors by our New York contemporary. Dr. Thornley says:

"If there is one office in the F. A. M. organization which should be out of politics and kept out of politics, it is the office of the Chairman of the Competition Committee. The politician makes enemies, and has to make and keep friends; he also has to punish his enemies in order to keep them from becoming too powerful. The minute the Chairman of the Competition Committee starts in to punish his enemies, or reward friends, an independent, fair and just administration of his office will become impossible.

"The Chairman of the Competition Committee makes enemies fast enough, because of his rulings, and the more impartial he is the more enemies he will make because of adverse decisions against men who otherwise might be very friendly toward him.

"If I had absolute control of an organization, or were advising upon such an appointment, I would make it clearly understood that as long as the occupant of that office showed ordinary ability and was absolutely honest, he should be retained.

"In the first place, the work is such that it cannot be picked up in a moment by anyone, and while all men are liable to mistakes, a new man in such an office is ten times more liable to make serious errors than a fairly competent man who has had a reasonable amount of experience.

"As far as I am concerned, if the President and the Board of Directors, upon whom depends the choice of the Chairman of the Competition Committee, wish to retain me in this office I shall gladly remain, but if the F. A. M. elected a President and the majority of the Board of Directors who might be opposed to me, I would gracefully step down and out, still holding the very best wishes for the continued success of the organization in general, and the Competition Committee and its new Chairman in particular. The work is hard, but it is exceedingly attractive, and for that reason I like it.

"Incidentally, I have been mentioned in the trade press as a posible candidate for the presidency. As long as President Hamilton, who has done conscientious work, and has been fair and square, wants the presidency, there is no consideration conceivable which would induce me to run. My wishes, and all my efforts as far as I would feel justified in making any effort, would be thrown on President Hamilton's side. Should Hamilton wish to withdraw, and should he do so, I would consider it one of the worst misfortunes that had ever confronted the F. A. M. Then it might be conceivable that I would run if a nomination were presented to me in such a way as to make it apparent that I was serving the very best interests of the F. A. M. by running for the office. I most certainly do not want it, and while I would appreciate the honor, I feel that I am far better fitted to do good work for the F. A. M. in my present position than I would in the office of president. I am

"Sincerely yours,
"J. P. THORNLEY,
"Chairman."

TORMEY IS ADVANCED.

J. S. TORMEY, well known as a Goodyear hustler, has been advanced to the position of general salesman out of the company's San Francisco branch. He will cover the San Joaquin and Sacramento valleys.

MISS ALTA KEE, of Elgin, Ill., is the first feminine enthusiast of her city to pilot a motorcycle.

EIGHT SNAP-SHOTS OF INDIANAPOLIS MOTORCYCLE POLICE IN ACTION

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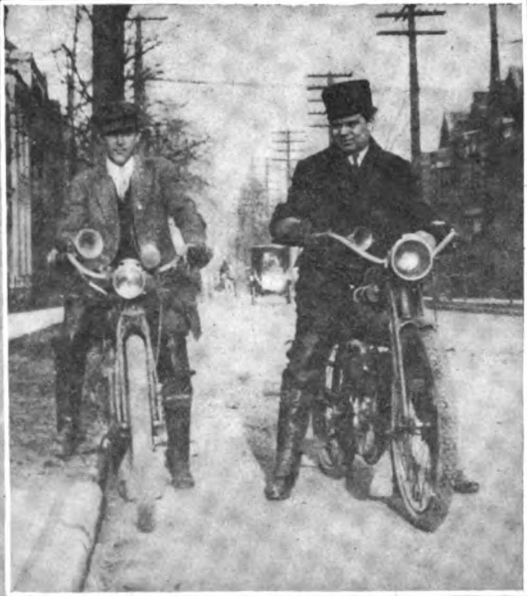
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1—Officer Stone chasing a downtown speeder. 2—Stone scouting for speeders on the boulevard. 3—About to intercept a reckless driver. 4—Fire truck being escorted by motorcycle officer. 5—Feeney on Merkel and Stone on Indian waiting for trouble. 7—About to arrest J. Atkins for speeding. 8—Stone arresting driver of test car after 18-mile chase.

BAKER AND MORTON

Chosen to Head South-Western and North-Eastern Sections of F. A. M. National Tour.

E. G. BAKER, of Indianapolis, and R. S. Morton, of Brooklyn, N. Y., will head two of the national tours to the F. A. M. meet at Columbus in July. Two other tourmasters will be appointed soon, and then the detailed routes will be sent, with other information, to all F. A. M. members. The appointment of Baker and Morton assures two good tours from Albany, N. Y., and Louisville, Ky. Baker will head the tour from Louisville—the Southwestern—and Morton will be in charge of the Northeastern tour—from Albany.

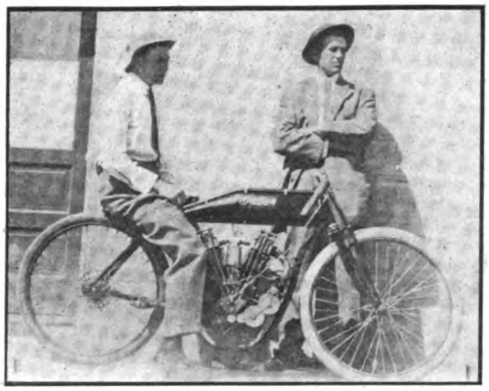
Tourmaster Morton is F. A. M. State commissioner in New York, and is widely known for his motorcycle enthusiasm. He is one of the "stand-bys," and can always be depended upon to "come through" when the interests of motorcycling and the F. A. M. are at stake. Tourmaster Baker is a well-known rider, having participated in many races and having a few records to his credit. He is extremely popular and is certain to line up a big squad. His route has already been completed, and he is ready for business.

The Southwestern tour will start from Sutcliffe & Co.'s store in Louisville, Monday morning, July 15, at 6 o'clock. The first day's run will end in Indianapolis, the distance being 150 miles, through the following towns: Jeffersonville (Ind.), Salem, Bedford, Bloomington (dinner), Gosport and Martisville.

The start from Indianapolis will be made from the Soldiers' and Sailors' Monument at 6 o'clock Tuesday morning, July 16. Tuesday's run will take the riders through Greenfield, Knightstown, Cambridge City, Richmond, Eaton, Dayton (dinner), Fairfield and Enon, into Springfield, where the riders will spend the night. The distance is 145 miles. Springfield is 43 miles from Columbus, and the Southwestern riders will freshen up and make the easy run into Columbus Wednesday morning, July 17, arriving with the other divisions at about 11 a. m. Each of the other divisions is expected to spend Tuesday night in some city 40 or 50 miles from Columbus, so that Wednesday morning's ride will bring the divisions into Columbus about 11 o'clock, fresh and smiling.

The distance from Louisville to Columbus over Tourmaster Baker's route is 338 miles. The first day is through a country noted for its scenery. The roads are good. For the second day, from Indianapolis to Springfield, the roads are splendid, and from Springfield to Columbus the going is excellent. Tourmasters Baker and Morton have entered heartily into the spirit of the tours, and say that they will see that their riders take it easy and have a good time on the way.

As soon as all the tours are routed and the other two tourmasters are named, this information will be printed and forwarded, with entry blanks, to Secretary Gibson of the F. A. M., by Guernsey Van Riper, 513 Hume-Mansur building, Indianapolis. Mr. Van Riper is serving as secretary of the tours, and with Chairman Willis of the F. A. M., the press committee is getting these things in shape. Secretary Gibson will send to all members of the F. A. M. an official notice of the convention and meet, together with the printed matter concerning the detail of the tours, which is being prepared by Secretary Van Riper.



Seymour and Claflin, Who Recently Established New Professional and Amateur Records.

SPECIAL PRIZE FOR WOLTERS.

SHORTLY after the Riverview Motordrome was opened in 1911 the management made an announcement to the effect that a special prize of $250 would be awarded the rider who scored the greatest number of points during the season, and this money has at last found its way to the pocket of Joe Wolters. Joe had a big lead over his nearest competitor when it came to piling up points, but the track management was a bit slow to take the matter up formally after the close of the 1911 racing season. When preparations were made to open the Riverview track for the present season the 1911 special award again came in for attention, and Chairman Thornley, of the F. A. M. competition committee, suggested that Wolters would probably appreciate a check. As a result Joe now has some of last year's racing money which would undoubtedly have gone the way of all coin long before this if he had received it according to the original arrangements.

LAST WEEK'S AFFILIATIONS.

THE following clubs affiliated with the F. A. M. during the week ending May 24: No. 107—Morgan County Motorcycle Club, Jacksonville, Ill.; A. R. Myrick, secretary, No. 300 E. State street; 17 members, 100 per cent. No. 267—Evansville (Ind.) Motorcycle Club; Ed. Tweitmeyer, secretary, No. 208 Main street; 36 members. No. 268—Fulton (Ind.) Motorcycle Club; Claude M. Studebaker, secretary, Box No. 85; 17 members. No. 269—Portsmouth (Ohio) Motorcycle Club; Tide Davenport, secretary, No. 111 Gallia street; 32 members. No. 270—Martinsburg (W. Va.) Motorcycle Club; E. J. Brandenburg, secretary, No. 401 N. Queen street; 14 members, 100 per cent. No. 272—Warren (Pa.) Motorcycle Club; H. H. Baldensperger, secretary, No. 301 Penn avenue West; 12 members, 100 per cent. No. 273—Panama Canal Motorcycle Club, Culebra, Canal Zone, Panama; T. H. Smallwood, secretary; 21 members, 100 per cent.

A TIP FOR RIDERS.

CHAIRMAN THORNLEY, of the F. A. M. competition committee, has received notice that an outlaw race meet is contemplated for June 2 at Rockford, Ill., and he warns Federation riders to ascertain beyond question whether a sanction has been issued before participating in any of the proposed events.

INDIANAPOLIS OUTING

Big Squad of Riders Went to Shelbyville as Guests of G. H. Westing and Enjoyed Dinner and Racing.

INDIANAPOLIS, Ind.—A most enjoyable motorcycle run was held in Indianapolis on Sunday, May 26, when over 200 riders were the guests of G. H. Westing, of the G. H. Westing Company. The run was to Shelbyville, Ind., where a motorcycle race meet was held under the auspices of the Indiana Racing Association.

One hundred and twenty-five riders, on every known make of motorcycle and from nearly every neighboring town, lined up at University Square, Indianapolis, Sunday morning at 8:30, to have their pictures taken. On the road to Shelbyville groups of riders joined the tourists from Columbus, Fairland, Valley Mills, Elwood, Richmond, Rushville, Kokomo and Edinburg, and by the time the body reached Shelbyville, after taking a roundabout route, there were over 200 machines in line. At Shelbyville the riders sat down to a chicken dinner as guests of Mr. Westing.

There were many women enthusiasts on the trip. Among them was Miss Viola Culp, the Elwood motorcycle racer, who rode down to Indianapolis from Elwood early in the morning so that she might make the whole trip from Indianapolis. Nelson Hodgin, the Terre Haute rider, who made an Indianapolis to Chicago and return record last summer, brought up his gang from Terre Haute for the Westing run, and they helped to make things lively on the trip.

At Shelbyville an interesting program was carried out before a large crowd of spectators. As a starter, Miss Viola Culp gave an exhibition of her racing skill by making a few circuits around the half-mile track. A bicycle race, between four Indianapolis riders, from the National Motorcycle and Cycle Club, was also a feature. E. G. Baker, of Indianapolis, was the main show at the race meet with his Indian. He took three firsts out of four events. Baker had a spill in the fourth event which he entered, the 25-mile open. Ray Hoffstatter, of Indianapolis, riding a Merkel, took second honors in most of the events, while other local riders figured in the results in some of the races.

Rainey, who finished second in the ten-mile tri-county event, filed a protest against Charles Harris, the winner, because Harris used Ray Hoffstatter's machine in the race.

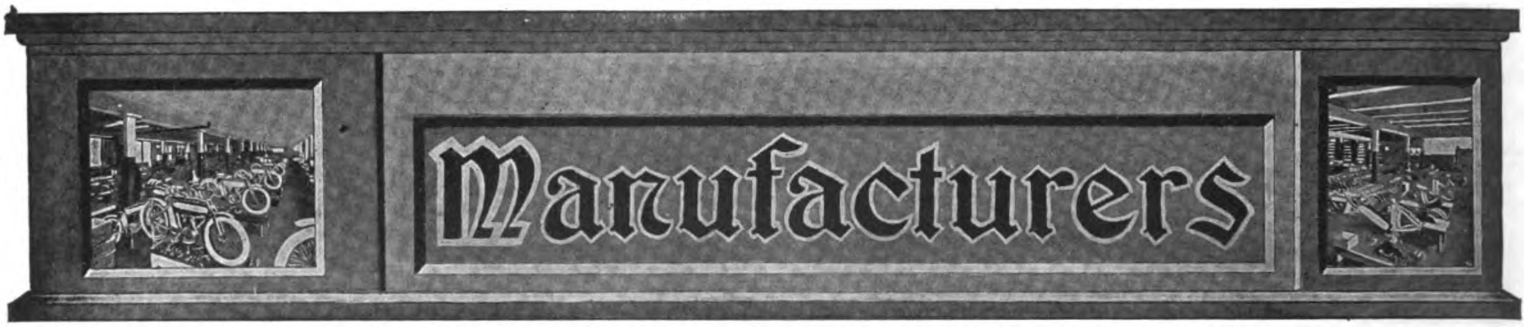
POSTAL AND POLICE SERVICE.

THE first post office in the country to use motorcycles for special delivery service is New Orleans, and Postmaster Leonhardt has put twelve Indian machines into service for that work by special authorization of the Post Office Department at Washington.

THE latest police departments to adopt the Indian are those of Woonsocket, Cranston and Warwick, R. I.; Little Rock, Ark.; Pittsburgh, Pa.; Greenville, Miss.; Terre Haute, Ind.; Duluth, Minn.; Clarksburg, W. Va., and Green Bay, Wis.

MADE TRIP TO BANFF.

MOTORCYCLISTS of Calgary, Alberta, Can., enjoyed an outing to Banff on May 24. A number of other trips along similar lines will be held each month, say the club officials.



ROSE PATENT SUITS

Philadelphia Company Gives Court Records to Prove That Its Claims Must Be Recognized.

OWING to the fact that misleading statements have gained circulation concerning the status of suits started by the Rose Mfg. Co., of Philadelphia, Pa., to protect the patents covering its Neverout license brackets, the firm has issued a circular letter which clearly defines its position. It is pointed out that every reasonable effort is made to avoid litigation over its patent rights and that no suit has been undertaken in a spirit of vindictiveness. Litigation is stopped, as the letter states, "the moment the protection of the interests of our corporation and our customers is assured." This is the attitude of the Rose company toward all the defendants mentioned in its patent suits.

The company's letter states that it holds basic patent rights covering both front and rear license brackets for automobiles, and that prompt legal action will be taken where its patents are infringed. One of the suits now pending is against Emil Grossman and allied corporations, including the Emil Grossman Company, the Eclipse Specialty Company, National Sales Corporation, Gus Balzer Company, American Auto Supply Company and Lowe Motor Supplies Company. The latter company was included in another suit against the Cox Brass Manufacturing Company, but the Rose company moved the Court to dismiss the bill against the Lowe firm and concentrate the action against the Cox company. Other firms against whom the Rose company's patent suits are pending are the E. A. Whitehouse Mfg. Co. and the Le Compte Mfg. Co., in the District of New Jersey; both these firms admitted infringement and a decision was rendered against them on demurrer. Another suit in the Northern District of Ohio, Eastern Division, is against the Eberhard Mfg. Co., the Pennsylvania Rubber and Supply Co., the Perkins-Campbell Co. and the M & M Co. These defendants filed demurrers, but the Rose company has stopped its action against the Perkins-Campbell Company on the admission of the Eberhard firm that it was responsible for the infringing articles sold under the Perkins-Campbell name.

The Rose company explains the necessity for its letter in the closing paragraph:

"Therefore, we warn the trade that the soothing assurances of the infringing manufacturers that our suits for ingringement are merely for advertising purposes are absolutely false, and in fact denied by the official records of the courts in which the several suits are pending, and, although our policy is to have as little litigation as possible, we shall bring additional suits whenever and wherever we fail to secure an amicable recognition of our rights."

A CORBIN STATEMENT.

CLARENCE A. EARL, manager of the Corbin Screw Corporation Division of the American Hardware Corporation, makes the following statement:

"We desire to say to the trade and public that we are prepared to meet any claims of A. J. Musselman under the so-called Blodgett patent against knockout axle hubs of our manufacture, and will protect our customers in the same. We never intentionally trespass upon anybody's valid patent rights and believe that we have not done so in this instance. Long before even the application for the Blodgett patent, our predecessor in business, P. & F. Corbin, made and sold knockout axles of substantially our present construction, and others antedated them in such manufacture and sale. In our hub we simply continue the long sold device and have not looked to or been forced to look to any disclosure of the Blodgett patent."

BOWSER MAKES A CHANGE.

ROY BOWSER, who appears in the accompanying photograph, recently left the employ of the Hendee Mfg. Co. and is now a member of the Harley-Davidson staff. He is a rider of wide experience who finds considerable time to boost F. A. M. affairs and the interests of motorcyclists in general.

NEW SPLITDORF COMPANY

Big Corporation Takes Over Interests of Well-Known Magneto House—C. F. Splitdorf as Vice-President.

WITH the formation of the Splitdorf Electrical Company, incorporated under the laws of New Jersey, with a paid-in capital of $3,500,000 and the election of John F. Alvord as president and C. F. Splitdorf as vice-president, the motoring world views a combination of interests of vast moment to the industry. The company has been formed as an entirely new organization with a stock issue divided into $1,500,000 of 7 per cent. cumulative preferred shares and the balance of two million dollars of common, with John F. Alvord acting for the Torrington Company, of Torrington, Conn., the direct sponsor for the new corporation.

The wide interests of C. F. Splitdorf, Inc., of magneto, coil and spark plug fame, are absorbed in the new company with the object of enlarging the present business of the long-established house of Splitdorf, so indissolubly connected with electrical devices for half a century. A command of practically unlimited resources in the concentration of manufacturing units for the production of ignition and lighting devices, of magnetos, coils and plugs and the perfection of practical instruments and methods in the development of motor cars and motorcycles, is the reason for the newcomer in the motoring world.

Mr. Alvord, who has been intimately connected with Torrington companies producing motorcycles and bicycle and motorcycle supplies, and with other organizations holding commanding positions in the supply of automobile windshields and carbureters and motor boat engines, brings with him into the new company several men who are closely identified with his vast enterprises. Bryant S. Keefer has been elected treasurer of the Splitdorf Electrical Company, and Carlos W. Curtiss, is secretary and general manager. John R. Viles, with Messrs. Alvord, Splitdorf, Keefer and Curtiss, will complete the Board of Directors.

No radical changes will be made for the present in the business which "Charlie" Splitdorf has made famous in every section of the country and with which he retains his interests and continues his inventive and selling activities. Facilities for increasing the present huge output of magnetos, coils and plugs are being studied by the new company and plans for the furtherance of manufacturing efficiency are at present under way, according to Sidney S. Meyers, the New York lawyer acting for the new corporation.

KORB & STEWART, of Evansville, Ind., have taken the agency for Yale machines, formerly handled in Evansville by W. T Gregson & Son.

DIAMOND SALE STIRS RUBBER TRADE

Big Developments are Looked for as Result of $45,000,000 Purchase by Goodrich Company—Combined Plants Employ 9,000 Men.

TRADE circles are still buzzing over details of the big deal by which the B. F. Goodrich Company, of Akron, Ohio, has come into possession of the interests of the Diamond Rubber Company, and it is likely that the $45,000,000 purchase will form a topic of conversation for manufacturers and motorists in general for some time to come. Formal announcement of the purchase has brought to a head various sale and merger rumors concerning the Goodrich and Diamond companies which have been afloat for some time past, and for those closely in touch with the American rubber industry the transaction does not come as a complete surprise.

Second Vice-President H. E. Raymond stated to a representative of MOTORCYCLE ILLUSTRATED that no "change in organization" was contemplated, at least not for the present. He admitted that press reports of the details of the purchase were substantially correct. It is pointed out that the Diamond stockholders, including a number of salaried employees of the company, have made tidy fortunes through the transaction since they will receive practically four and a half for one of their holdings.

The new company will have a plant of over sixty acres pretty well covered by buildings and factories, employing over 9,000 men. The Goodrich and Diamond plants adjoin one another, and it was the most natural thing in the world that they should finally come together.

It seems practically settled that B. G. Work, the Goodrich president, will continue at the head of affairs, with Howard E. Raymond, his right hand man, as general manager, and A. H. Marks, of the Diamond Company, as factory superintendent. Whether W. D. Miller will be associated with Mr. Raymond in the general management, or will retire from active management beyond a directorship, or retire altogether, can only be guessed at now.

There is no doubt that Diamond tires will continue to be made under their separate trade name, at least for the present.

Those who formed the combination are confident that Goodrich and Diamond will do far bigger things in future as a unit than they would have separately.

The changes that brought about the present gigantic combination were sudden. On April 1 the B. F. Goodrich Company, of Akron, became the B. F. Goodrich Company of New York, with its capital raised from $20,000,000 to $45,000,000. With Diamond added it will be $90,000,000. The Diamond Rubber Company's capital was $10,000,000.

ROOM FOR FIFTY MACHINES.

ACCOMMODATIONS for storing 50 motorcycles have been provided at the up-to-date garage of the Bidwell- Conklin Corporation, 2142 Broadway, New York City, and the establishment is now capable of meeting all the demands made upon it in this direction as well as in the sales and repair departments. Machines are lowered into the basement with an ingenious block and tackle apparatus so that there is economy of time and space. The basement being dry and fireproofed makes an ideal storage chamber. Special storage inducements are offered for tourists and no charge is made for overnight storage of machines belonging to touring F. A. M members.

KNUDSEN RESIGNS.

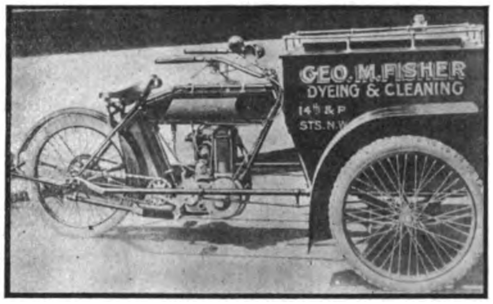
C. B. KNUDSEN has resigned as sales manager of the Minneapolis Motorcycle Company. He does not state in his announcement what his plans are, though it is safe to say that Knudsen has lined up something worth while, as he has fully demonstrated to the trade his ability to do big things well.

GOTHAM INCORPORATION.

GOTHAM SPORTING GOODS CO., New York City. To deal in sporting goods, motorcycles, bicycles, automobile supplies, etc. Capital $10,000. Incorporators: Benjamin Goodman, 354 Franklin street, Buffalo, N. Y.; Henry Ephriam, 57 Warren street, New York City, and Ben Stacy, 526 West 158th street, New York City.

THE Badger M. C., of Racine, Wis., held its annual banquet on May 30 at the Hotel Racine.

VAN SOLVES HIS PROBLEM.



GEORGE M. FISHER, proprietor of a dyeing and cleaning establishment in Washington, D. C., has been using the Minneapolis van outfit shown in the accompanying photograph for the last two months and getting the best of results. Prior to buying the van he experienced difficulty in covering his territory economically and with dispatch, but he believes that he has now solved the problem.

AN ECONOMICAL TRIP.

J. J. REID, of San Francisco, Cal., recently rode 3,500 miles on a New Era auto-cycle with an outlay of only $15 for gasoline. He is of the opinion that this is a fuel record and would like to hear from any rider who believes he has improved upon it. Starting from San Diego Reid went up along the coast to Oregon and made a roundabout tour on his way back in a search for a more promising place than San Diego in which to make his home. He did not find one.

LINING UP SPEEDSTERS.

TWO pro events and four amateur races are on the program to be offered by the Lorain M. C. at its meet on June 13.

CUP GOES TO HUYCK

Nine Riders in Chicago M. C. Grind Had Clean Road Scores and Decision Was a Close One.

CHICAGO, ILL.—Few events scheduled for the season in Chicago will compare in interest with the run held by the Chicago Motorcycle Club on Sunday, May 19. The club cup, valued at $200, was at stake, and the nine perfect road scores recorded evidence great effort on the part of the contestants. Nearly 200 miles were covered, the course lying over the sandy road to Milwaukee. Never before has more than one rider finished with a perfect score in competition for this cup, and from the fact that the last contest was an exception in this respect arose the difficulty which postponed a final decision until May 23, when Fred Huyck, Merkel twin, was named as winner. To choose the winner from the nine riders having perfect scores the competition committee arranged a system of technical demerits and at the completion of the examination the list read as follows: Purdy, Indian, 6 demerits; Hanke, H-D, 3 demerits; Puls, H-D, 5 demerits; Huyck, Merkel, 2 demerits; Barlass, Indian, 15 demerits; Monroe, Sears, 12 demerits; Erick, Minneapolis, 15 demerits; Miller, Excelsior, 6 demerits; Leander, Indian, 9 demerits.

On Tuesday morning following the race it was announced by the competition committee that the Flanders 4 ridden by R. E. Buell had been declared the winner at 2 a. m. that day, by a brake test between Buell and Huyck who had tied on road scores and technical demerits, but a statement by Buell himself that he was one-half minute late in Milwaukee brought about the reconsideration on Thursday when a deduction of one point was made from his road score. All riders with perfect scores will be awarded gold medals and those who did not fall below 990 will receive silver ones.

WINNIPEG'S OPENING MEET.

IN the opening meet in the River Park half-mile track at Winnipeg, Can., Saturday. the 11th instant, J. Cruikshank won in four starts, capturing both finals, with Pelham second in each case. **Summaries:**

Three miles, first heat—Pelham (Indian). first; Hughson (Merkel), second; Crabtree (Merkel), third. Time, 3:50.

Three miles, second heat—Cruikshank (Indian), first; Small (Indian), second; Hulton (Merkel), third; Lewis (Merkel), fourth. Time, 3:47½.

Five miles, first heat—Pelham (Indian). first; Hughson (Merkel), second; Crabtree (Merkel), did not finish. Time, 6:12⅕

Five miles, second heat—Cruikshank (Indian), first; Small (Indian), second; Lewis (Merkel), third; Hulton (Merkel), fourth. Time, 6:49.

Three miles, final—Cruikshank (Indian). first; Pelham (Indian), second; Small (Indian). third; Hughson (Merkel), fourth. Time, 3:37⅖.

Five miles, final—Cruikshank (Indian). first; Pelham (Indian), second; Hughson (Merkel), third; Small (Indian), fourth. Time, 6:02⅗.

Three miles, match race to decide tie—Small (Indian), first; Hughson (Merkel), second. Time, 3:47⅕.

Score by point system—Cruikshank, first, 6 points; Pelham, second, 4 points; Small, third.

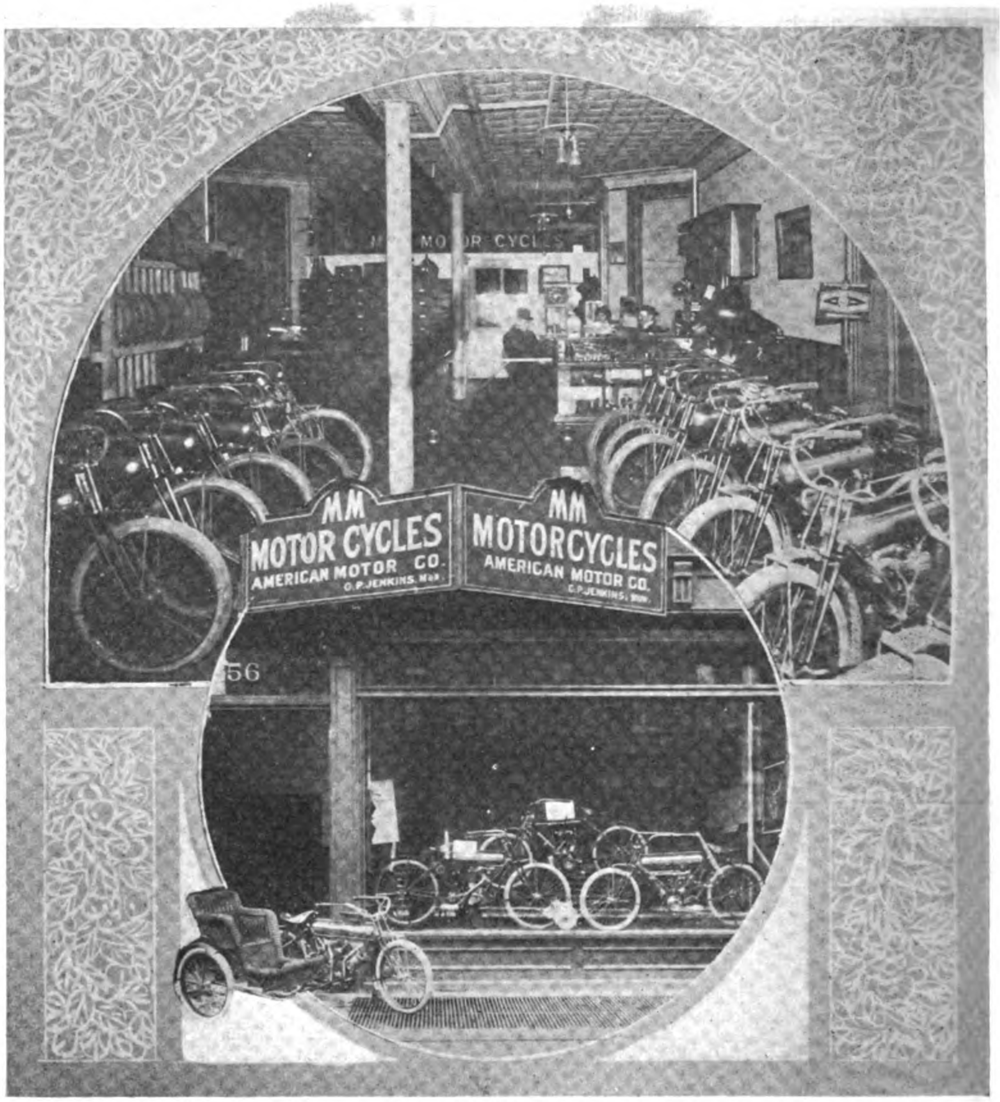
JENKINS' MODEL SHOP

New York Dealer Has Thoroughly Fitted Establishment in Which Cleanliness and Order Are Featured.

MODEL motorcycle establishments are unfortunately all too rare and for that reason the following description and accompanying photographs of the headquarters of George P. Jenkins, 256 West 55th street, New York City, should prove interesting to riders as well as the trade. The Jenkins store is fitted and operated on a basis calculated to impress every patron, and not the least important of its qualifications is scrupulous cleanliness in the showroom, offices and shop.

The garage is about 150 feet deep, and is divided into three main sections. The first is the showroom, about 65 feet in length, with a slight rise at the rear end to the level of the office and sales section. The machines, all M. M.'s, for which Jenkins is the agent, are arranged in two rows against the wall with a clear center on which wide matting leads back to the shop at the rear. Access to the elevated portion of the showroom is by a slightly curved ramp at the side of the short flight of stairs. A large table on the opposite side is used for the display of clothing and has files of all the trade journals on hand. Large racks accommodate tires, and cabinets display lamps, etc., near the front of the establishment. In the office and sales section, the right side is occupied by the usual office equipment and a tastefully arranged showcase. The left has a counter and drawer cabinets; all spare parts are kept in their special drawers and the accessories in a second cabinet similarly fitted. Parts for practically every M. M. model produced are stocked, and the value of parts alone is stated at $3,600.

Just in the rear of the parts cabinet is a well-fitted dressing-room giving access to the lockers by a door at the rear and communicating with the main runway directly. This is employed also as the proprietor's private office. A partition with glazed door communicates with the shop at the rear. The latter is excellently lighted by a number of windows and by incandescent fixtures at night. The bench takes up nearly two sides of the shop and is provided with vises, light drill press and an arbor press. A bicycle type grinder and large drill press are fitted at one side, and between these and the bench is a large tool closet in which each tool has its place. This systematic arrangement makes for facility in repairing and obviates all disorder, etc. On the left of the shop section are located the lockers, access to which is had from the dressing-room and from the door to the shop. The stockroom is still farther to the left and is accessible only from the sales section. Outside of the shop, walls and pillars are painted white and the floor a deep red. The window frontage is unusually large, enabling three or more machines to be exhibited without crowding.



BUSINESS TRIP TO ENGLAND.

J. W. GIBSON, department manager of the Canada Cycle and Motor Company, West Toronto, left for England on May 27 to attend to business in connection with the placing of the "Russell" motorcycle on the Canadian market in a few months.

RITCHIE, the Chicago Club twirler, has placed an order for a two-speed Thor machine through Whipple, Chicago's "Motorcycle Man."

NEW FEDERAL BRANCH.

LARGE gold letters on the windows of the first floor of the Evans building in Minneapolis, Minn., are to the effect that the Federal Rubber Manufacturing Company, maker of Federal motorcycle tires, has settled upon this attractive show corner for its branch headquarters. The quarters are right in the motoring district and Manager W. F. Bigelow says he is now ready to take good care of the motorcyclist. The new showroom and offices are accessible from both street and avenue, and the display windows are large enough to "sample" the best of the Federal line.

THE MINNESOTA BOOM.

ST. PAUL, MINN.—Figures compiled by Secretary of State Julius A. Schmahl show that 1,398 motorcycle licenses were sold during the month of April last. Mr. Schmahl has had to employ two men in his department to take care of the motorcycle licenses alone. Secretary Schmahl also reports that many farmers are now taking to the motor two-wheeler.

MINNEAPOLIS IN CLEVELAND.

THE Minneapolis has a new home in Cleveland, and will hereafter be handled by the Casino Cycle & Supply Co., at 6802 Superior avenue. This establishment, which also handles the Thor and Excelsior machines, is under the management of John A. Zucker.

THE SUN CATALOG.

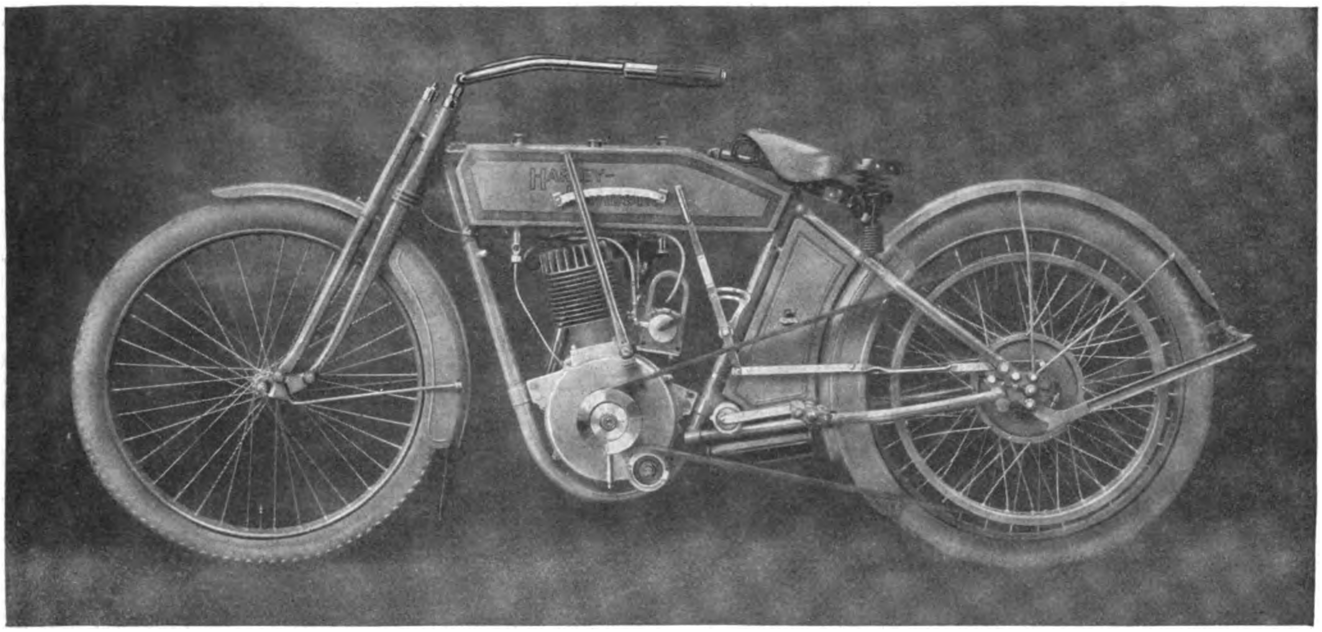
A NEW catalog of motorcycle specialties, comprehensively arranged, has just been published by the Sun Motor & Supply Co., 307 Amsterdam avenue, New York. One of the many attractive specialties listed and illustrated is the Cinch Tire Repair Kit, consisting of piercing tool, stretcher, closing pliers and 12 plugs. The complete kit measures 7 inches by 4 inches and weighs one pound, and is conveniently carried in the pocket. It has many enthusiastic endorsers for its exceptional efficiency and durableness. The Sun Motor & Supply Co. intends to mail 20,000 of their catalogs, the first 10,000 to be mailed at once. Besides marketing the Flanders and N. S. U. motorcycles and motorcycle specialties, the above company has been appointed distributor for the Graton & Knight belts and accessories.

McBRIDE TAKES ANOTHER.

PERCY A. McBRIDE, the Toronto motorcycle agent, has added a fifth line of machines to his stock. In future he will handle the Henderson four-cylinder product as well as the Excelsior, Pope, Bradbury and Motosacoche.

SELLING THE FLANDERS.

HENRY HAVENS, a Jacksonville (Fla.) rider, has been appointed as a traveling salesman for the Flanders Mfg. Co., and he is now touring his district in the interest of the Pontiac firm.



PULS and Hanke both finished the Chicago Reliability Contest with perfect scores.

Persons, the only other Harley-Davidson rider, was deprived of a perfect score by getting "pinched" for speeding.

The riders were not advised that there was to be a technical examination after the run or they would have taken the time to look over their machines (which were not new ones) before the contest.

Three or four tiny nuts which were missing from the pedal rubbers on Puls' machine and a loose carbureter screw and a loose spoke on Hanke's machine were all that were responsible for the technical penalties placed on the Harley-Davidsons. Of course these penalties in no way cast any reflection on the Harley-Davidson, for they did not and would not effect the running of the machines—at best they are only a matter of equipment not manufactured by us.

Persons' machine (a 1911 model) had covered something like 12,000 or 15,000 miles before the contest and came in in perfect shape.

The Chicago contest was severe enough to put some other makes entirely out of commission, but showed again that Harley-Davidsons can always be depended upon to "get their and back."

HARLEY-DAVIDSON MOTOR COMPANY

223 C STREET, MILWAUKEE, WISCONSIN

WEED TIRE CHAINS.

TO meet the demand for a non-skid chain device for motorcycle use, the Weed Chain Tire Grip Company, of 28 Moore street, New York, has brought out the anti-skid chains which bear its name, following the care in construction of the Weed product so long in use on automobiles. The chains consist of cross chains which are connected at intervals to two side chains, the former taking care of any skidding, etc., and being the actual working members of the device. When placed on a motorcycle tire and wheel, the chains "creep" continuously, keeping the tires clean and preventing mud or ice from caking in the forks and mudguards. This tends to eliminate extra resistance or weight and is a distinctive feature in the Weed product as compared to other detachable anti-skid devices.

The chains are easily attached or detached, and when out of use occupy very little space. They are carefully hardened by a secret process and have an extreme life under the most arduous service. The steering is unchanged when these chains are fitted, and the user can be confident of increased safety and a maximum of traction over any kind of surface.

HANDY PULLEY LAGGING.

"NON-SLIP-LAG," manufactured by the Continental Rubber Works, of Erie, Pa., for use on motorcycle pulleys, is as simple, efficient and economical a form of lagging as can be devised, and the rapidity with which it has come into favor indicates that the need of it has long been felt. "Non-Slip-Lag" is put up in rolls, and is stripped off as needed and placed upon the pulleys without the necessity for removing the belt. As no screws are used for fastening, the belt is not subjected to unnatural wear, and its life is materially prolonged. The Continental Company has been experimenting with this form of lagging for the last year, and is convinced that it has produced a power and money saver.

HEGSTROM REPRESENTATIVES.

THE Wesco Supply Company, of St. Louis, Mo., has made arrangements whereby it will act as distributor of Hegstrom spark plugs and other Hegstrom specialties in St. Louis for the coming season. The Wesco company has branch houses at Birmingham, Alabama, and Ft. Worth, Texas, and has 25 road salesmen covering the South. This is a new departure on the part of this concern, as heretofore it has been identified only with the electrical supply business.

TWELVE AT A CLIP.

M. ZILBERMAN, Indian agent in New Orleans, La., feels that he has given the motorcycle trade in his vicinity a big boost by selling twelve machines to Postmaster Leonhardt, of the New Orleans post office, for special delivery work.

WAKING UP THE PRINTS.

THREE-QUARTERS of the first page in the magazine section of the Philadelphia *Record* on Sunday, May 12, was given up to an article on motorcycles, accompanied by pictures. The artistic effect was highly pleasing, and that the trade in eastern Pennsylvania benefited by the advertisement goes without saying.

H-D HOUSE ORGAN.

ALWAYS on the alert to advance the interests of its dealers and keen for the exploitation of the motorcycle in all its fields, the Harley-Davidson Motor Co. is now embracing in its broad-gauge advertising campaign the publication of a house organ known as the Harley-Davidson Dealer. It is a well-printed and tastefully illustrated booklet dominated, as its name implies, by helpful information for the men who pass the H-D machines on to the riders. The first number, for May, is now being distributed, and it has met with unanimous approval of the dealers.

FOR DRY GOODS DELIVERIES.

THE Minneapolis Dry Goods Co., one of the largest department stores in Minneapolis, Minn., is the latest firm to see the adaptability of the motorcycle for delivery purposes. The company has just purchased a Minneapolis tri-car and is thinking of adding one more machine to the delivery service, so popular has it become.

6311
REPAIRING
L.J.M

MR. LOOMIS, traveling salesman of the Elgin Glove & Legging Company, in front of L. J. Mueller's store in Cleveland. T. H. Tucker and E. H. Tracey are also shown.

SOMETHING NEW, SAYS GREENE.

GUY GREENE, of the Eagle Motor Co., announces that he is about to market something new in the way of a racing machine. He has given it exhaustive tests and is well satisfied with its performances for both speed and endurance.

THE SIXTH CARLOAD.

THE Wisconsin Motorcycle Co., of Milwaukee, Indian distributors for Wisconsin and northern Michigan, recently received its sixth carload of the Wigwam machines and reports that the demand is unprecedented in the territory it covers.

MINNEAPOLIS HEADQUARTERS.

THE Pennsylvania Rubber Company, northwestern distributors of the Pennsylvania vacuum cup motorcycle tires, has just moved into its new Minneapolis (Minn.) headquarters at 34 Eighth street S.

NOBBY TREAD WINS.

THROUGH a decision rendered by Judge Noyes of the United States Court of Appeals for the second circuit, all question as to the right of the United States Tire Company to manufacture and sell Nobby tread tires has been removed. Judge Noyes reversed the decision of the lower court in a suit brought by another tire company in which the claim was set forth that the Nobby tread tire was an infringement. The suit was a complete victory for Nobby Treads. As most motorists throughout the country are aware, the Nobby tread is a non-skid tire, having large diagonally-placed knobs running circumferentially around the tread. It was first manufactured at the Morgan & Wright factory, one of the rubber plants now operated by the United States Tire Company.

MINNEAPOLIS DEALER INJURED.

FREEMAN H. BISSETT, of the firm of Hammer & Bissett, Minneapolis (Minn.) agents for the Indian motorcycle, went through a serious automobile accident recently which will necessitate his withdrawal from the motorcycle game for about a month. While returning from Lake Minnetonka in his automobile the machine ran into a rut and swerved off the road into a ditch. Mr. Bissett was thrown under the machine and was considerably cut up. "I ought to have known better than to have trusted myself to one of those automobiles," said Mr. Bissett. "Hereafter I will stick to the two-wheeler for it is the only thing for safety."

THEY NEED MOTORCYCLES.

POLICE officials of Atchison, Kan., say they have chased motor speeders in buggies, on horseback and in automobiles without being able to catch them and they are now going to equip themselves with motorcycles.

TELLING THEIR STORY.

KLINE BROS., handlers of Harley-Davidson motorcycles in Louisville, Ky., are waging a newspaper advertising campaign along broad lines which is bringing results.

TAKING A LONG GRADE.

THE accompanying photograph of a party of Meadville (Pa.) motorcyclists was taken just as the boys were starting up a grade 4,800 feet long, with a rise varying from three to twelve per cent. All the riders reached the top without serious trouble, but they admit that such hills do not add to the joys of road work in their territory. E. R. Durkee forwards the picture.

Why we lead the world in lubrication

Words and claims—no matter how oily—won't lubricate your motorcycle.

Your business sense asks:

"Who made the oil?"

We will sketch briefly the experience behind the oils recommended here.

Power-engineers all over the world recognize the authoritative leadership of the Vacuum Oil Company.

From Stockholm to Cape Town, from New York to Shanghai, leading manufacturing plants depend on our Gargoyle brand lubricants.

We supply 75 per cent. of the world's battleships, most of the ocean greyhounds, and practically every aeroplane in active use. Outside of the American market, we furnish lubricants to over seventy foreign automobile manufacturers.

Such buyers show small interest in words and claims, or price per gallon.

They select an oil for only one reason—because it gives more and better lubrication ***per dollar expended.***

That necessitates both the right ***quality*** of oil and the correct ***grade*** for the purpose.

The success of Gargoyle Mobiloils with American and foreign automobilists and motorcyclists is due to exact manufacturing methods.

Before making our recommendations, we analyzed the construction of every American motorcycle.

Gargoyle Mobiloils are put up in barrels, half-barrels, in 5 and 1 gallon sealed, white cans. All are branded with the Gargoyle, which is our mark of manufacture.

They are handled by the higher class garages, auto-supply stores and others who supply motorcycle lubricants.

The various grades for motorcycle use go by the following names:

Gargoyle Mobiloil "A"
Gargoyle Mobiloil "B"
Gargoyle Mobiloil "Arctic"

Vacuum Oil Company, Rochester, U. S. A.

General Sales Offices, 29 Broadway, New York City

DISTRIBUTING WAREHOUSES IN THE PRINCIPAL CITIES OF THE WORLD.

GARGOYLE

Mobiloil

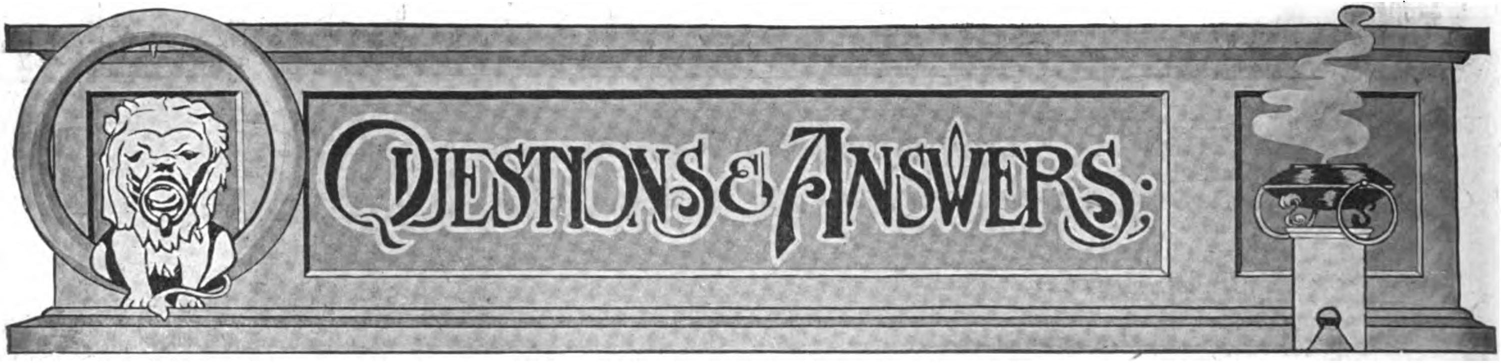
A grade for each type of motor.

The list below shows the right oil for your motorcycle.

Explanation: In this schedule the letter opposite the name of motorcycle indicates the grade of Gargoyle Mobiloil that should be used. For example, "A" means "Gargoyle Mobiloil A." "Arc" means "Gargoyle Mobiloil Arctic." Recommendations cover all types of the same make unless otherwise stated.

MODEL OF	1908		1909		1910		1911		1912	
MOTORCYCLE	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
American	....	....	....	....	B	A	B	A	B	A
Apache	B	B	B	B	....	....	....	....	....	....
Armac	B	A	B	A	....	....	....	....	B	A
Arrow	....	....	....	....	....	....	....	....	B	A
Augstin-Koch	....	....	....	....	....	....	....	....	B	A
Aurora	....	....	....	....	....	....	....	....	B	A
Auto-Bi	B	A	B	A	....	....	....	....	....	....
Black Hawk	....	....	....	....	....	....	....	....	B	A
Bradley	....	....	....	....	....	....	....	....	B	A
Breed	....	....	....	....	....	....	....	....	B	A
Crouch	B	B	B	B	....	....	....	....	....	....
Curtiss	B	A	B	A	B	A	B	A	B	A
C. V. S.	....	....	....	....	B	B	B	B	B	B
De Luxe (1 cyl)	....	....	....	....	....	....	B	A	B	A
De Luxe (2 cyl)	....	....	....	....	....	....	A	Arc.	A	Arc.
Detroit	....	....	....	....	....	....	B	A	B	A
Detroit Bi-Car	....	....	....	....	....	....	....	....	B	A
Eagle	....	....	....	....	B	B	B	B	B	B
Electra	....	....	....	....	....	....	....	....	B	A
Emblem (1 cyl)	....	....	B	B	B	B	B	B	B	B
Emblem (2 cyl)	....	....	....	....	B	A	B	A	B	A
Erie	B	B	B	B	....	....	....	....	....	....
Excelsior (1 cyl)	B	A	B	A	B	A	B	A	B	A
Flanders	....	....	....	....	....	....	....	....	B	A
F. N.	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Geer	B	A	B	A	B	A	B	A	B	A
Gerhart	....	....	....	....	....	....	....	....	B	A
Greyhound	....	....	....	....	B	A	B	A	B	A
Harley-Davidson	B	A	B	A	B	A	B	A	B	A
Haverford	....	....	....	....	....	....	B	B	B	B
Hilaman	B	A	B	A	....	....	....	....	....	....
Henderson	....	....	....	....	....	....	....	....	A	Arc.
Indian (1 cyl)	B	B	B	B	B	B	B	B	B	B
Indian (2 cyl)	B	A	B	A	B	A	B	A	B	A
Iver Johnson	....	....	....	....	....	....	....	....	B	A
Kokomo	....	....	....	....	....	....	....	....	B	A
Majestic	....	....	....	....	....	....	....	....	B	A
Manson	B	B	....	....	....	....	....	....	....	....
Marvel	....	....	....	....	B	B	B	B	B	B
Mayo (1 cyl)	B	B	....	....	....	....	....	....	....	....
Mayo (2 cyl)	B	A	....	....	....	....	....	....	....	....
Merkel	B	A	B	A	B	A	B	A	B	A
Minerva	B	A	B	A	....	....	....	....	....	....
Minneapolis	....	....	B	A	B	A	B	A	B	A
M. M.	B	A	B	A	B	A	B	A	B	A
Monarch	....	....	....	....	....	....	....	....	B	A
Motorette	....	....	....	....	....	....	....	....	B	A
New Era	....	....	B	A	B	A	B	A	B	A
N. S. U. (1 cyl)	B	B	B	B	B	B	B	B	B	B
N. S. U. (2 cyl)	....	....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Peerless	....	....	....	....	....	....	B	A	B	A
P. E. M.	....	....	....	....	....	....	....	....	B	A
Peugeot	B	A	B	A	B	A	B	A	B	A
Pierce (1 cyl)	....	....	B	A	B	A	B	A	B	A
Pierce (4 cyl)	....	....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Pope	....	....	....	....	....	....	B	B	B	A
Racycle	....	....	....	....	....	....	B	A	B	A
Reading Standard	B	A	B	A	B	A	B	A	B	A
Reliance	B	B.	B	A	B	A	B	A	B	A
Royal	B	B	B	A	B	A	....	....	....	....
Schickel	....	....	....	....	....	....	B	A	B	A
Scott	....	....	....	....	....	....	....	....	B	A
Theim	B	A	B	A	B	A	B	A	B	A
Thor (1 cyl)	B	B	B	B	B	B	B	B	B	B
Thor (2 cyl)	B	A	B	A	B	A	B	A	B	A
Torpedo	B	B	B	B	B	B	....	....	....	....
Triumph	B	A	....	....	....	....	....	....	....	....
Wagner	B	B	B	B	B	B	B	B	B	A
Yale (1 cyl)	B	B	B	B	B	B	B	B	B	P
Yale (2 cyl)	....	....	....	....	B	A	B	A	B	A

Kindly always mention the paper when writing to advertisers.



QUESTIONS & ANSWERS

A VOLLEY OF QUESTIONS.

CHAS. D. MILES—(1) The motor will develop slightly more than the power stated in the catalog as a rule, but every motor of the same model will not necessarily give off exactly the same horsepower. This is true of all gasoline motors. (2) Probably not so fast as lighter-built machines of the horsepower mentioned, but of equal if not slightly better climbing ability. This depends a great deal on the ability of the rider to get all he can get out of his mount. (3) At least better than 56 miles per hour; possibly 60. Straightaway time (if the distance is sufficient) is better than any form of track time. It is quite difficult to get a sufficiently long straightaway to demonstrate this, as for a mile there should be at least a quarter mile before the starting point and an equal distance after the finishing point to develop the best speed. Present mile record, according to the F. A. M. official times, is 37⅘ seconds, made by W. E. Hasha on April 5, 1912, at Los Angeles track. (4) Yes, very secure, has been tested and found satisfactory for at least four years. (5) Yes. (6) Yes. (7) Over nine years. (8) For heavy service the 29 by 3-inch tire, if there is sufficient space between the mudguard and rim for fitting it. This fact might prevent the use of the 3-inch automobile tire. The 29 by 3-inch tire is not a freak, but a reliable construction.

FOR A TRIP ABROAD.

ROSS ARTHUR—If you are going to have your machine on board ship with you when you take passage, it can be carried as "excess baggage." If you are going to ship it ahead or to follow, have it sent by freight. The rates are the same in either case, but in the first your machine will go with you to your destination, while with the other it will go only to the freight port for the particular steamship line. The rates are: White Star, $10.25, unloading at Liverpool or Plymouth; Cunard, $5.13, Liverpool. These rates are for a crated motorcycle, not exceeding 40 cubic feet volume when ready to sling aboard. Insurance, which should be taken out, is to be had at the rate of one-quarter of one per cent. on the declared value of the machine.

Apply to the secretary, T. W. Loughborough, 99 Pall Mall, London, S. W., for information as to the Auto Cycle Union. The fee for membership is, we understand, $1.50 per year. The A. C. U. will be glad to arrange with you in getting the necessary licenses, etc. A license taken out in any part of the British Isles is good in any other part of England, Scotland, Whales or Ireland.

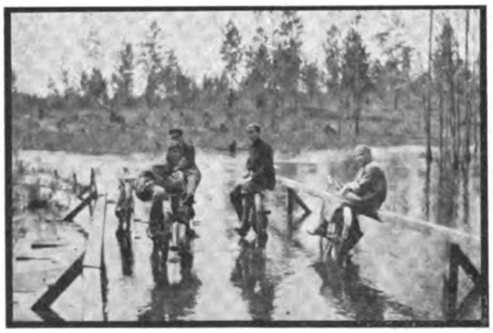
ST. CHARLES TO MILWAUKEE.

REV. THEODORE SCHOEWE—From St. Charles your first objective is La Crosse, Wis. The places passed through are: 5.9 Utica; 4.6 Lewiston; 6.7 Stockton; 7.8 Winona; 9.5 Witoka; 3.6 Ridgeway; 17.6 La Crescent; 3.4 La Crosse. The distance before each place is intermediate.

From La Crosse the route to Milwaukee is as follows: La Crosse; 13.4 St. Joseph; 11.4 Portland; 5.8 Cashton; 10.2 Ontario; 13.6 Kendalls; 7.1 Elroy; 4.7 Union Center; 3.8 Wonewoc; 7.9 La Valle; 7.9 Reedsburg; 8.2 Abelmans; 9.4 Baraboo; 15.7 Prairie du Sac; 1.6 Sauk City; 14.9 Ashton; 10.1 Madison. From Madison go on to 11.7 Sun Prairie; 8.1 Marshall; 4.4 Waterloo; 1.5 Portland; 13.1 Watertown; 13.2 Oconomowoc; 8.6 Hartland; 4.7 Pewaukee; 5.9 Brookfield; 13.3 Milwaukee. Distances: St. Charles to La Crosse, 59.1 miles; La Crosse to Madison, 145.6 miles; Madison to Milwaukee, 84.5 miles. Total distance, 289.2 miles. Roads, fair to good rolling and level, with several long grades between Winona and La Crosse. La Crosse to Madison, clay to Kendalls, sand to Baraboo, macadam and gravel with several rough stretches rest of route. Madison to Milwaukee, to Watertown, dirt and clay with sandy spots; rest good dirt or pike in dry weather.

ALABAMA ROADS.

JOHN F. HOLLEY, JR., of Mobile, Ala., who forwards the accompanying photographs, believes that few sections of the country need a Good Roads boom worse than that in which he is obliged to do his motorcycle riding, and one of the pictures affords ample backing for his argument. The boys who appear to be waiting for a second ark are in reality perched on a bridge which is under about six inches of water, and they have just made their way over roads which were almost impassable for wagons and teams, not to speak of motor-two-wheelers.



The other photograph shows five of the Mobile riders at Oak Grove, where they dined on a recent outing. From left to right are Martin, Holley, Weatherbee, Cumberland and Spottswood, the latter being Thor, Excelsior and Harley-Davidson agent in Mobile. All the boys appearing in the picture mount Thors.

TWO-SPEEDS IN THE HUB.

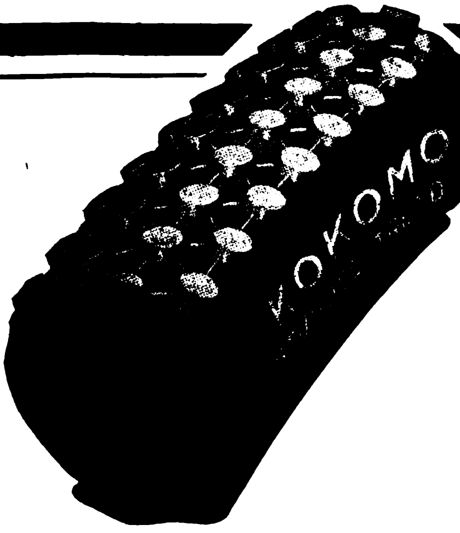
PHILLIP L. ALLISON.—Write the Thiem Mfg. Co., 2237 Hampden avenue, St. Paul, Minn. Other than the product of the firm mentioned we know of no hub-located two-speed gear manufactured in this country. There are no front wheel mounted carriers on the market as far as we know; for handle-bar carriers see our advertising columns. Consult your dealer.

TRENTONIANS ON OUTING.

TRENTON, N. J.—The Indian riders of this city, who have been patrons of John Sykes, the local Indian agent, were tendered an outing on Sunday, May 26, in the Allentown Harvest Home woods. The event was a rather novel one and a number of women were present as guests. The riders assembled at the Wigwam at 10:30 a. m. Captain Crist, who is president of the Central Jersey Motorcycle Club, handled the run. The trip was made to Princeton, Edinburgh and Allentown.

On arriving at the woods, luncheon was served. The afternoon was spent in games of various kinds, the feature of the program being a baseball game between the married and single men. The benedicts trimmed their bachelor brothers by the score of 10 to 3. Fred Arend captured the fat men's race after a rather spirited contest, and Hoffmann won at quoits over McCullic. There were about seventy-five riders present.

CHIEF ROOT, of the Freeport, Ill., police department, prefers a motorcycle to any other vehicle for police use.



The chief qualifications tires must possess are

Low { Original Cost
Up-Keep Exponso

and

Service-giving qualities;—their ability to take you over all kinds of roads—through sand, mud, snow, over stones and slippery pavements.

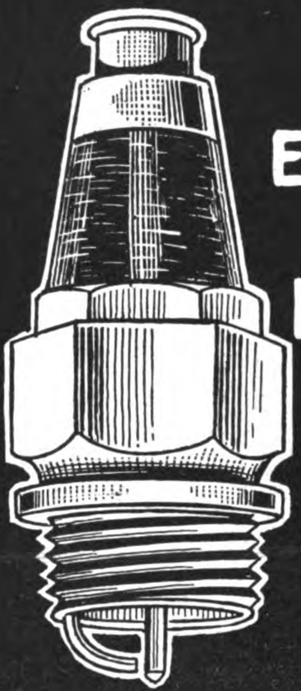
KOKOMO TIRES

are built with a view to meeting the requirements of the most exacting motorcyclist. Sixteen years' experience in the making of good tires has resulted in the production of a low-cost, durable, efficient tire that has been proven by many tests to have longer life, to require less attention and to be more adaptable to the severest conditions than any other motorcycle tire on the market today.

Literature sent upon request.

KOKOMO
RUBBER COMPANY
KOKOMO, IND.

Mosler's
MOTORCYCLE PLUGS



For EFFICIENCY DURABILITY And POWER

have been adopted by the leading motorcycle manufacturers of the United States.

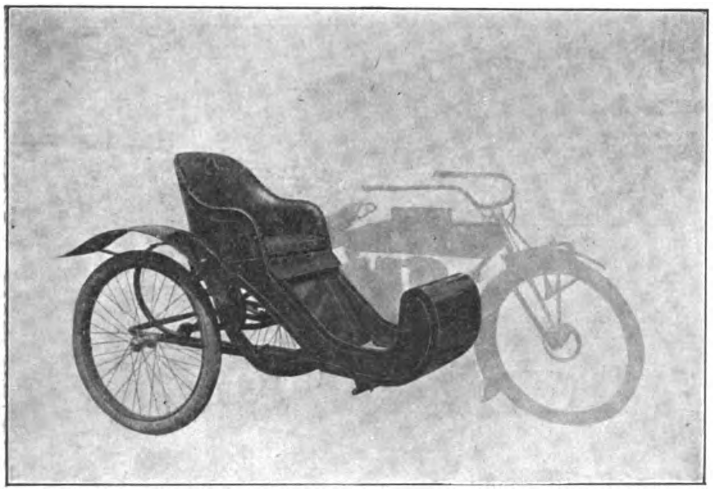
The following manufacturers are equipping with

Mosler's Motorcycle Plugs:—

Hendee Mfg. Co. (Indian)
Miami Cycle & Mfg. Co.
Merkel Light Co. (Merkel)
Wagner Motorcycle Co.
F. W. Spacke Machine Co.
Pierce Cycle Co.
Reading-Standard
Minneapolis Motorcycle Co.

Buy the best—they cost no more
But give results

A. R. MOSLER & CO.,
NEW YORK, N.Y. #66



Simplex Side-Cars

Graceful Design, Excellent Material and Workmanship, combined with the following Exclusive Features:

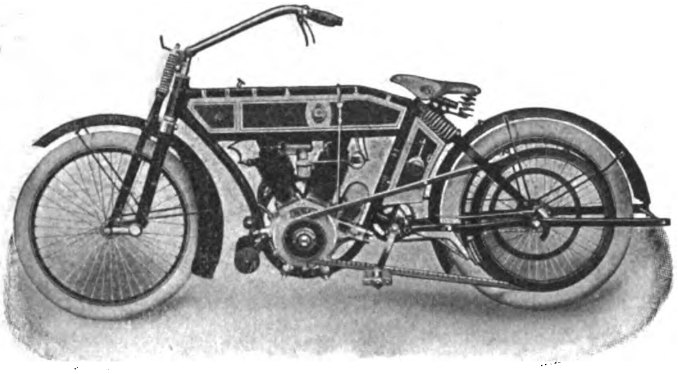
All-steel body, reinforced rectangular frame, offset axle, detachable hub spindle. A special set of quick detachable lock fittings is furnished for each standard make of machine, insuring proper strength and alignment without causing additional strain on the frame of the motorcycle.

Backed by our eight years' practical experience

Price, $75.00 **SEND FOR CATALOG**

Simplex Machine Works

45th Street and 6th Avenue **Brooklyn, N. Y**



N. S. U. 7-h. p. Twin de Luxe, 1912.

We can make prompt delivery of the new

N. S. U. Spring Frame Models

Write for catalogue

Complete line of

HIGHEST GRADE MOTORCYCLE ACCESSORIES

at very reasonable prices.

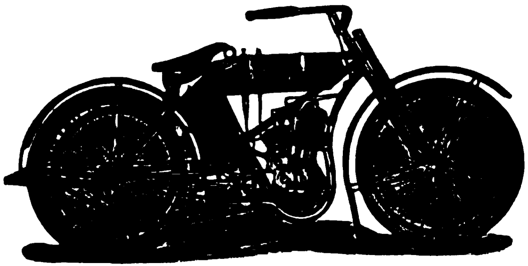
Write for our "Sun" specialties catalogue

We also carry complete stock of

N. S. U. PARTS FOR ALL MODELS

N. S. U. Two-speed Gears, Etc.

THE SUN MOTOR AND SUPPLY CO.
307 Amsterdam Avenue, New York



4-12 Model—Magneto, $200.

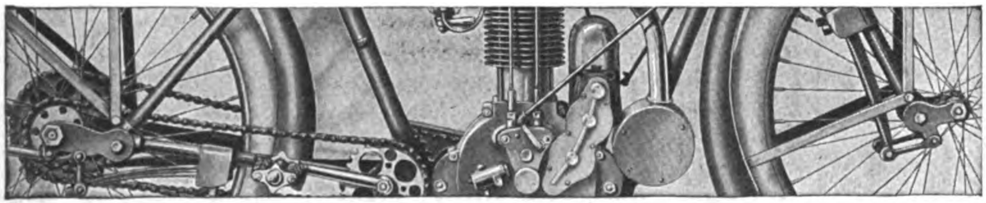
The Wagner

If eleven years of strenuous motorcycle manufacturing experience, a thorough knowledge of the present-day rider's requirements, a discriminating selection of the most perfect, durable and up-to-date materials, designing and engineering skill of the highest and enormous manufacturing facilities count for anything, then the WAGNER should have your careful consideration.

Immediate deliveries and a liberal proposition are offered to the wise dealer who takes action now.

WAGNER MOTORCYCLE

ST. PAUL, MINN.



The P.E.M.

Formerly The Waverley

Frame Hung On Leaf Springs (Automobile Construction)

Greatest improvement in motorcycles! Four special vanadium steel long leaf springs—extremely elastic—absolutely unbreakable—frame is rigid—no hinges—and rides on these leaf springs with a silent, velvety action delightful to the rider. No other construction can possibly equal this in pleasure of riding.

A trial will instantly convince you!

Most efficient single cyl. motor ever built. Has overhead valves, positive mechanical oiler, free-engine clutch, Bosch armored magneto, and automatic carbureter. Cylinder and head of semi-steel specially heat treated, connecting rod, crankshaft, etc., of vanadium steel. You can get into speed from a standstill without any jerks. Speed? 56 seconds to the mile!

We want live agents and are offering special introductory inducements in open territory. All machines of perfect workmanship, thoroughly tested and guaranteed satisfactory. Catalog and terms promptly mailed at your request.

WAVERLEY MFG. CO., Waverley Place, JEFFERSON, WIS. **CHICAGO BRANCH: MARQUETTE BLDG.**

51½% GAIN
IN NET CIRCULATION

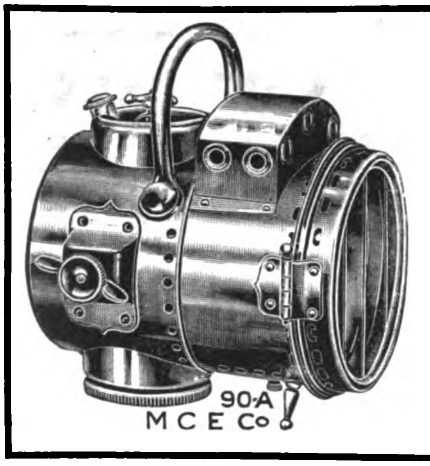
A comparison of the 1911 and 1912 figures for January, February, March and April shows the **paid** circulation per issue of Motorcycle Illustrated to have been as follows:

1911	1912	Approximate Per Cent of Gain in One Year
January 12—7,280	**January 11— 9,025**	**25%**
January 26—7,460	**January 25— 9,250**	**25%**
February 9—7,525	**February 8— 9,325**	**25%**
February 23—7,625	**February 22—10,025**	**35%**
March 9—7,760	**March 7—10,275**	**35%**
March 23—7,795	**March 21—10,350**	**35%**
April 6—7,815	**April 4—10,725**	**35%**
April 20—7,895	**April 18—11,025**	**40%**

Note that even the **percentage** of annual gain in net circulation is rapidly increasing. Whereas the January, 1912, figures show a 25% increase over those of January, 1911, the circulation for April, 1912, is 40% more than for April, 1911. In January, 1911, the paid circulation was 7,280; in April, 1912, 11,025, at net gain of 51½ per cent in fifteen months. Returns by the American News Company are **not** included in any of the above figures. The News Company is now taking 5,250 copies per issue and returning 1,050, the actual news-stand sales being 4,200, and paid-in-advance-subscriptions 6,915, making the **total net paid** circulation of the May 16th issue **11,115** copies. Of that issue, 13,500 copies were printed.

All circulation records, including original subscriptions, News Company's and Post-Office receipts, printing and paper bills, etc., are open to inspection by anyone at any time. Before placing or renewing contracts, advertisers should insist upon having proofs of circulation from the publications they contemplate using.

MOTORCYCLE ILLUSTRATED
51 Chambers Street, New York



Dealers Attentien !

Here are two leaders that will stimulate your business immensely:

For Motorcycles

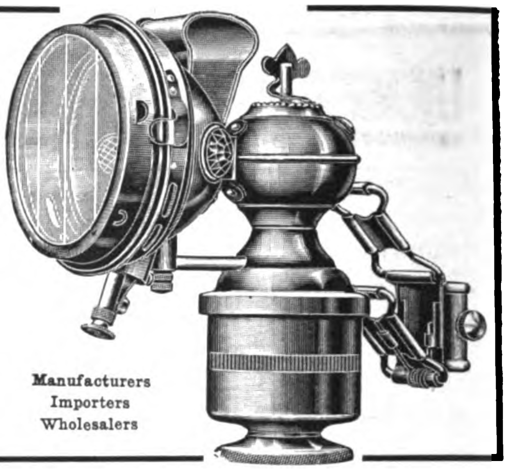
A perfectly constructed, handsomely designed, compact "Searchlight and Generator Combined," weighs 24 oz. Size 4 x 5 inches. Nickel plated. Generally conceded the most practicable, serviceable and efficient lamp in the field today. Write for special prices.
No. 90A with Side Brackets.
No. 90 with Rear Bracket.

For Bicyclists

The "Pyros" Self Lighting Lamp

Beats any type on the market. A quick pull and there is your light. No matches necessary. Absolutely reliable. Designed exclusively for strength, lightness and efficiency. Weighs 14 oz. Height 6½ inches. Nickel plated throughout. Write for special prices.

THE MOTOR CAR EQUIPMENT CO.
55 Warren Street Dept. M. New York City



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TRINITY CHIMES

An Exhaust Horn with a Musical Tone
Warns Without Giving Offense
A Hair-Raiser When Needed

There is absolutely nothing about the Trinity Chimes to get out of order—no moving parts, no batteries, no wire connections. It never fails. It costs nothing to operate. It is operated by a three-way valve which is supplied with the horn. Its four tubes give a perfectly blended chord of pleasing harmony. Its body is a brass casting. The tubes are brass-wedged into slots in the casting, and instead of being of flimsy construction and supported separately, they are carefully brazed together, building up a unit of such strong construction as will last a lifetime. It is furnished in triple nickel-plate, highly polished.

Get the best horn at a lower price; don't spend more for one not so good.

EVERY DEALER SHOULD CARRY A STOCK OF TRINITY CHIMES

Send for description and prices.

NEW ERA MANUFACTURING COMPANY
645 Railway Exchange, Chicago, Ill.

STANDARD SPEEDOMETER

"THE INSTRUMENT OF PERMANENT ACCURACY"

Guaranteed for One Year

SOLD AND RECOMMENDED BY ALL THE BEST DEALERS

$15.00 **Fittings**

65 7
TRIP
MILES PER HOUR
10 20 30 40 50 60 70 80
TOTAL
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STANDARD
SPEEDOMETER
STANDARD THERMOMETER CO. BOSTON, U.S.A.

$18.00 **For All**

$20.00 **Machines**

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ELECTRICAL SPECIALTIES, Ltd.
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Los Angeles, Cal.
BALLOU & WRIGHT
Portland, Oregon

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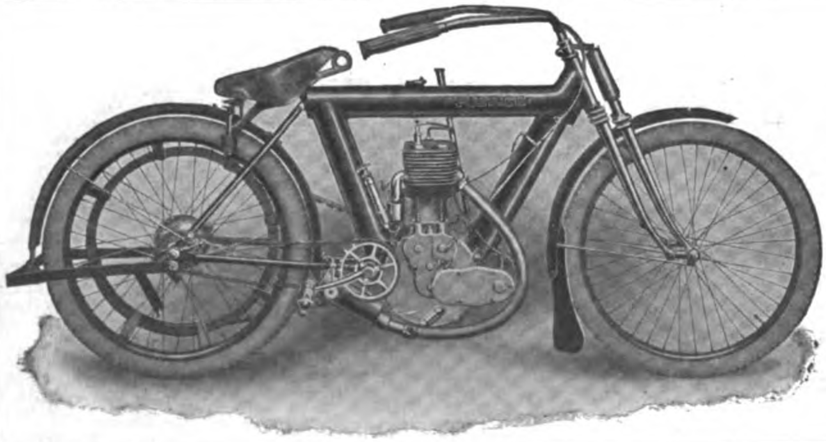
BOSTON, MASS.



PIERCE

Single Cylinder Wins Perfect Score in San Diego Endurance Contest

No other single or twin-cylinder motorcycle can equal the Pierce 5-h. p. single in long-sustained endurance and economy of up-keep.

Also makers of the celebrated Pierce Four-Cylinder and Pierce Bicycles.

ASK FOR CATALOG "G"

THE PIERCE COMPANY, Buffalo, N. Y.
PACIFIC COAST BRANCH, Oakland, Cal.

IMMEDIATE DELIVERIES ON MAJESTIC SIDE-CARS

OBERWEGNER MOTOR COMPANY.
Per A. Oberwegner, Mgr.
139-141 Michigan St., Toledo, O.

MAJESTIC MFG. CO., Worcester, Mass.

Gentlemen: After putting your Majestic Side-car through three months of continual hard usage, attached to a 1912 EXCELSIOR AUTO CYCLE, we have nothing but praise to offer.

This car has withstood the severe conditions without a particle of trouble. It is a big hit with the ladies, and we have sold a large number of machines on the strength of this Side Car.

The writer has had considerable experience with both former American and foreign made Side Cars, but your Majestic Side Car proves to us that you have studied the conditions carefully before you marketed same. Very truly yours,

OBERWEGNER MOTOR CO.

Havermeyer Place, Greenwich, Conn., 4/26/12.

TO THE MAJESTIC MFG. CO.

Gentlemen: Yours of the 22nd received and contents duly noted. I take pleasure in offering my approval of your meritorious Side-Car. It has filled a long-felt want, and I consider it all the makers claim for it. I am riding a Twin M M and attain a maximum speed of 45 miles per hour; furthermore, my friends all aver "The ride exceeded their most sanguine expectations." Yours truly,

GEO. BARNES.

THE MAJESTIC MANUFACTURING CO.
Worcester, Mass., U. S. A.

Dear Sirs: Yours of 20th received some days ago. In regard to side car I cannot say very much yet as I have not had much time to use same. But I can say that car certainly is a dandy. I had it attached to a 4 H. P. 1910 Indian; went along good with about 165 lb. passenger; made long steep grade with very little throttle. Of course I had to gear machine about 8 to 1 on account of several bad hills. No trouble to get anybody to ride in it either. If there is anything in this letter that you can use you are welcome to do so.

Yours very truly, D. L. SANDRETTO.

Lancaster, Pa., April 24, 1912.

THE MAJESTIC MFG. CO., Worcester, Mass.

Dear Sirs: Replying to yours of April 16th would say I have tried the Majestic Side-car, first on Single Cylinder Motorcycle, and it worked well on good roads. Then I attached the Side-car to a 1912 twin Reading Standard, and making an extra arm of tubing from under the seat of the Motorcycle to the tandem attachment and, connecting the rocker arm of the Side-car to the extra tube under seat of motorcycle, have run over good and bad roads fifty miles on one gallon of gasoline, carrying three men—one operator—one on Side-car and one on Tandem attachment—taking all hills and at different times speedometer registered 38 to 40 miles per hour. Yours truly,

JOHN H. TRAGESSER.

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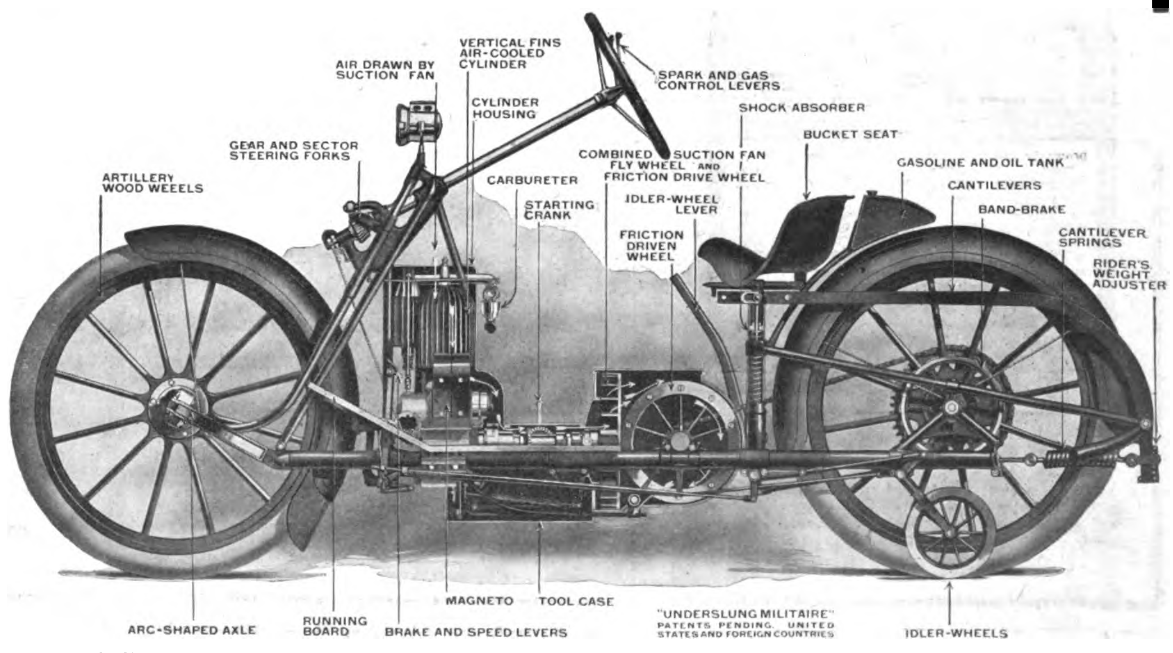
Give yourself a chance to learn more about

The "Militaire"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STARTING CRANK
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THE MILITAIRE AUTO CO.
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CLEVELAND
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FOR SALE—1911 Indian Tri-car, little used and in fine condition. Edward Kemp, 135 Water street, New York.

FOR SALE—1909 Indian, 5 h. p., just overhauled, in excellent running condition; $100 cash. W. P. Wright, 133 Charles street, Jersey City Heights, N. J.

WE DESIRE the services of a first class superintendent of motorcycle construction, one who is thoroughly familiar with the motorcycle business, understands designing and construction of the motor and different parts: one who is thoroughly familiar with shop practices, cost systems, etc. This is a first class opening for the right kind of a man. Give references, experience and salary expected in the first letter. The Minneapolis Motorcycle Co., 517 So. 7th street, Minneapolis, Minn.

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In every motorcycle town where we now have no correspondent or agent.

If you have the ability, inclination and a little spare time,

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Single cylinder, 4 h. p., Battery, $140.
Bosch Magneto, $160.
4½ Magneto, Free Engine, $200.
Two cylinder, 8 h. p. Bosch Magneto, $225.
Immediate delivery.
Full line of accessories.

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FOR SALE—Pierce, 5 h. p., bought July 17, 1911, with Eclipse free engine, heavy rear tire for tandem riding, Hawthorne lamp and generator, luggage carrier, and supply of Pull-e-tape lagging. Used very little; runs better than new; also some small extras; cost to me $280.00; must sell; need money; price $165.00. A. Lewis, Amadore, Mich.

FOR SALE—One New Reliance, 7 h. p. twin motorcycle, with Eclipse free engine pulley; $150. One Mitchell runabout, 16 h. p.; will trade for Minneapolis motorcycle. Arthur Porter, Roseville, O.

TRAVELING SALESMEN WANTED in New York, Pennsylvania, South Atlantic and Gulf States east of Texas, Ohio, Indiana, Kansas, Missouri, Colorado, Montana, Oregon, Canada and other good territory to place local agencies for M-M motorcycles and a new machine we are just launching on the market. Liberal commission on initial and subsequent sales, making large income possible. Can be handled alone or in conjunction with other lines. We wish to negotiate only with men of experience, good address and personal appearance. Address American Motor Company, 716 Center street, Brockton, Mass.

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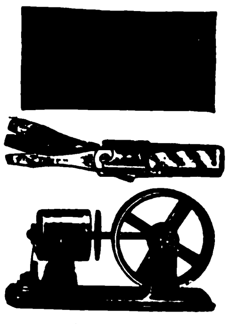

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G. H. WESTING COMPANY
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WILL TRADE.—New 10 h. p. 4 cylinder air cooled engine for motorcycle, Excelsior, Indian or Harley-Davidson preferred. C. A. Lounsbury, Springdale, Conn.

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Governs and administers the sport of Motorcycle racing and other competitions in which motorcycles engage; it defends and protects the rights of motorcyclists and facilitates touring; it encourages the use of motorcycles and promotes the general interests of motorcycling.

For F. A. M. Booklet and all information write

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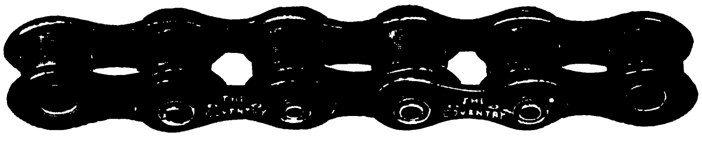

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When you link the natural advantages of any chain with the undeniably superior features of "The Coventry" Chains, you have the ideal form of transmission.

For the terrific strains of hill climbing, and the enormous pulling power and lightness necessary for the track "The Coventry" Chains are eminently fitted. They are positively lighter and stronger per foot than any other chain on the market.

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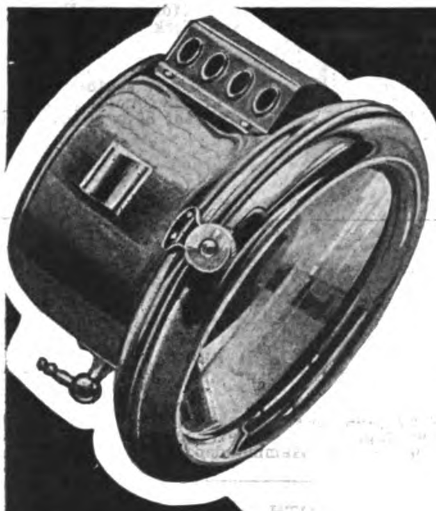

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In knowing you can go WHEN and WHERE you please?

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In owning a motorcycle that responds to your every wish?

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In knowing that you have the very best motorcycle that money can buy?

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We build machines for the man who requires all of these. Write for Agency proposition.

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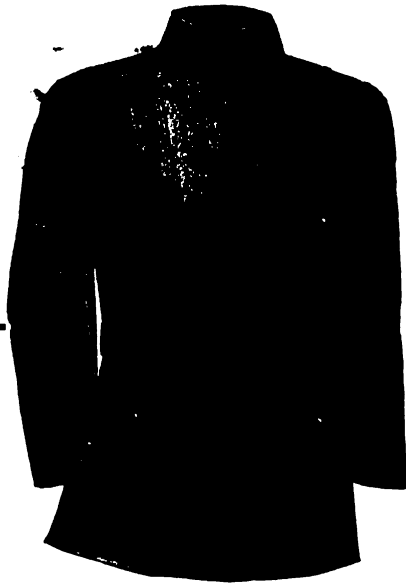

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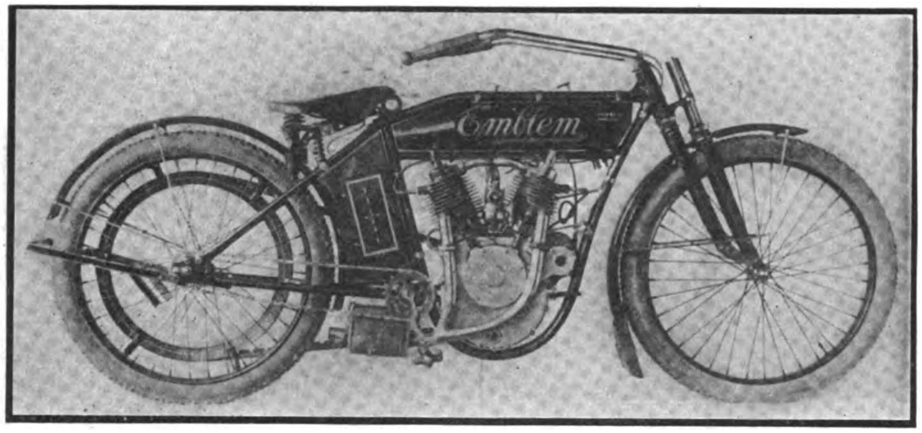

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Nathan goods are for sale by all live and successful dealers in the United States and Canada, because they make an honest profit and above all they are building up a following of riders that comes back for more Nathan goods.

SEND FOR COMPLETE CATALOGUE AND PRICES

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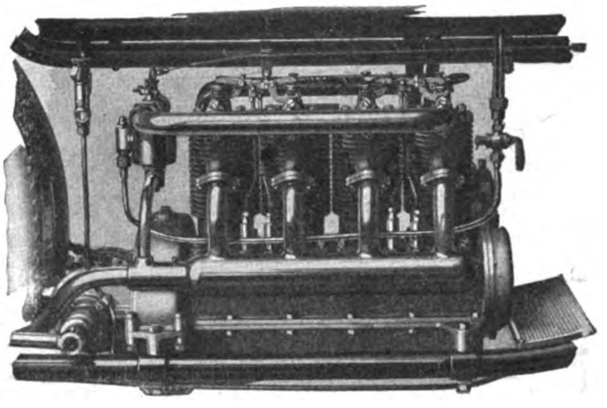
HENDERSON MOTOR CYCLE



Valve side of the motor of the four-cylinder, easy-running, silent Henderson—$325

You Have Said, Over and Over Again

When there is a motorcycle with the vital features of a high class automobile—

When it has a dependable, steady-running, multi-cylinder power plant—

When it can be throttled with ease and certainty—to 5 miles if desired—

When it starts with a crank—when it really is vibrationless and silent—when it doesn't mean straddling a hot motor—when it carries a passenger with comfort, dignity and pleasure.

I'd Gladly Own a Motorcycle

All of the above—and more—await you in the four-cylinder, 7 H. P. Henderson.

It's not cheap, but it's mighty good.

It's built for the man about town who appreciates quality and merit, and never could be tempted by models of the ordinary sort.

The instant response to the Henderson proposition vindicates our belief that there is a distinct class of young men who are ready to buy a motorcycle of class—good style and superb quality.

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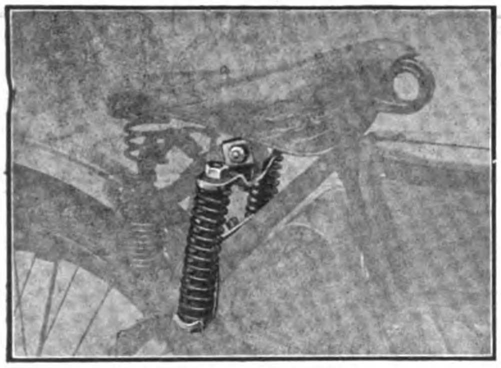
264 Jefferson Avenue - - Detroit, Mich.



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Make every ride a pleasure ride.
The last word in shock absorbers.
An absolute necessity for real comfort.
Demand the only real "jolt-killer."
Refuse all make-shifts they tell you are "just as good."
Made for Indian, Yale, Thor, Excelsior and Harley-Davidson.
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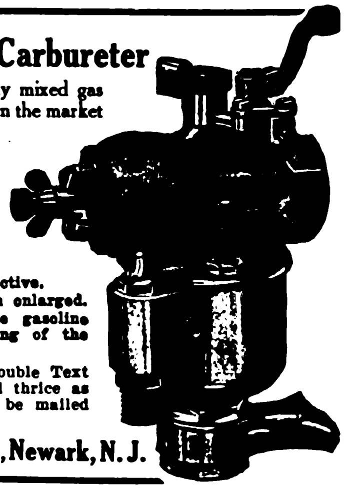

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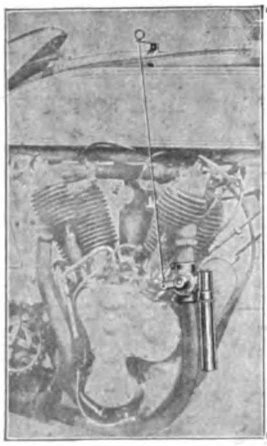
Delivers a larger volume of properly mixed gas than any other motorcycle carbureter in the market

THE NEW "N. A." BREEZE

Works Perfectly When Throttled Down Even to 230 Revolutions Per Minute.
At over 3,500 revolutions it is just as effective.
Auxiliary Air Valve and Passages have been enlarged.
A perfect mechanical device to increase gasoline supply automatically with the opening of the throttle has been fitted.

Send for free catalog. Our Engine Trouble Text Book, 54 pages, three times as large and thrice as valuable as last year's publication, will be mailed for 10 cents.

Breeze Carbureter Co., 251 South St., Newark, N. J.



Barco Motorcycle Chimes

The illustration shows the extreme simplicity and compactness of the New Barco Motorcycle Chime, and the ease with which it is attached to the machine.

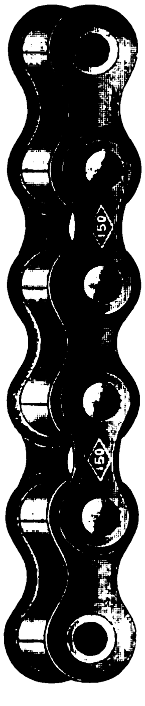
The chime has three clear loud tones (copied after the Barco Automobile Chimes). The outfit is easy to operate and is made to fit any machine.

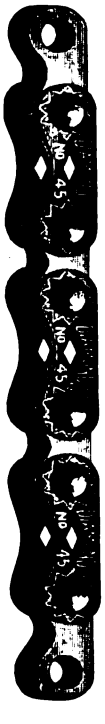
NO PARTS TO SHAKE LOOSE.

Order from your dealer or direct from us.

Send for catalogue and full directions.

BARCO BRASS & JOINT CO.
230 N. Jefferson St.
CHICAGO, ILL.





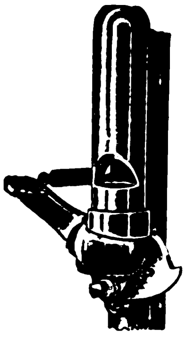
DIAMOND CHAINS

being the product of a firm now and always recognized as the leader in its line, can be depended upon absolutely to do their work well throughout a long life. By insisting upon Diamond Chains you protect yourself against bad service and repair troubles.

Ask any user.

TRADE ◇ MARK
Diamond Chain & Mfg. Co.
227 W. GEORGIA STREET, INDIANAPOLIS, IND.
8,000,000 FEET PER YEAR

104



10 20 30 40 50 60
INFALLIBLE

G and J, M and W and Goodrich Casings

28 or 26 x 2¼ Shoes will Fit 2½ Rims

$3.50

INFALLIBLE SPEEDOMETERS

Model No. 1, $7.50 No. 2, $10.00 No. 3, $12.50

MODEL No. 2. Price, $10.00

BAKER'S INFALLIBLE EXHAUST WHISTLE. This signal is the simplest and most perfectly designed whistle on the market. Very easy to attach. Held securely by two bolts. Absolutely free from clogging by carbon. Gives an intense piercing sound. Made of brass, highly nickeled.

Price Complete, $3.00

BAKER'S INFALLIBLE SPEEDOMETER. A perfectly adjusted and constructed instrument tested for accuracy. Guaranteed for satisfactory service. Steady registering hand. Made in three models: No. 1, registering speed only, price $7.50; No. 2, measuring season's mileage and speed, $10.00; No. 3, season and trip mileage and speed, $12.50. Mention make of motorcycle when ordering. Rear attachments furnished unless otherwise specified.

F. A. BAKER & CO., 10½ Warren Street, New York

HALF PRICE FOR 1200

GOODRICH MOTORCYCLE CASINGS

"Goodrich" is a word to conjure with in the rubber trade and their product is the envy of all other tire manufacturers. Their inspection is so rigid that even so slight a defect as a mould mark on a casing won't pass muster and it is classed as a "second" though the intrinsic value may be in no way effected.

These casings, while not guaranteed, are, we believe, practically perfect and they carry our recommendation. This means much as our constant effort is to sell only satisfactory goods. The name is on every casing and the word "second" is inconspicuously stamped on the side, near the bead.

Single Clinch—White Tread

Priced Each Size, Inches	Corrugated	Bailey Tread	Large Stud
26 x 2¼	$4.00	$4.25	——
26 x 2½	4.50	4.75	$5.00
28 x 2	5.00	5.25	5.50
28 x 2¼	5.50	5.75	6.00
28 x 2½	6.00	——	——
28 x 2¾	——	——	7.00

Double Clinch—White Tread

Priced Each Size, Inches	Corrugated	Bailey Tread	Large Stud
26 x 2¼	$4.25	$4.50	——
26 x 2½	4.75	5.00	$5.25
*28 x 2	5.25	5.50	——
28 x 2¼	5.75	6.00	6.25
28 x 2½	6.25	——	——
28 x 2¾	6.75	——	7.25

*Size 28 x 2, Double Clinch, can also be furnished in smooth tread.

Please give first and second choice when ordering. Double clinch casing will fit single clinch rims if carefully adjusted. 2¼, 2½ or 2¾ in. casings fit the same size rim. This applies to either 26 or 28 in. sizes.

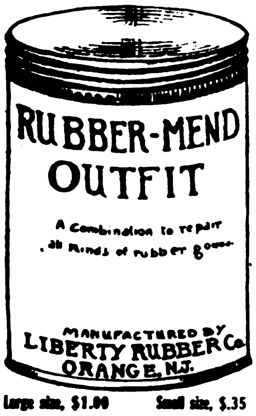
IF IT DOESN'T SUIT YOU—DON'T HESITATE—SEND IT BACK!

Select the style and size you want, send our low purchase price any way you like with the distinct understanding that you are free to examine them thoroughly upon receipt, and return them if they do not in every way come up to your expectations.

Let Us Send Our 1912 Motorcycle Supply Catalogue No. 526

NEW YORK SPORTING GOODS CO.

15 and 17 Warren Street, Two Entire Buildings, near Broadway, New York, N. Y.



Large size, $1.00 Small size, $.35

RUBBER-MEND, Motorcycle Outfit. It makes its own patch —repairs punctures in the tube and repairs cuts or blowouts in the outer casing. It will also repair football and basketball bladders, or ANY KIND OF RUBBER ARTICLES.

Philadelphia Distributors

HAVERFORD CYCLE COMPANY

Manufactured by

LIBERTY RUBBER COMPANY

Orange, N. J.

PURDY WHISTLE

"THAT LOUD ONE"

Now used on the Chicago police motorcycles and by other police and fire departments in all parts of the country —Recognized everywhere as the "King of Road Clearers."

Lever or Handle Bar Control.

PRICE COMPLETE, $6.00

Descriptive booklet of "Purdy Specialties" free on request.

Dealers: Ask for our proposition.

PURDY BROTHERS
941 West 55th Blvd.
Chicago

SPLITDORF

PLUGS

"Always There"

SPLITDORF SERVICE goes arm in arm with SPLITDORF IGNITION—and has been a continuous SPLITDORF POLICY for more than two decades.

From the earliest days of coils and plugs and through every stage of ignition device, SPLITDORF has been synonymous with SERVICE.

If YOU DO NOT BENEFIT from this SERVICE the fault is your own. Our experts are at your call—our branches, which are miniature factories in equipment, are scattered throughout the country and our inflexible rule is—"SATISFY THE CUSTOMER."

Come to us with your ignition troubles—we will gladly shoulder all responsibilities for changes and adjustments and guarantee the greatest satisfaction.

Write for our "Racing Record"

SPLITDORF ELECTRICAL CO.

Walton Ave. and 138th St.
Branch, 1679 Broadway NEW YORK
CHICAGO BOSTON LOS ANGELES
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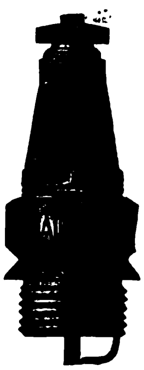


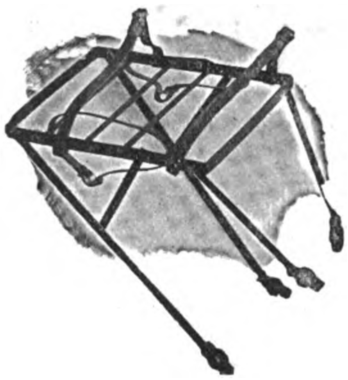
Get An Auburn Plug—

It Insures a Good Spark

We are just conceited enough to claim that in the Auburn you will find the

Most Efficient, Durable and Lasting Motorcycle Plug on the Market

NEW YORK MICA & MFG. CO.
AUBURN, N. Y.



THE "STAR" LUGGAGE CARRIER

$3.50

Universal Attachment for the Motorcycle—Sold by the

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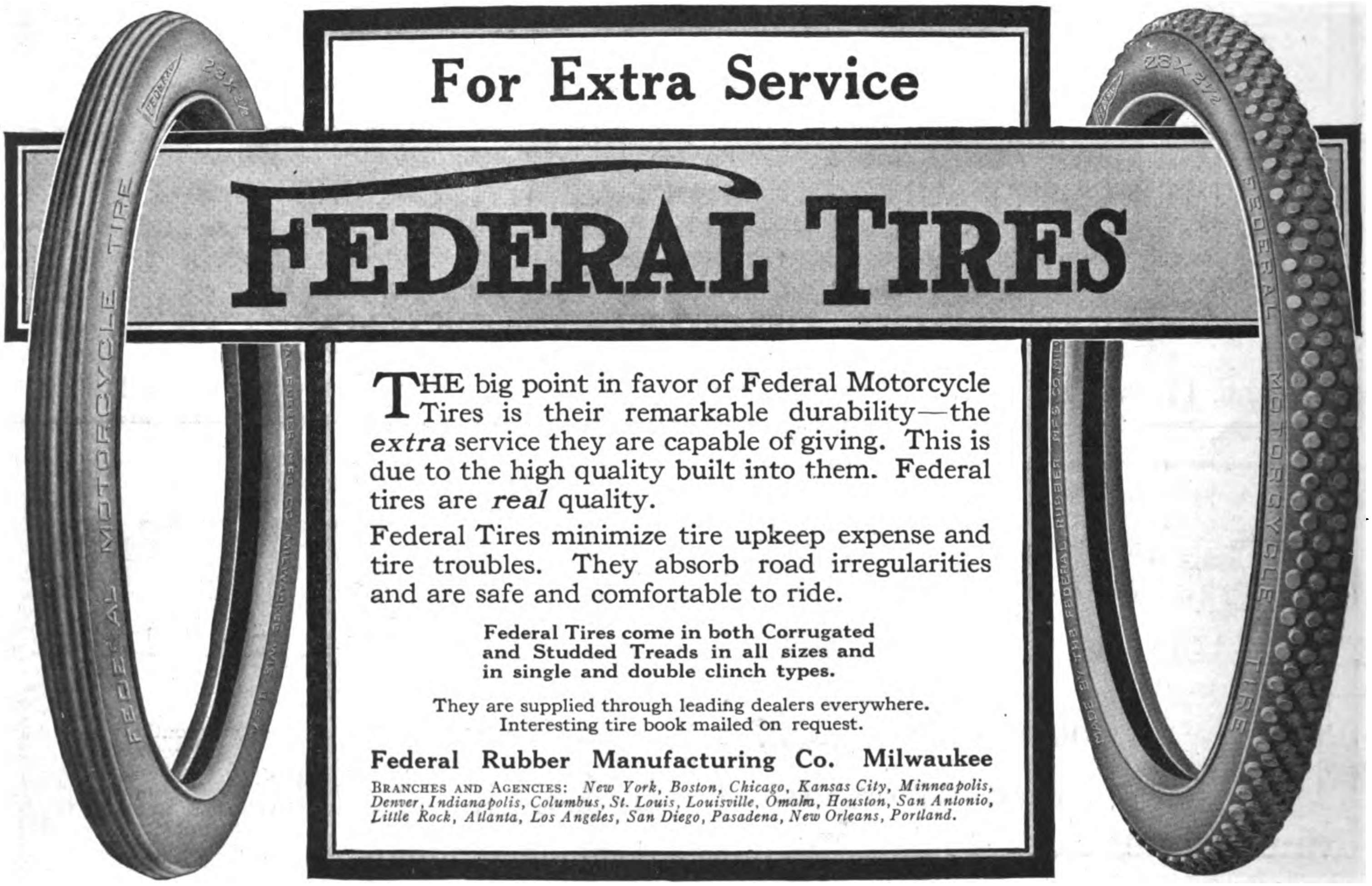
Walthour & Hood, - - -	Atlanta, Ga.

Manufactured by the

STAR ELECTRIC CO.
18 North May St., CHICAGO, ILL.


FEDERAL MOTORCYCLE TIRE
FEDERAL MOTORCYCLE TIRE

For Extra Service

FEDERAL TIRES

THE big point in favor of Federal Motorcycle Tires is their remarkable durability—the *extra* service they are capable of giving. This is due to the high quality built into them. Federal tires are *real* quality.

Federal Tires minimize tire upkeep expense and tire troubles. They absorb road irregularities and are safe and comfortable to ride.

Federal Tires come in both Corrugated and Studded Treads in all sizes and in single and double clinch types.

They are supplied through leading dealers everywhere.
Interesting tire book mailed on request.

Federal Rubber Manufacturing Co. Milwaukee

BRANCHES AND AGENCIES: *New York, Boston, Chicago, Kansas City, Minneapolis, Denver, Indianapolis, Columbus, St. Louis, Louisville, Omaha, Houston, San Antonio, Little Rock, Atlanta, Los Angeles, San Diego, Pasadena, New Orleans, Portland.*

JUST OUT

New Catalog 24A which fully describes our line of Ball and Roller Bearings. Send for it.

STANDARD ROLLER BEARING CO.
Philadelphia

The Wheel of Perfection

Atlas Metal and Fabric specialties are worth while having, and sold by all up-to-date dealers. All styles of Leggins, Tool Rolls, Magneto Covers, Tail Lamps and many other useful articles to comfort the motorcycle public are manufactured by

ATLAS SPECIALTY MFG. CO.
559-561 W. Jackson Blvd. CHICAGO, ILL.

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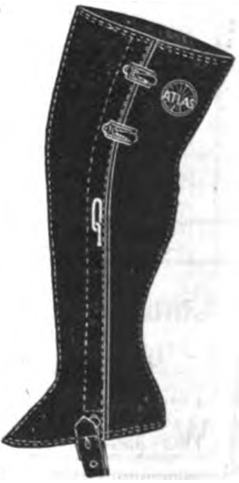

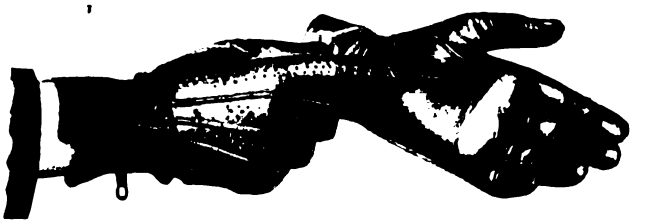

Cool Hands In Warmest Weather

Grinnell Gloves are Ventilated by tiny holes across backs and fingers

Motorcycle in complete comfort this summer, in gloves that admit the cooling breezes. Grinnell Gloves are in every way built to fit the needs of the Motorcyclist. They're made of real velvet coltskin, that is soft as kid, but tough as rawhide. When soiled and greasy you can wash them out in soap and water or gasoline. They dry out soft as new.

Grinnell Gloves for Motorcycling

are guaranteed never to peel, crack, harden or shrink from service. They wear like iron. They have our new reinforced "grip-tite" palm, which doubles the wear and the comfort.

Get a pair on approval

See Grinnell Gloves at your dealers. If he hasn't them, write us his name —tell us the size, style glove you wish and color — gray, black or tan. We'll send a pair on approval, prepaid.

Write for samples of leather and catalog showing our up-to-date styles

Morrison-Ricker Mfg. Company 27 Broad Street
Grinnell, Iowa

MOTORCYCLE TRIP CYCLOMETER Veeder

Specially constructed to withstand hard motorcycle usage

It adds more pleasure to the sport. Registers accurately both total and trip mileage; miles in white, tenths of miles in red.

Cut ½ Size.

Easily adjusted to any motorcycle. Made for 24, 26, 28 and 30-in. wheels.

Sold everywhere—or write us
Price complete with bracket and striker **$3.00**

Also makers of Odometers, Tachodometers, Counters and Fine Castings

THE VEEDER MFG. CO.
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MAKE A MOTORCYCLE OF YOUR BIKE

at small cost by using our attachable outfit. It fits any bicycle. Motorcycles, all makes, new and second-hand, $35.00 and up. Send stamp for catalog and bargain list. Keller's new 104-page booklet, "Construction, Management and Care of Motorcycles," is now ready. Price, postpaid, 25c.

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ACME ALUMINUM SOLDER

Marks a discovery in methods of working Aluminum.

IT IS AN ALLOY OF ALUMINUM

You can do as satisfactory work with this solder and a soldering iron as you could with an Autogenous Welding Outfit, with no danger from expansion cracks.

SAMPLE FOR A STAMP

We manufacture all kinds of Brazing, Welding and Soldering Fluxes, Solder Spelter, etc. Write for booklet on methods.

UNIVERSAL FLUXINE CO., 532-4 E. Water St., URBANA, OHIO

SPRING RIDING SEASON

is about here

BE READY FOR IT

Motorcycles and Automobiles

AT 1/4 to 1/3 THE PRICE WHEN NEW

We specialize in selling standard makes of motorcycles and automobiles in slightly used condition.

Large assortment of used motorcycles, single, two and four cylinders; chain, belt or shaft driven—Indian, Pierce, Reading Standard, Curtiss, F. N., N. S. U., M. M., Reliance, Thor, New Era, Merkel and other high-grade makes from $35 up.

Practically all styles and makes of automobiles at $100 up.
We guarantee each purchase to be in perfect running condition.

Agents wanted everywhere. *Write for price lists and descriptions.*

GREEN'S PURCHASING AGENCY (Dept. M. I.)
1587 Broadway, (Cor. 48th Street), New York City

Shock Absorbing

SADDLE ATTACHMENTS

The original and best shock absorbers in new models and at lower prices. The riding season is on. Get our catalog.

C. M. FRINK
831 South Olive St. - LOS ANGELES, CAL.

Complete Line Motorcycle Accessories

QUALITY, THE BEST — PRICES, THE LOWEST

Write for Catalog

W. D. ANDREWS 632-634 Main Street
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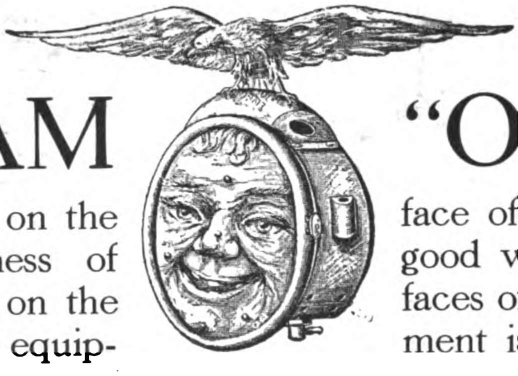
All Sizes and Styles $1

Red Head SPARK PLUG

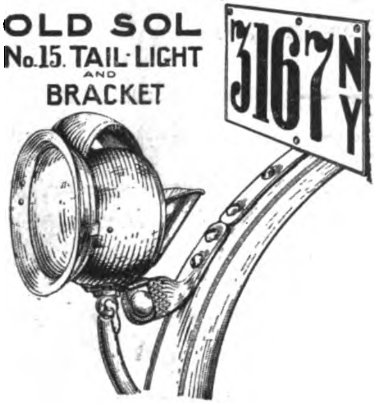
Emil Grossman Co., Mfrs.
254 W. 54th St.
NEY YORK
FACTORY AND BRANCH
844 Woodward Av.
DETROIT

I AM "OLD SOL"

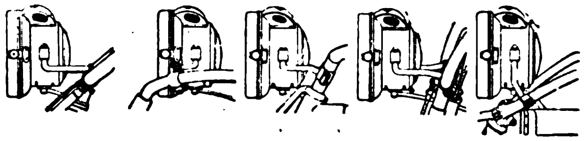


The smile which is usual on the face of "Old Sol" is a manifestation of the consciousness of good work. This same expression may usually be seen on the faces of all users of my product, that is, if the rest of their equipment is also all right.

OLD SOL
No.15. TAIL-LIGHT AND BRACKET



"Old Sol" Tail Lamp No. 15
Price, with bracket and bolts, $2.00
We do not furnish number plate bracket

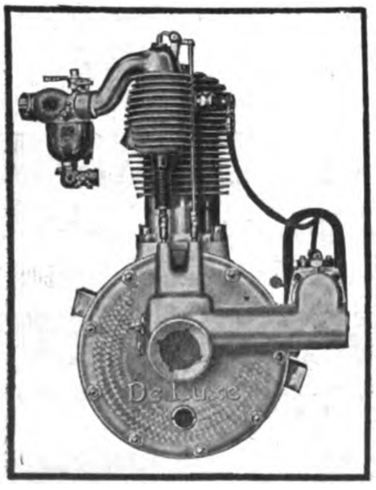


All motorcycles may be fitted with "Old Sol" Lamps in one or more of the above positions. Send for Copyrighted Lamp and Handle Bar Chart, giving all details.

MANUFACTURED BY

HAWTHORNE MFG. CO., Inc.
BRIDGEPORT, CONN. U. S. A
AND BY
POLLOCK MFG. CO., Ltd., Berlin, Ontario. Canada

A REVOLUTION
IN MOTORCYCLE MOTOR DESIGN

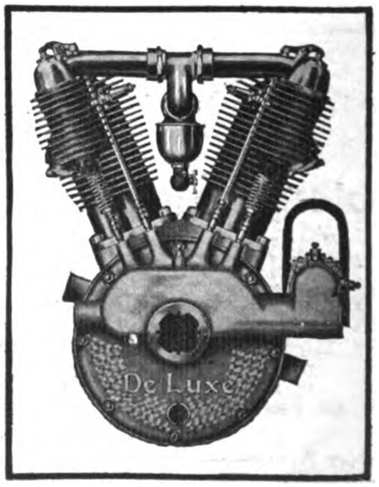


In bringing out our DE LUXE line of motorcycle motors, we have introduced a large number of improvements, and offer these motors as the most advanced now before the trade.

NOTEWORTHY IMPROVEMENTS.

One-piece crank shaft.
One-part crank case with cover.
Improved cam and magneto drive.
Oil tight motor.
Large Valves.
Simplified design throughout.
Reduced number of parts.
Silent Motor.
Large ball bearings mounted in steel lined pockets.
Equipped with Bosch Magneto.

These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.



FOUR SIZES
Four H.P. Single Cylinder. Five H.P. Single Cylinder.
Seven H.P. Twin Cylinder. Nine H. P. Twin Special.
PLAIN OR TWO-SPEED MODELS.
IMMEDIATE DELIVERY. CONTRACTS SOLICITED.

THE F. W. SPACKE MACHINE CO.
INDIANAPOLIS, IND., U. S. A.

Patents Pending.

The Neverout

TRADE MARK

MOTORCYCLE OIL LAMP

(*Patented*)

SHOWING A RED REAR LIGHT
THE ONLY RELIABLE MOTORCYCLE OIL LAMP

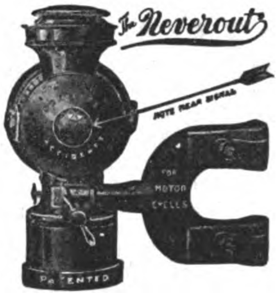
LAMP WEIGHS ONLY 12½ OUNCES.

The Neverout complies with the laws of the various States and Municipalities.

The Neverout burns kerosene ten hours with one filling, and will stay lighted under any and all conditions. All riveted—will not rattle or jar apart over roughest roads.

Made in gun metal, brass or nickel finish. Double clamp bracket furnished; fastens lamp securely to fork of motorcycle. No danger of shaking off, and *shows red rear danger signal.* Sold by leading jobbers and dealers everywhere.

The Neverout is equipped with a *Patent Glass Covered Reflector of German Silver,* instantly removable; never loses its original brilliancy.

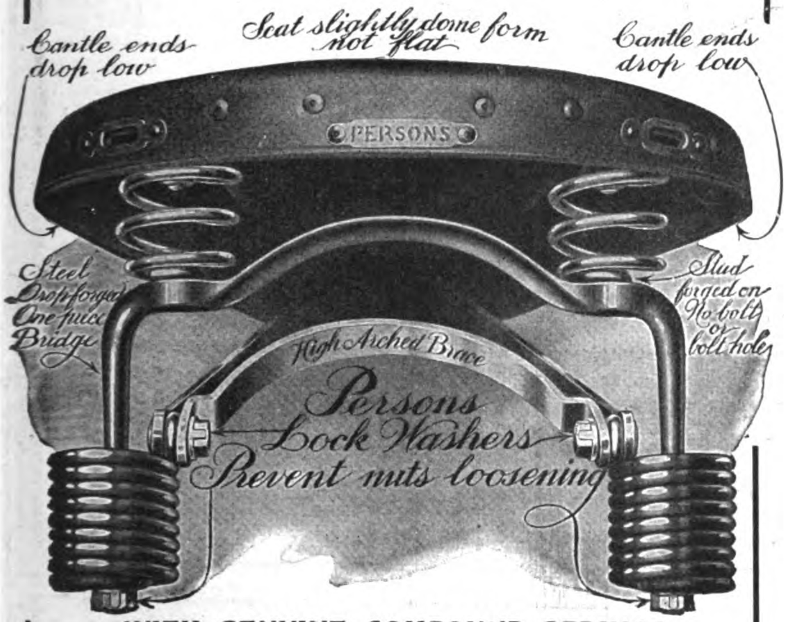

The Neverout
NOTE REAR SIGNAL
FOR MOTOR CYCLES
PATENTED

Guaranteed to stay lighted or money refunded

FOR SALE BY LEADING DEALERS.

Made Only by **ROSE MANUFACTURING COMPANY**
933 Arch Street, Philadelphia, U. S. A.

THIS IS THE SADDLE FOR YOU


Cantle ends drop low
Seat slightly dome form not flat
Cantle ends drop low
PERSONS
Steel Drop forged One piece Bridge
Stud forged on No bolt or bolt hole
High Arched Brace
Persons Lock Washers Prevent nuts loosening

WITH GENUINE COMPOUND SPRINGS
THAT ABSORB THE SHOCKS
WITHOUT OBSTRUCTIONS THAT DESTROY
FREE SPRING ACTION
HIGH BRIDGE THAT WILL NOT BUMP

The Persons Mfg. Co. WORCESTER MASS.

FOR ALL-ROUND
CONTINUOUS SATISFACTION

Ride the Good Old **M·M** 4 to 8 H. P. $140 to $225

Send for Catalog and Booklet.

AMERICAN MOTOR COMPANY
716 Center St. BROCKTON, MASS.

Capacity **Experience**

STEEL
RIMS

MOTORCYCLE
Single and Double Clinch—also Belt.
BICYCLE
G & J, Crescent and Drop Center.
AUTOMOBILE
Clincher, Q. D., Demountable and Channel.
AND

GUARDS

MOTORCYCLE AND BICYCLE
Raised Center and Crescent.

MOTT WHEEL WORKS
Manufacturers
UTICA, N. Y.
R. B. ABBOTT SALES CO., Sales Agents
Majestic Building, Detroit

Quality **Price**

Save One-Quarter

the purchase price of motorcycle accessories and parts. We sell guaranteed goods twenty-five per cent cheaper than any other house

THE MOTOR CYCLE CO-OPERATIVE COMPANY
654 Woodward Ave. Detroit, Mich.

CYLINDERS

Are our Specialty
(From Customers' Patterns Only)
Also Pattern Work
WRITE FOR PRICES
RACINE FOUNDRY CO. Racine, WIS.

CASH

for your motorcycle. Nothing too old, nothing too new for us to buy. We will buy one or a hundred.

Box 13, Station G.
New York City

Wetprufe Belt
The Stretchless Motorcycle Belt

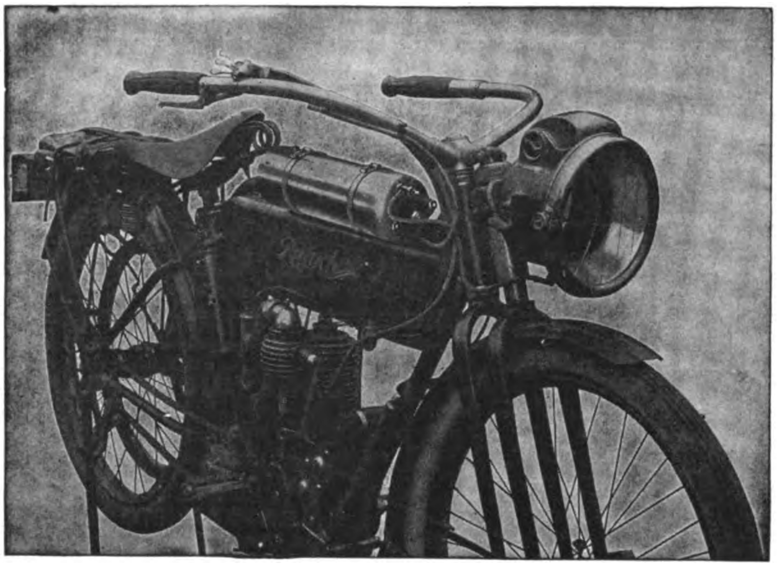
Take No Chances

Your season's enjoyment depends on your motorcycle proving dependable in every part. You know what an unreliable belt would mean to you. It will pay you to equip with the belt which never stretches or shrinks and has the life of two ordinary belts. Wetprufe belts are pliable, not affected by grit—are absolutely waterproof.

THE HIDE, LEATHER & BELTING CO.
227 South Meridian St., Indianapolis, Ind.

JUNIOR CARBO-LIGHT TANKS

FITTED ON ANY MOTORCYCLE ANY POSITION



THOUSANDS IN USE

UNIVERSAL SATISFACTION

Beautifully nickeled tank, 4 x 12 inches. User recharges it himself at cost of ten cents for 25 hours of white clear flame. Write for booklet and find out what users say about the CARBO-LIGHTS. Dealers' offer.

CARBO-LIGHT CO. - - ANDERSON, IND.

"Simplex" Motorcyclo Spocialties

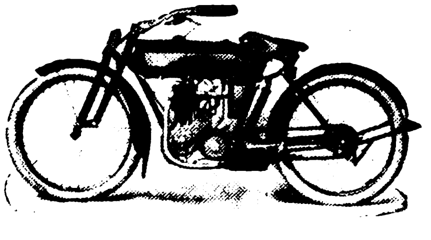
WRITE FOR CATALOG

DEALERS—OUR PROPOSITION IS A GOOD ONE—WRITE TODAY—NOW

ANGSTEN-KOCH COMPANY 360 W. Garfield Boulevard, CHICAGO

HAVE YOU TRIED OUT THE MOST POWERFUL TWIN BUILT?

10 H P. Chain Drive Minneapolis DeLuxe



5 H. P.—CHAIN DRIVE—2-SPEED

The owner of this model never worries! Two-speed chain transmission takes care of him on hills and through sand and mud. The spring frame removes ALL road shock.

"Ride one and see."

Minneapolis

IMMEDIATE DELIVERIES

are now being made on orders for

10 H. P. DeLuxe Twin Chain Drive
5 H. P. 2-Speed Single " "
5 H. P. Standard " Belt "
Tri-Car, 5 H. P., 2-Speed, Single, Chain Drive

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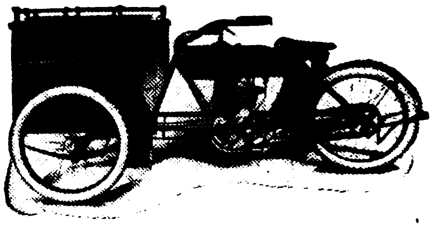
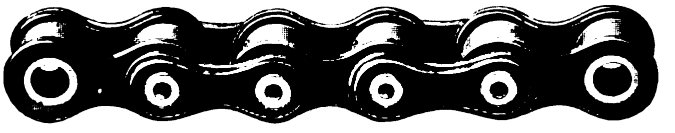
THE MINNEAPOLIS MOTORCYCLE CO., ∴ MINNEAPOLIS, MINN.



DEALERS How many retail merchants in your locality are looking for just such a DELIVERY CAR? 2-speed, chain drive, clutch; QUICK—ECONOMICAL—SATISFACTORY Write for tri-car literature.



"DUCKWORTH"

CHAINS AND REPAIR LINKS

IN A CLASS BY THEMSELVES

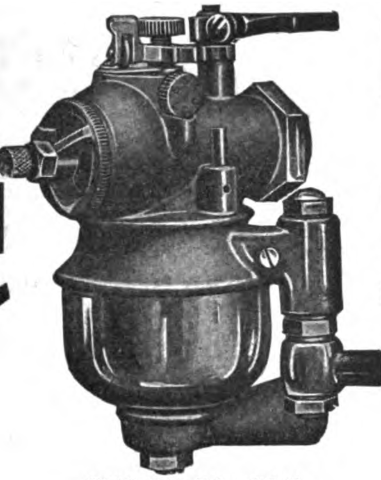
Do Not Accept Any of the Just as Good Kind

THERE IS ONLY ONE DUCKWORTH

DUCKWORTH CHAIN & MFG. CO. - - - Springfield, Mass.

Kindly always mention the paper when writing to advertisers.

More Speed



More Power

Model G-D—Price $10.00.
Metal or Glass Bowl.

THE HEITGER CARBURETER

Model H, new type, has but *one* gasoline adjustment, but *two* feeds, one for high, one for low speeds, feeding from separate nozzles, giving maximum results at both speeds and intermediate with simplicity and reliability. No amount of vibration can affect it. Any speed easily adjusted and *stays* adjusted. Satisfaction guaranteed on *any* make of machine; adopted by manufacturers for 1912.

Model G-D is our double adjustment, or mechanical needle valve type, which has been used for two years by leading manufacturers and thousands of riders with best of satisfaction. As some prefer this we will continue to make it. Either type gives maximum results with minimum of fuel.

WE'RE FAIRLY SWAMPED WITH LETTERS LIKE THESE

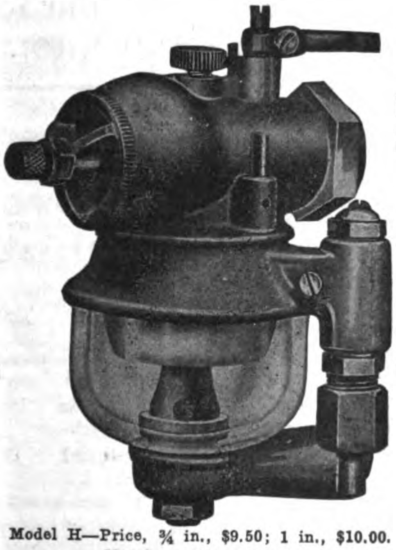
Dallas, Texas, April 8th, 1912.

H. A. SIMPSON, Dallas, Texas.—This is to let you know that I am riding a big powerful 8 h. p. twin cylinder motorcycle equipped with one of your Model G-D double adjustment carbureters.

I have tried three other makes of well-known carbureters, and find by actual experience on the road that the Heitger gives more power and speed, greater flexibility and is more economical than any other I have ever used or tested.

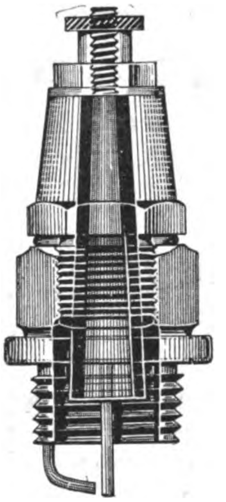
With the Heitger I have made a record of thirty-five miles on one pint of gasoline, this being done against a strong wind on a rough, hilly road, with a big twin thrown into the bargain. I have also had the satisfaction of increasing the speed of my machine over twelve miles per hour, and while I do not claim that these things are world's records, let the fellows with the other carbureters beat it if they can, and under the same conditions.

Heitger Carbureter Co.



1200 Beecher St., Indianapolis, Ind.

Model H—Price, ¾ in., $9.50; 1 in., $10.00.
Metal or Glass Bowl.



Price 60c. each.

ATTENTION

Motorcyclists

Don't throw away your money for ordinary Spark Plugs.

Buy the Best

at a reasonable price

The Monarch

Every part of which is made at our own factory and under our strictest supervision. That accounts for its perfect efficiency and low selling cost.

Send a Dollar Bill for Two

plugs. Each is guaranteed for one year. Cut shows why this plug is so efficient.

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can increase *their* sales of goggles by using *our* Goggle Assortment in display boxes. Each assortment consists of 1 doz. of our popular priced goggles, in a cardboard box, strongly made and with easel back; compartments on the inside keep the different styles separated.

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at a glance without stopping, the amount of Gasoline and Oil in your tanks with the

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Gasoline and Oil Gauges

Can be used on any make of Motorcycle

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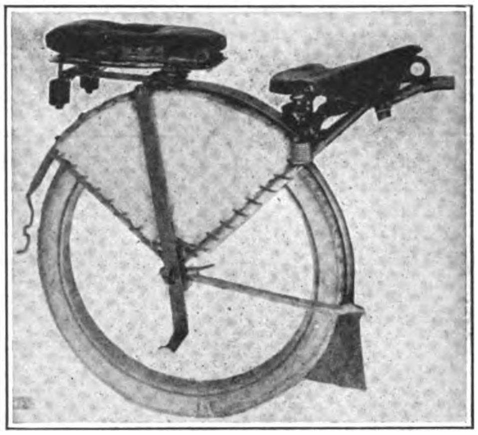

Our 1912
Fox Seat
(Pat'd & Pats. Pending)

AN INCOMPARABLE TANDEM SEAT, LUGGAGE CARRIER, BACK REST AND INNER TUBE RECEPTACLE.

It will fit your Motorcycle.

Built by
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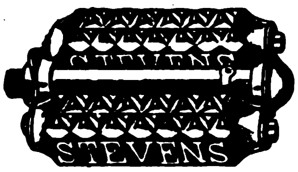
Strong, High Quality, Beautiful Finish, Full Size.



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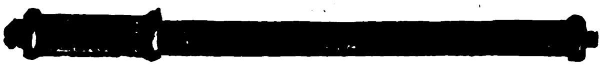

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15 ins. long, ⅞ in. dia.

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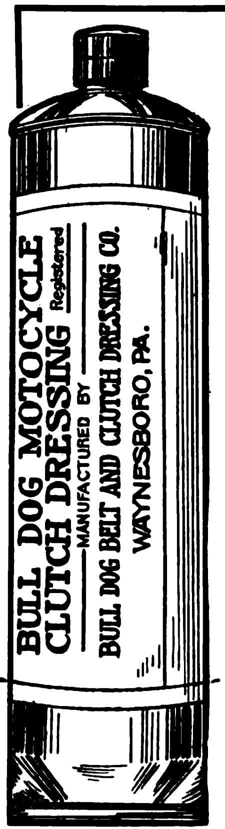
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Bull Dog Clutch Dressing makes your clutch hold up to its job, without incessant applications. In collapsible tubes, by mail, 25c. postpaid.

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is the only belt dressing ever produced which will prevent belt slipping and at the same time increase the life of the belt.

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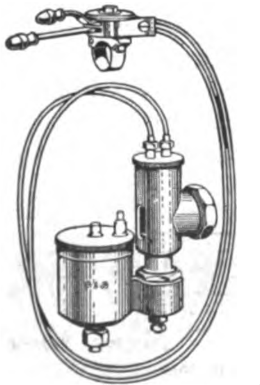

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Fits Any Machine—Entirely Controlled from Handle-Bar

The B & B carbureter affords simplicity, efficiency and ease of control at all times. With a B & B you needn't bend down and take your hands from the bars in order to adjust your mixture. Instead, adjustment of the flow of gas and air to fit changing speeds is possible without the rider changing his upright position. Price is low, and material and workmanship the finest.

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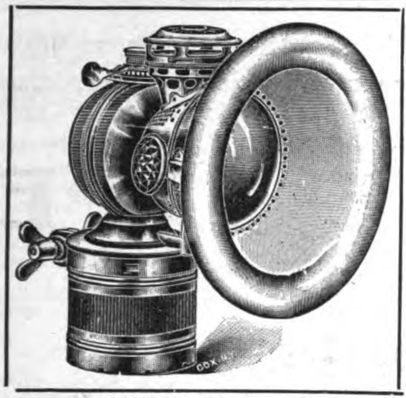

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A LONG WAY AHEAD
is expressive of the superiority of

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It is also descriptive of the great distance the light is projected by these powerful, dependable lamps. For those desiring extreme compactness in lamp construction without loss of efficiency, we offer and recommend the two models illustrated.

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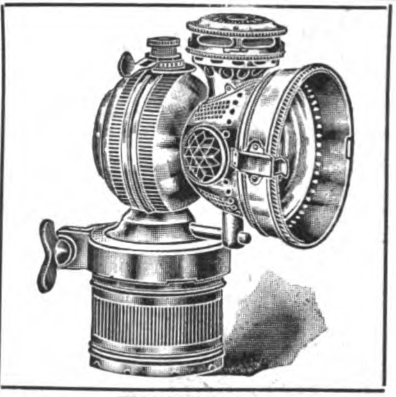

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Motorcycle Belts
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We furnish these books to dealers free. This is one of the ways we assist our agents to sell our belts.

Do you want to learn more?

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(REG. U.S. PAT. OFF.)

In Special Motorcycle Type

A single drop of water will put every spark plug out of business—except one—the "Reliance." Put the Reliance in a glass of water and it continues to spark.

Do you appreciate the full import of this statement? Water is the greatest short-circuiting medium known; if water won't affect a plug, nothing else will. Carbon and soot have absolutely no effect upon "Reliance" Plugs. Its patented electrical action destroys them as fast as deposited.

When you realize that ninety per cent. of all plug troubles are caused by carbon and soot you begin to appreciate why the Reliance should be your first and last choice; you see why those who have once used Reliance troubleless plugs will have no other.

Regular Type $1.00
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For sale by most dealers; if yours does not carry, write and we will ship prepaid at prices quoted.

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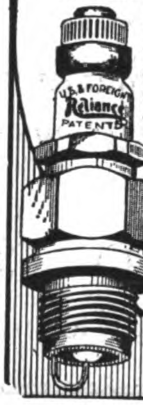

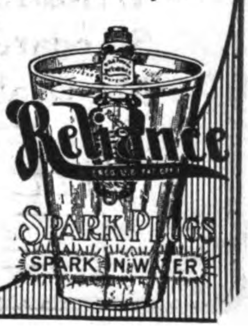

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Best Thing for the purpose ever put on the market. In use all over the United States. ¶ Can put on or detach instantly with adjustable hook. ¶ Good sellers because the riders all want them and the price is popular. Write for Prices.

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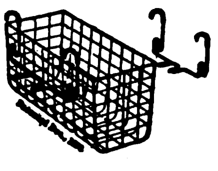

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Supplies of Every Nature for Motorcycle and Bicycle

GUARANTEED GOODS IMMEDIATE DELIVERIES

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Everything You Need
The LIVE STORE
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Large and Complete Stock of
BICYCLE AND MOTORCYCLE SUPPLIES
Reasonable Prices Prompt Shipments Catalogue Free
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ARE you troubled with belt slipping, Mr. Rider? Do the screws in your lagging cut grooves in your belt? We can overcome this for you, also prevent your belt from getting glossy. The only cure today is

ABESTO PULL-E-TAPE

Applied in a minute, self vulcanizing. Dealers, this is something for you, get our proposition—it is as good as our **Tape.** **50c** per **Roll**—send for some today and save your belt. State width.

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Insist On Standard Pedals

Our products for the Cycle Trade include:

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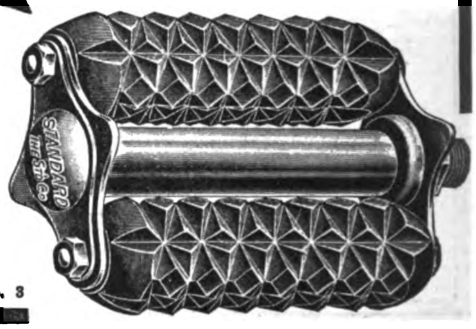
No other pedals give that "turkish carpet" feeling to the feet. The deep rubber corrugations in the big cushions keep the feet where they are put—they eliminate jars, bumps and other disagreeable features when negotiating rough roads.

With one eye to *durability* and the other to *comfort* we have succeeded in producing the ideal motorcycle pedal.

Write for our catalog. Standard quality plus Standard output mean big business for you, Mr. Dealer.

THE STANDARD COMPANY

Torrington, Conn.



No. 3

1912 DUCK 1912

TANDEM ATTACHMENT

Smoothes the Way

THE ASSURANCE OF LUXURY

by the addition of this tandem attachment has been unquestionably demonstrated. Always perfectly adjusted as to leverage, whether saddle be moved forward or backward. Permits of low riding position.

Particularly safe on account of extra handle bars.

Complete with Saddle and Handle Bars **$16.50**

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A lubricant tested for this special use and found to be A1. Tell us your particular make of motorcycle and we will advise which is the most suitable grade.

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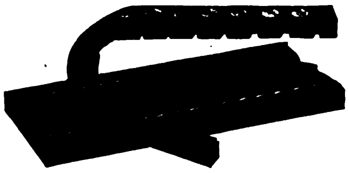
WHIPPLE MOTORCYCLE BUILDING
1227 West Jackson Boulevard CHICAGO (West of Centre Avenue)

Save $3



on your next belt. Buy from the maker.

Write us about our new neutral-tanned buckskin belt. It's a wonder, and still the price is very low. All our belts, both flat and V, are guaranteed.

Wayne Belting Co.

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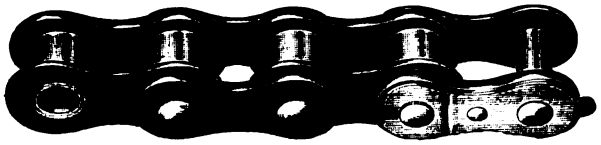

High-Grade Motorcycle Chains

ARE accurate, strong, durable and dependable, because they are made from material selected for quality regardless of cost, and are made by specialists in a factory especially equipped for the making. When making replacements, try a "Whitney" and get acquainted with its merits.

"WHITNEY" CHAINS

Are Built for Strains

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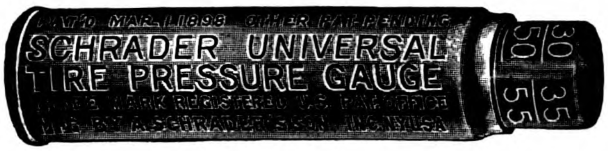
Have You Had Trouble With Your Tires?

A very large percentage of all punctures and blow-outs occur from improper tire inflation.

WOULD YOU PAY $1.00 TO OVERCOME

delays, difficulties and expense resulting from these misfortunes?

Schrader Universal Tire Pressure Gauge



(Made under patent dated March 1, 1898.)

Accurately registers at all times the exact air pressure in tires.

Simply hold gauge to tire valve for a second and recording sleeve will indicate air pressure and remain fixed until pushed back into place by the finger.

Carried easily in vest or change pocket, being only 2½" long. So simply constructed as to almost never become out of order, and if it does go wrong it will immediately tell by the action of the indicating sleeve that it needs repairs. Leather case comes with it.

PRICE $1.00 EACH

Guaranteed Simple and Absolutely Accurate

Can be obtained from all tire manufacturers, jobbers and dealers, or

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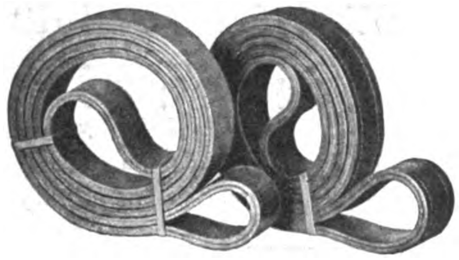

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Eighty Per Cent.

OF THE

Motorcycle Manufacturers

WATERPROOF
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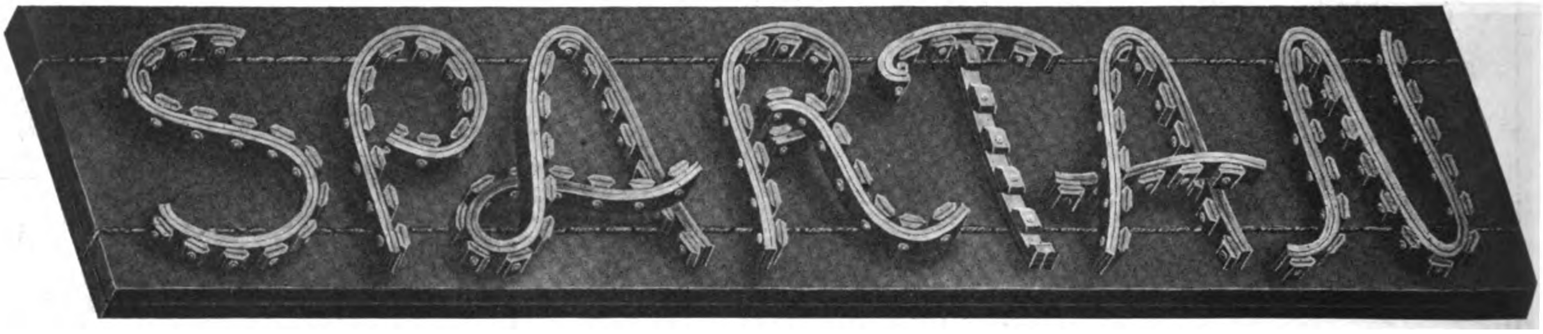
SPARTAN CEMENT

believe in the absolute Efficiency, Durability and Economy of **Spartan Belts**—they back their opinion by equipping their entire output of belt driven Motorcycles with the



"THE BELT WITH THE PULL"

DO YOU THINK THEY ARE WRONG?

If you have any further doubts as to the superiority of **Spartan Belts,** ask any motorcycle manufacturer, jobber, dealer or rider.

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Dealers, Order Through Your Jobber or Any of These Branches
Distributors for Province of Ontario,
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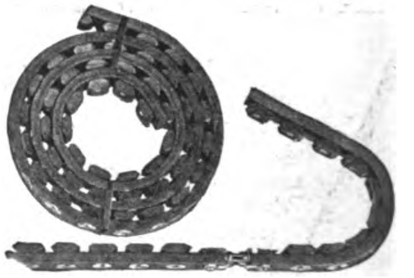
SPARTAN
Motorcycle Belt Dressing

SPARTAN DRESSING



SPARTAN "V" BELT

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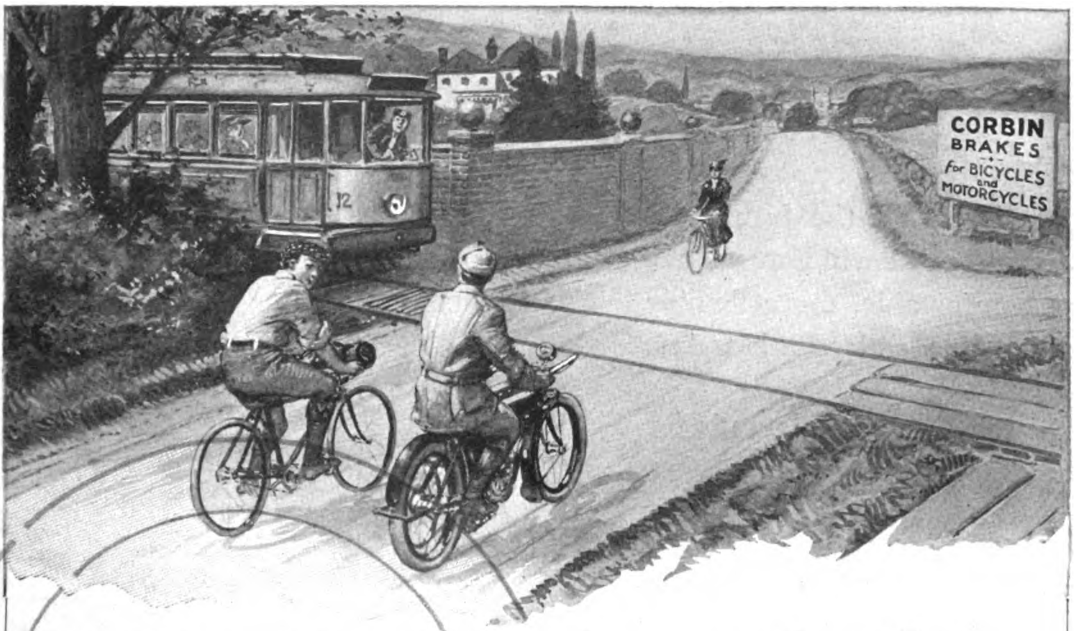

Avoid accidents this Summer by having your wheel properly "safed" for road use.

Corbin Coaster Brakes

—For Motorcycles and Bicycles—

have long been proving their supremacy. Over 40 per cent. of all motorcycles now in use are equipped with the Corbin Brake. Wise bicyclists for many years have used either the Corbin Two-Speed Coaster Brake or the Corbin Duplex Coaster Brake. Either is a necessity, both are unrivalled.

Corbin Brakes lessen the risk of collisions and the danger of sharp turns, steep hills and railroad crossings. They give you confidence by giving you absolute control of your machine.

Specify the Corbin Brake for your motorcycle. Any bicycle repair shop can fit the Corbin Two-Speed or Duplex Brake to the rear hub of your bicycle.

Sold by bicycle and hardware dealers everywhere. Insist on CORBIN.

Drop a postal for 1912 free catalog, showing all models

The Corbin Screw Corporation
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All the comfort—eas
motorcycle

We sincerely believe that the future development of the motorcycle will not produce a machine more comfortable, more flexible or more silent than the Henderson is today.

In other words, the Henderson stands for the ultimate attainment in these directions.

Let us take up the Henderson points, one by one, and you will see that our belief has a sound and substantial basis in fact.

The design of the Henderson, the type of its motor, its chain drive, all contribute to results in operation and comfort far in advance of the best of the single and twin cylinder productions.

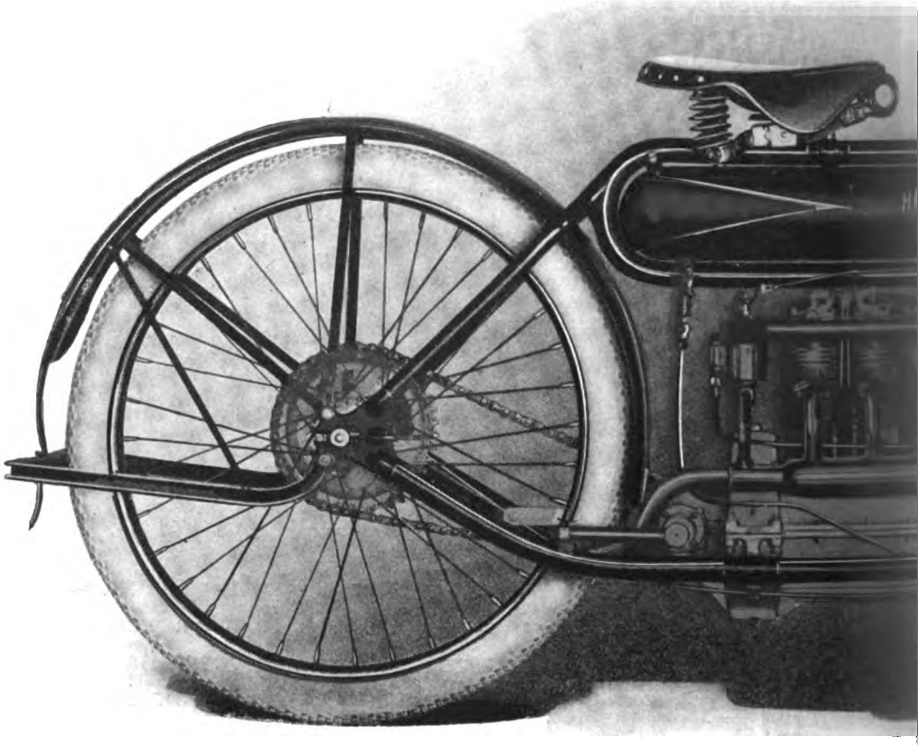
The Henderson, to begin with, is long and low.

Its wheelbase is 65 inches—which means comfort to the rider, who sits forward of the rear wheel—and its low center of gravity means that the Henderson holds the road at high speeds and on the turns.

This latter advantage is only one of the many resulting from the absence of pedals—for the Henderson has a free engine and starts with a crank.

Because of this, the motor can be placed lower in the frame; and the bulk of the weight brought closer to the ground.

The motor itself has four cylinders, and in flexibility and control corresponds to the four cylinder motor in an automobile.



The 4-cylinder, 7 H. P., fre

HEND
MOTO

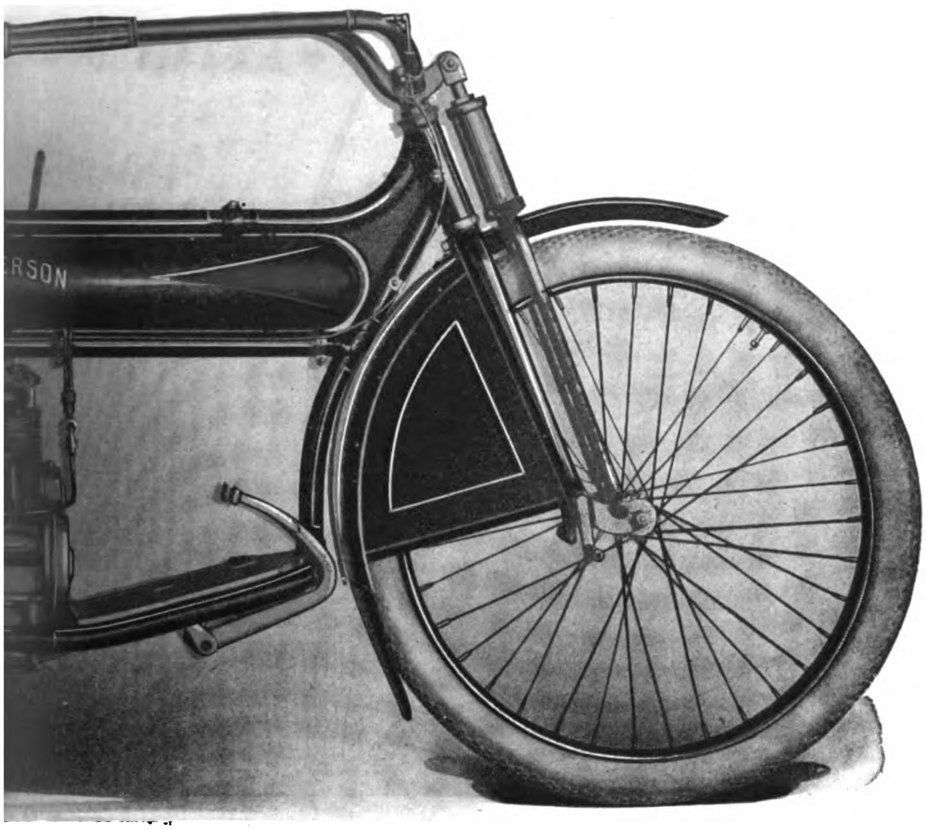
Five to 60 miles an hour—and there's no danger of the motor stalling at the five-mile speed, because it is pulling at even so slow a gait.

The ignition source is a Bosch magneto, of the regulation automobile type; with a spark range of 60 degrees instead of the 20-degree range usually found on a motorcycle.

HENDERSON MOTORCYCLE C

—silence—flexibility a

ill ever give



And the chain drive transmits and utilizes every ounce of power the motor generates.

More than that, the Henderson is quiet—as nearly noiseless as a high grade four cylinder automobile.

Starting with a crank and having no pedals, the Henderson provides a really comfortable footboard for the rider's feet, with the brake pedals conveniently located.

An extra passenger rides forward in an easy position.

So these are the reasons we say the Henderson represents the highest development it is possible to reach in the essentials named in the headline.

You can confirm our opinion by visiting your local Henderson dealer and trying out the machine for yourself.

If you don't know the Henderson dealer, send us the coupon.

ngine Henderson — $325

RSON
YCLE

The steady pulling power of the Henderson four-cylinder notor eliminates entirely the vibration that characterizes the nachine with one or two cylinders.

The pull is continuous instead of spasmodic, because the levelopment of power is continuous.

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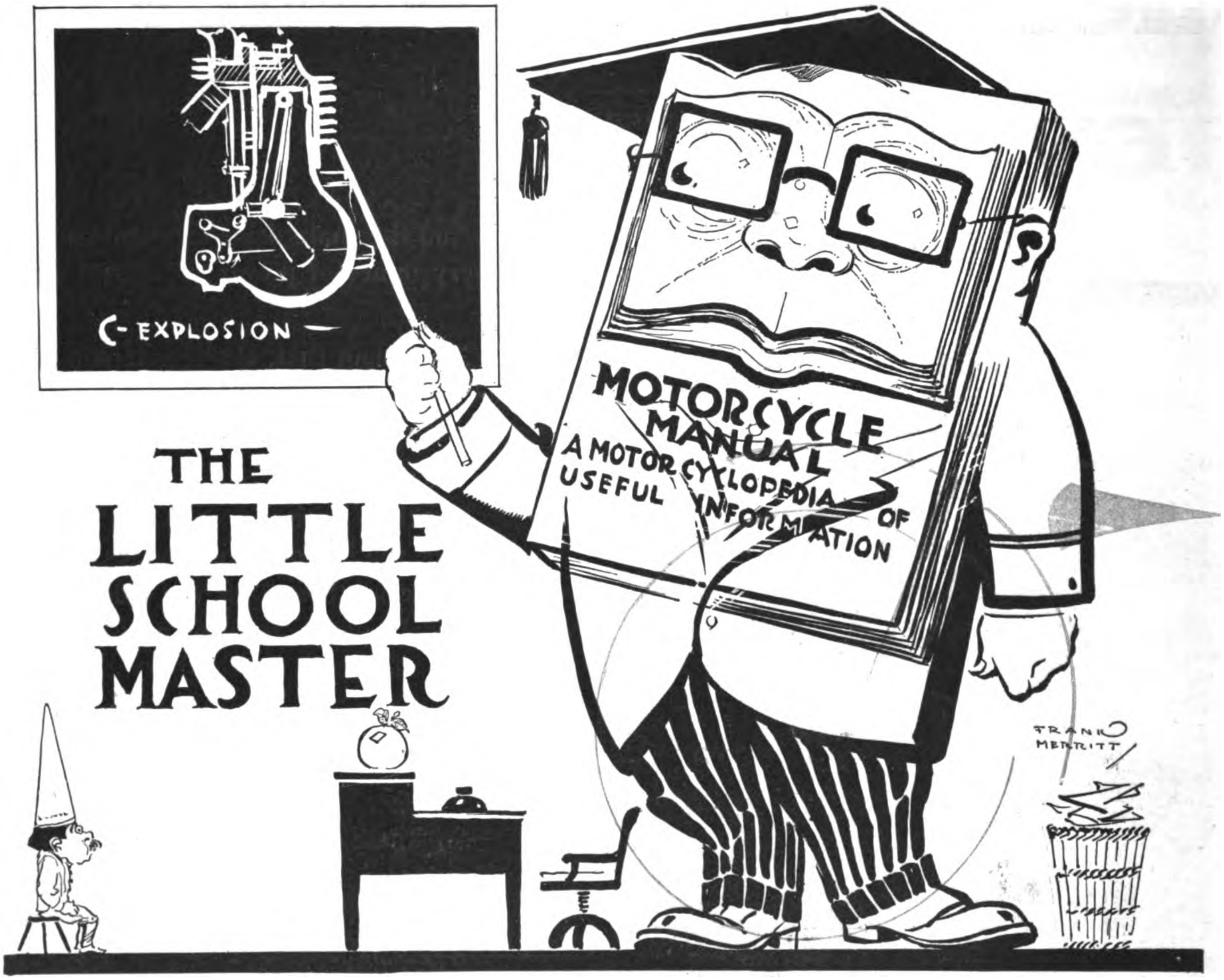
Henderson Motorcycle Co.,
264 Jefferson Ave., Detroit, Mich.

Send me Henderson literature and name of dealer.

Name ....

Address ....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THE LITTLE SCHOOL MASTER
MOTORCYCLE MANUAL
A MOTORCYCLOPEDIA OF USEFUL INFORMATION
FRANK MERRITT

The Motorcycle Manual

Is the *last word* on the subject of a publication giving comprehensively and in a handy form *all* the information required by a motorcycle rider or dealer. 104 pages, printed on coated paper.

Motorcycle engine and frame parts illustrated and fully described—their functions fully explained, with a remedy for every possible trouble.

YOU NEED THIS BOOK

For it also tells you how to tour; gives the motorcycle laws of every state; official racing records, hill climbing, horsepower and other formulae, and a complete directory of the motorcycle trade. Pages are magazine size, 7x9 inches.

Paper covers, 25 cents, postpaid. Cloth bound, 50 cents, postpaid. Special prices on lots of 10 or more.

For $1.25, we will send you a copy of the Motorcycle Manual and also enter your subscription to Motorcycle Illustrated for one year.

MOTORCYCLE ILLUSTRATED, 51 Chambers Street, New York

YALE 4 HP YALE 5 HP YALE 7 HP

To the Live Dealer, anxious to do business at a profit, who has existed so far this season on promises; who realizes he must now move quick in order to cash his share of this year's sales, the facts below are respectfully indited.

FIRST: All orders for YALE Motorcycles are shipped same day received at this office, made possible by increased factory facilities and early preparations.

SECOND: We are the only manufacturers equipping our complete line of motorcycles with 29 x 2¾" studded tread tires—10% oversize—eliminating all tire trouble.

THIRD: All YALE Motorcycles are equipped with the celebrated Y-A Shock Absorber, the ONLY original "jolt-killer"; mechanically perfect—absolutely necessary for real comfort—lasts forever.

FOURTH: The reliability of the YALE is proved by the World's Record for endurance made at Chicago, July 9, 10, 11, 1909, which record remains unbroken, and by winning all of the great endurance contests of the past eight years.

FIFTH: The record for low up-keep cost of operation, established the same year, 29c. per machine, has never been equalled.

Write today and learn the whole story of YALE Supremacy. Live agents wanted in open territory.

THE CONSOLIDATED MANUFACTURING CO.
1730 FERNWOOD AVE. - - - - - TOLEDO, OHIO
F. C. CORNISH, *Eastern Representative*, 219 CLINTON AVE., NEWARK, N. J.

We also make Yale and Snell Bicycles, Hussey Handle Bars, and Drop Hammer Forgings of every Description

ALE 4 HP YALE 5 HP YALE 7 HP

NEW DEPARTURE

Motorcycle Specialties

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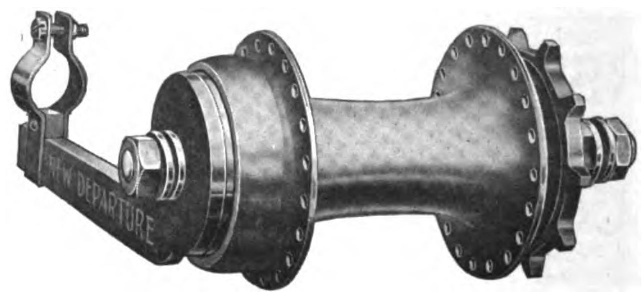
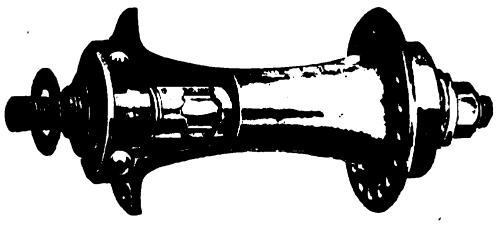
The internal expanding band type, employing exactly the same principle as the emergency brake in the automobile. It operates against the forward movement of the wheel, hence, cannot lock, wind or bind. Riders prefer it because of its superior efficiency, reliability and strength. It is built for service beyond extreme requirements of riding. The 1912 model is absolutely the last word in a coasting and braking device for motorcycles of modern type.



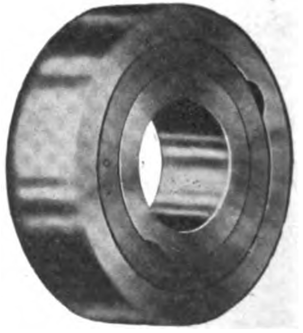
"KNOCK-OUT" AXLE HUBS FOR FRONT WHEELS

The ideal front hub, constructed entirely of specially treated steel and gives maximum strength and wear. The axle is in a sheath and can be removed instantly without disturbing the adjustment or removing any other part of the hub. It runs on eighteen ¼-inch steel balls and is highly finished throughout. Motorcycle dealers and repairers should stock this hub. It has behind it the New Departure guarantee.



SUPERIOR BALL BEARINGS

New Departure ball bearings are an American product of guaranteed merit and offer advantages over the foreign-made bearings in price and other considerations. This bearing is made in standard sizes and can be used to replace any single row bearing of standard bore, diameter and width. Automobile garages and motorcycle repair depots should stock this bearing and save money.



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100% Perfect in the Greatest Endurance Run Ever Held

THE FLYING MERKEL

puts it over 13 leading makes.

At Los Angeles, the greatest Endurance Run in the history of motorcycling was pulled off May 30th to June 1st. 563 miles of all kinds of roads had to be covered. Mountains were crossed 19 times, 3 deserts had to be plowed through, and 17 streams forded.

It certainly was some test, and only "The Flying Merkel" could stand up and finish 100% perfect.

"The Merkel" team—W. C. Vaughan and Frank Bryson finished with perfect scores—the three next best teams, 50%, and the others—forget it.

MAM

The Miami Cycle & Mfg. Co.
MIDDLETOWN, OHIO
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California Distributors	**The Appeal Mfg. & Jobbing Co., Los Angeles.**
Oregon & Western Washington	**West Coast Supply Co., Portland, Ore.**
Eastern Washington, Idaho & Montana	**Spokane Cycle & Supply Co., Spokane, Wash.**
Colorado & Wyoming	**C. W. Brown, Denver, Colo.**

(41)

SAFETY

RELIABILITY

The BROOKS B250—a low-built seat specially designed for Motorcycles of the non-pedalling type. The leather top is beautifully moulded to shape and of extremely comfortable proportions.

It's the same
with saddles as
with all things else
—the BEST will
never fail to prove itself to be "the best" by
service.
Merit will always tell its tale,
and the merit of the

BROOKS

THE ORIGINAL AND ONLY GENUINE COMPOUND-SPRING SADDLE

—has spread its fame throughout both hemispheres.

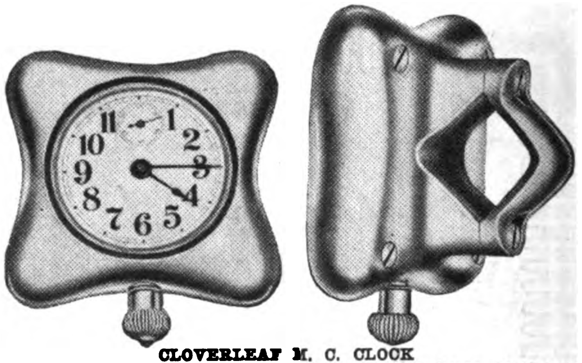
You can prove that merit by a simple test —comparison—the test that will invariably reveal the difference between the BROOKS ("the best") and—the others.

J. B. BROOKS & CO., Ltd., 75 Criterion Wks.
BIRMINGHAM, ENG.

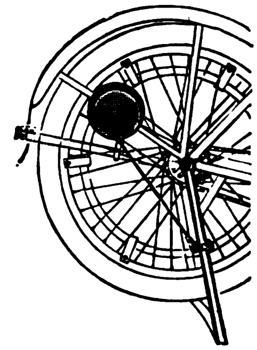
Distributing Agents for U. S. A.
The D. P. Harris Hardware Co.
48 Warren Street
New York

The BROOKS B170—seat part consists of carefully moulded steel base, comfortably cushioned and covered over all with substantial leather, and—you sit IN it rather than ON it.

Motorcycle Supplies

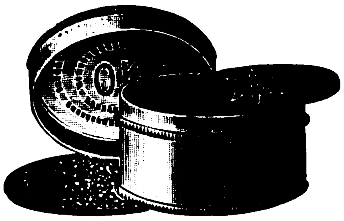


CLOVERLEAF M. C. CLOCK
movement is standard and guaranteed. Case is solid brass casting, nickel plated. List, Each $3.50.

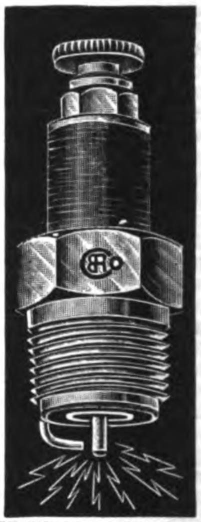


MOTORCYCLE STAND LIFT
avoids necessity of dismounting after machine is started on stand. Simply give machine forward push and lift raises stand to proper position in guard clip.
List, Each $4.50.

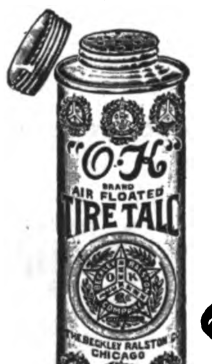
SPARK PLUG UMBRELLA
should be used on all exposed engines where water is likely to come in contact with plug and cause short circuit.
List, Each .20.



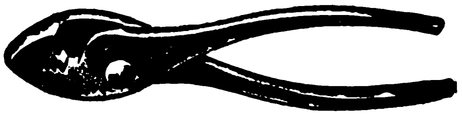
"C" PATCH ASSORTMENT
contains 10 Ready-to-Use Patches, which require no cement. Patches are 1⅝ inch—just right for punctures. Contained in air tight brass box moisture and rust proof.
List, Each .60.



EAST INDIAN MICA PLUG,
made of best East India mica. Lateral winding instead of mica washers. Best motorcycle plug made.
List, Each .70.



O. K. JUNIOR TIRE TALC.
Handsome lithographed sifter top metal can, with friction bottom, which can be opened when empty for refilling. Measures 1½ by 5 inches. Best quality talc. Highest grade package for purpose ever put out.
List, Each .10.



5 INCH MOTORCYCLE PLIER.
High Grade. Finely nickel plated.
List, Per Pair, .50.

WHOLESALE ONLY.
Order through your dealer. Positively no correspondence or orders handled in any other way. Dealers, ask for 500 page catalog of motor and cycle material. Most complete line ever shown.

THE BECKLEY-RALSTON CO.
MICHIGAN AVE. AND RANDOLPH ST., CHICAGO.

Triumph

MOTOCYCLE

DEALERS

"NOJOLT" CONTRACT

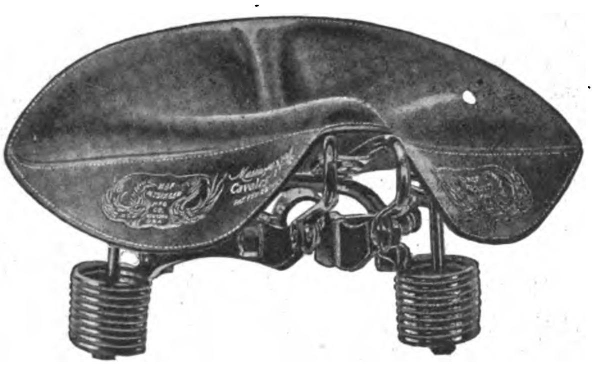
Dates from *NOW* until October 31, 1913

You will become part of our organization when you sign. All those troubles you have and those you think you will have we wipe out.

When the mail man hands you that RED and BLACK package this week don't fail to look it over with care. We will surprise you with our Triumph Motocycle and our dealers' contract. No Knocks or Jolts in our Policy or Product.

TRIUMPH MANUFACTURING CO.

51-55 East Woodbridge St. DETROIT, MICHIGAN



Mesinger Cavalry No. 4, with open front, for lowest saddle position.

Mesinger

Saddles

are both a compliment and an assurance. They are a compliment to the buyer's foresight and ability to recognize QUALITY in SADDLES; they are also a compliment to the machine. They are an assurance of PERMANENT COMFORT, and absolute freedom from saddle troubles.

MOTTO:

"Ask the rider and watch him riding."

H. & F. MESINGER MFG. CO.
1801-1807 First Avenue
NEW YORK

Standard No. 4, showing open front for low position.

Supplies On Approval

TRY any of the 773 articles listed in our catalog, ***at our risk.*** You risk nothing. Our positive guarantee goes with every article we sell. Your money is only on deposit with us until you are satisfied. If you, for any reason at all, would rather have the money than the goods we will send you, just say so and return them ***at our expense.***

Isn't it a wise precaution to place your orders with us—to place them where you are sure? Since 1904 more and more have bought all their

MECO SUPPLIES

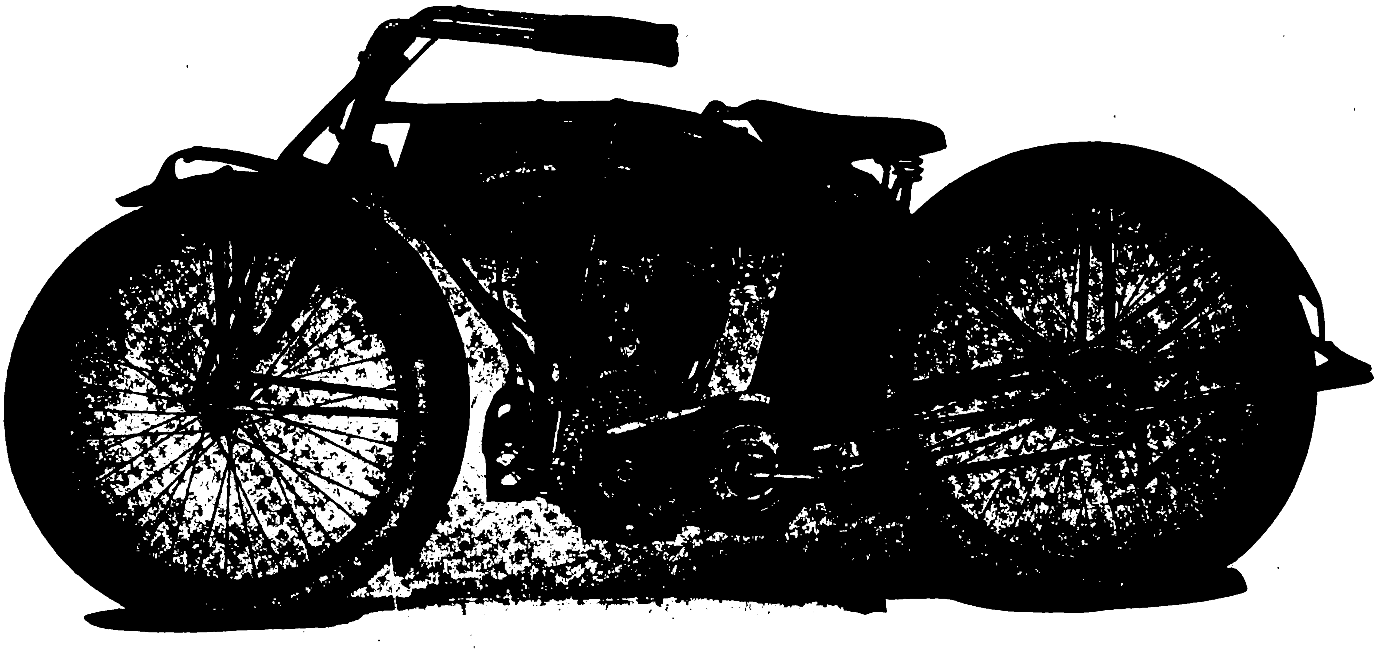
of us. Today we sell far more than any other house—even more than several well known concerns put together. There is a reason for this. A trial order will convince ***you.***

Our big catalog listing everything desirable for man or machine is the wise Motorcyclist's guide to happiness. If you haven't a copy write us for one free, today.

ORGANIZED 1904 INCORPORATED 1910

MOTORCYCLE EQUIPMENT CO.

LARGEST MOTORCYCLE SUPPLY HOUSE IN AMERICA
HAMMONDSPORT, NEW YORK.



Excelsior Auto-Cycles Have Proved Their Reliability, Speed and Economy

The consistent victories of the Excelsior Auto-Cycles are proof of the Reliability, Speed and Economy of the *stock* Excelsior. Every Excelsior victory is won by a regular *stock* machine or a racer of exactly the same design as our *stock* machines.

Don Johns, at Hawthorne, ran away with the two-mile National F.A.M. Championship, Illinois five-mile Championship and three more fast firsts. Excelsior Auto-Cycles took twelve firsts at Hawthorne.

B. M. Blankenheim, at the same meet, won the great six-hour endurance race on a *stock* Excelsior Four, and A. H. Davis took third. The winning Excelsior covered 233 miles.

D. W. Willis, won the Economy Run at Washington, D. C., making 16 miles on one pint of gasoline on a *stock* Excelsior Twin.

The Excelsior wins in every kind of contest.

EXCELSIOR MOTOR MFG. & SUPPLY COMPANY

2201-2259 Union Street, Chicago

Continental-Erie

TRADE
Non-Slip-Lag
MARK

No More Torn Belts

TRADE
NON-SLIP-LAG
MARK

Doubles the life of the belt and adds 25% to the life of the machine

Greatest advancement in covering for belt pulleys ever made

The new lining for pulleys. NON-SLIP-LAG prevents tearing of belts, increases their life and affords additional power.

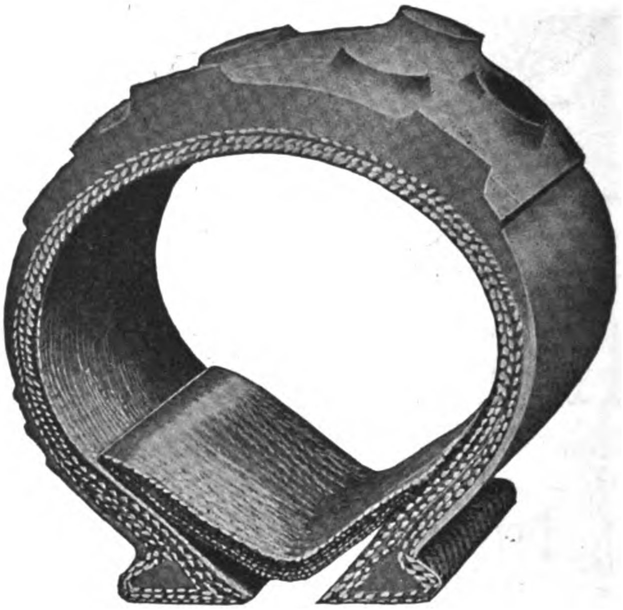
It is a well-known fact that the life of the belt is shortened at least one-half by either the burning of the belt, caused by slipping, or else by the deep ridges worn in it by screws in the pulley lagging.

On the NON-SLIP-LAG there are no complaints of this kind, as no screws or metal parts are required to hold Lagging on pulley and to come in contact with the belt. NON-SLIP-LAG can be applied to pulleys without removing the belt or pulleys in less than five minutes' time.

Non-Slip-Lag is being used exclusively by the Eclipse Machine Co., for use on the Eclipse Free Engine Pulley.

Manufactured only by

Motor Cycle Tires



White Studded Tread

Are Built for Service

Made of Sea Island Fabric, highest grade of Friction, and a tough and resilient tread.

Made only by experienced tire makers.

Continental-Erie Motorcycle Tires and sundries are carried in stock by the leading jobbers in all principal cities from Coast to Coast.

Ask Your Jobber—HE KNOWS

DEPARTMENT "T"

Continental Rubber Works, Erie, Pa.

New York Branch: 35 Murray St. Chicago Branch: 131 N. Canal St.
Cleveland Branch: 1551 Columbus Road, N. W.

POPE MOTORCYCLE

Thousands Will Spend Their Vacations and Holidays on Motorcycles This Summer

A Pope Motorcycle is the ideal vehicle for vacation or holiday trips. It takes you wherever there is a road or a path to follow. You regulate its speed to suit yourself—stopping whenever you like. You are your own master, free to go as you please.

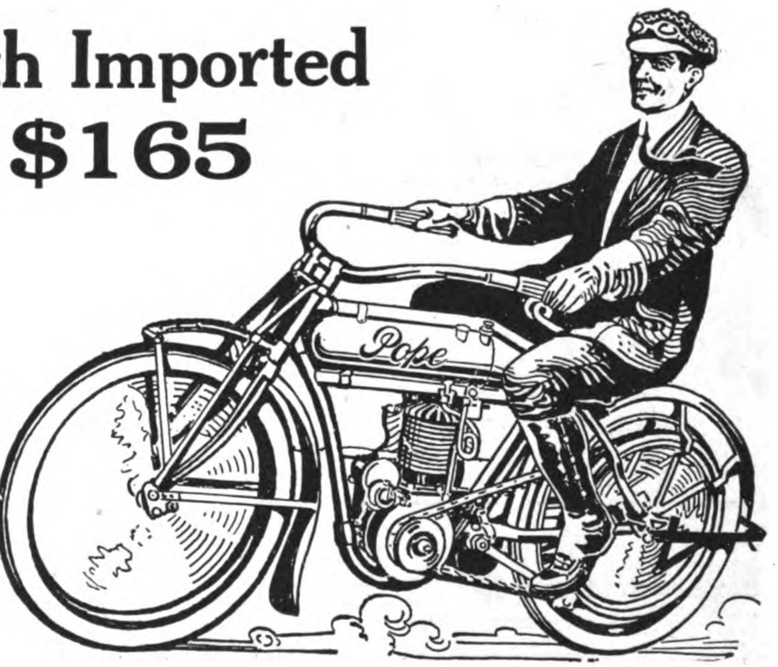
With a Pope Motorcycle you can take week-end trips to the mountains, the seashore, the woods, or lakes.

Somewhere out in the country, there's a stream or a pond that you'd like to fish. Have you considered how easily a motorcycle would get you there and back? The fisherman with a motorcycle or the motorcyclist with a taste for fishing, finds many opportunities to fish at odd moments.

If you would make the most of your holidays and vacation, spend them on a motorcycle. Get away from railroads and the beaten path of travel. See the country from a new view-point. Breathe the bracing air, enjoy the passing scenery; experience the thrill of motorcycling.

For touring and all-round use the Pope Motorcycle has no superior. It is comfortable to ride, easy to handle and economical to run.

Model H, with Imported Magneto, $165



Special Message to Dealers

Quick profits and large sales are the rule everywhere with Pope Dealers. Send today for our Special Proposition to Dealers in Unassigned Territory.

The Pope Manufacturing Company, Hartford, Conn.

PACIFIC COAST DISTRIBUTORS

F. P. KEENAN CO., Portland, Ore. **Northwest**	**KIMBALL-UPSON CO., Sacramento** **Northern California and Nevada**	**C. L. SMITH, Los Angeles** **Southern California**

Be Sure It Is

PREST-O-LITE

"The Light Universal"

Ask Any Experienced Motorcyclist

He will tell you the advantages of Prest-O-Lite on your machine.

One accident on the road at night, due to poor light, costs many times the price of Prest-O-Lite.

If you are going to ride after dark, don't trust to the poor, unsatisfactory, unreliable light of a generator.

Don't get any "imitation" lighting system that is not backed by complete service.

Don't experiment. Don't take chances. Profit by the experience of thousands and get Prest-O-Lite—

When you buy your machine

Insist Upon Prest-O-Lite!

It is the ONLY gas tank that is backed by universal service.

If you are a "stay-at-home," the chances are you don't need *any* light on your machine.

But if you are going out on the open road—if you are really to realize the joys of your motorcycle—you must have service.

You will find Prest-O-Lite Exchange Stations in practically every city, town and village in the country. 15,000 agencies that guarantee you service no matter where you go.

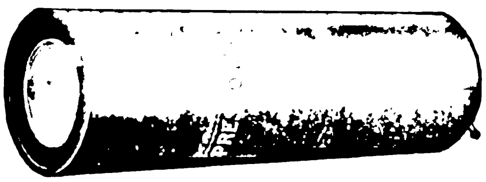
And one point more—the best time to get Prest-O-Lite is when you buy your machine.

Ask the dealer how much it will cost you to have Prest-O-Lite put on.

If you want any further information about Prest-O-Lite we will gladly send you our Motorcyclist's Booklet, showing how the small tank is easily attached to any machine. Ask for it today.

Price of Tank $10

EQUIPPED WITH GAUGE.



Dimensions: Length, 13¼ inches; diameter, 4 inches; weight, 8¾ pounds.

Our Handy Rule and Gasoline Gauge sent on request. Measures gasoline in tank; flexible for measuring tires, etc.

The Prest-O-Lite Company

246 EAST SOUTH STREET INDIANAPOLIS, INDIANA

BRANCHES AT: Atlanta, Baltimore, Boston, Buffalo, Chicago (2), Cincinnati, Cleveland, Dallas, Detroit, Denver, Indianapolis, Jacksonville, Kansas City, Los Angeles, Milwaukee, Minneapolis, New York, Omaha, Philadelphia, Pittsburg, Providence, St. Louis, St. Paul, San Francisco, Seattle.

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FOREIGN AGENCIES: Honolulu, H. I.; Manila, P. I.; San Juan, P. R.; Toronto, Ont.; Vancouver, B. C.; City of Mexico; London, Eng.; Berlin, Germany; Australia.

EXCHANGE AGENCIES EVERYWHERE

TIRE PROTECTION WITH A GUARANTEE

No longer is it necessary for motorcyclists to worry about PUNCTURES, BLOW-OUTS, GLASS CUTS, SKIDDING and unnecessary tire expense, which heretofore has MARRED the pleasure of all motoring—"BRICTSON" DETACHABLE TREADS will eliminate all this.

10,000 Mile Guarantee

SEND FOR COPY OF SAME

Yes, we will give you a 10,000 mile written guarantee with every "BRICTSON" MOTORCYCLE TREAD on a daily mileage basis of twenty-five miles per day. Can you get this kind of a guarantee on your rubber tires? Figure this guarantee out and you will see that it covers a period of 400 days.

Design and Construction

Made of select, specially prepared chrome tanned leather, soft and pliable, which gives with the "BRICTSON" the full benefit of the pneumatic tire. Studded on the surface with small neat-looking steel studs, designed to give perfect traction as well as a perfect "non-skid." There are layers of the best tire fabric between the layers of leather, which add strength and keep the tread from stretching. In addition to all these important features, the "BRICTSON" is lined perfectly smooth on the inside so there are no rivets or studs in contact with the rubber casing, making it impossible for the tread to injure the casing in any way.

The "BRICTSON" is the only scientifically constructed tread in that it CANNOT slip or slide on the rubber casing in ANY direction, owing to the patented, scientific method of fastening. It is held in position on the rubber casing by equal tension from all points of the circle, and for this reason may be adjusted to PERFECTLY fit the casing over which it is applied, which CANNOT be accomplished with any other method of fastening, and also envelops the entire casing, excluding sand, stones, mud, or even water from coming in contact with the rubber casing.

The "BRICTSON" is the ONLY TREAD THAT HAS PERFECT TENSION ADJUSTMENT FROM ALL POINTS OF THE CIRCLE, which other tread manufacturers have tried to imitate with metal contrivances that only detract from the appearance of the tread, add weight, and destroy the pneumatic feature, but still do not accomplish the desired result.

The "Brictson" Exclusive Patented Way of Fastening

The "BRICTSON" has no HOOPS, HOOKS, BUCKLES, SPRINGS, or any other unnecessary metal contrivances to add weight, break or eat into the rubber casing; neither is it cemented, laced, vulcanized, riveted or fastened to the rubber casing in any way—NATURAL INFLATION OF THE TIRE DOES THE TRICK—Simply clamped between the head of casing and rim—strictly Quick Detachable.

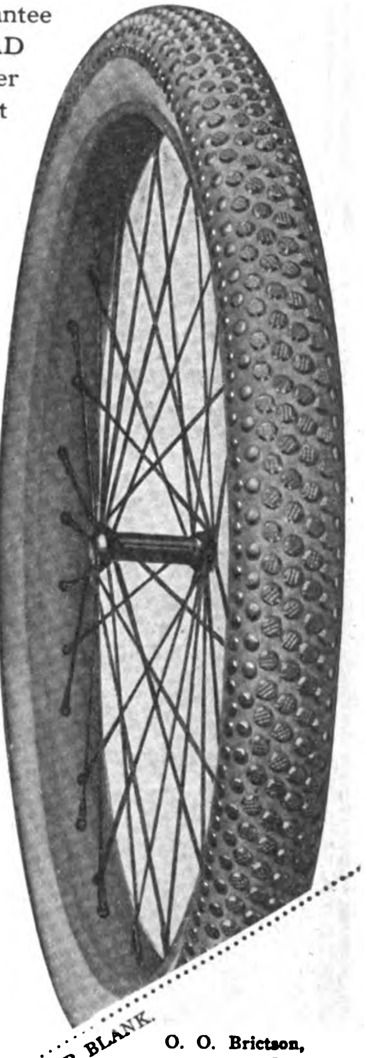
PRICES: One-half the price of a rubber casing and guaranteed three times as long. Compare the following prices:

26 x 2¼	$5.50	28 x 2¼	$6.50	28 x 2¾	$7.50
26 x 2½	6.00	28 x 2½	7.00	29 x 3	8.00

Other sizes on application.

Ask Your Dealer for "Brictson" Detachable Treads

Ask the best dealer in your town to show you the famous "BRICTSON" Guaranteed Detachable Tread. If for any reason he cannot supply you, fill out the attached ORDER BLANK, pin your check to same, mail it, and I will ship you the treads on TEN DAYS' FREE TRIAL, and if you don't find them perfectly satisfactory within 10 days from receipt of treads, return them and I will cheerfully refund your money. Remember, I take all the risk.



DEALER'S COUPON

O. A. Brictson,
President,
The Brictson Mfg. Co.,
2552 Brictson Bldg.,
Brookings, So. Dak.
Without obligation on my part, send me your Dealer's Prices Catalogue and full particulars.

Name....................................
City........................ State..............
County..

O. A. BRICTSON, President
The Brictson Mfg. Co.
2562 Brictson Building
Brookings, South Dakota

MOTORIST'S COUPON ORDER BLANK

O. O. Brictson,
President,
The Brictson Mfg. Co.,
2562 Brictson Bldg.,
Brookings, So. Dak.

Enclosed please find..................
in the sum of $....................for which
ship by ex. or fgt......(quantity)...........Brictson
Motorcycle Treads, size........with the understanding if they are not perfectly satisfactory I may return them within 10 days from receipt of shipment and you will refund my money.

Signed..

"Tire Luck" Usually Follows Tire Quality

Very often, when a man accomplishes something in his own particular sphere which raises him above the average of his fellow men we hear the remark, "he's lucky."

Possibly he has been lucky, as the saying goes.

Chances are, however, if you took the trouble to analyze the man and the situation you'd discover that the inbred qualities of the man himself had a heap more to do with his success than mere luck.

It's the same with tires.

We hear a great deal of talk about "tire luck." Doubtless so-called luck does have something to do with tire life. One rider will travel for hundreds of miles without a single puncture, while another wheels a new machine out into the street and picks up a nail before he has gone a quarter of a mile.

This is what we are pleased to call "tire luck."

But (and here is the important dollars and cents side of the question) if you analyze tire service the season through you will find that the tires which yield the greatest mileage service and which cost you the least in the end are the ones which have the most durability and the greatest aggregate of strong points built into them.

In other words, tire luck and tire quality usually go hand in hand. In the long run you get out of a tire exactly what the manufacturer puts into it.

The tremendous facilities of the United States Tire Company are devoted exclusively to the manufacture of one superior grade of tires. Our co-operative method of manufacture is unique in the history of tire building.

In our motorcycle tires, for instance, are incorporated the strongest individual points of two brands of tires, each of which formerly was recognized as a standard of quality the world over—G & J and Morgan & Wright.

No other tires in the world are made under conditions so favorable to the greatest possible tire durability as United States Tires.

Take the tire question seriously. There's a great deal more to tire service than luck.

United States Tire Company

New York

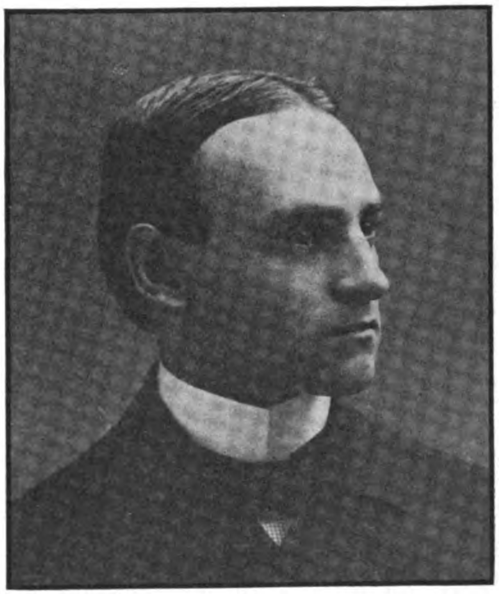
Dealers Everywhere

MOTORCYCLE
ILLUSTRATED
THURSDAY, JUNE 13, 1912

COLUMBUS BOYS HAVE THE RIGHT IDEA

Making Preparations for F. A. M. Meet on Nothing Less Than a Lavish Scale—The Story of How the Club Members Insured the Construction of a Board Track.

MOVED by an unusually dependable brand of civic pride and enthusiasm which for weeks past has been on the verge of bubbling over and splashing out into neighboring States, the F. A. M. convention workers of Columbus are now turning into the homestretch of preparation for what promises to be the most elaborate program ever arranged to cover an assembly of the national body. They are setting a record-breaking pace—and enjoying it. The half-mile board track which had no unimportant bearing upon the decision of the Federation directors is now well under way, and every person in the city who ever gave a second thought—or a first one—to motorcycle affairs appears to be taking a personal interest in it. And not without reason. Motorcycle speed bowls cost money, and when a club makes up its mind overnight to build one and then jingles the required shekels in its jeans almost before the ink is dry on the specifications there is a reasonable excuse for enthusiasm.



P. A. VOGEL.
Member of Committee of Arrangements and President of Columbus Motordrome Company.

That's about the way the Columbus club took up the board track proposition. The members are too busy just now to go into details anent the launching of the project, but if they had more time they might tell an interesting story. When it was decided that the half-mile saucer should be erected the proposed outlay was roughly placed at $15,000. This announcement was made at a special meeting of the club, and before the motorcyclists and their friends could be headed off and calmed they had subscribed $18,000. This turn of affairs led the committee to elaborate its plans considerably, and it was decided that the club would not accept anything less than the best half-mile bowl that money could buy. This decision became noised about, and before the committeemen could run up a danger signal again a number of enthusiasts rushed into headquarters and dumped several additional thousands into the fund. In short, the club had more money than it needed, and the most significant point is that every member was represented by a liberal donation. Outsiders came to the front generously, but the officials are justifiably proud of the fact that it was their own squad that started the merry jingle and kept it jingling.

Then Jack Prince, who builds a new speed bowl every time he sees a stop-watch, was called in. Prince is used to high-pressure work and in a few days he had turned over completed plans and specifications to a Columbus contractor. The latter took a hitch in his belt and buckled down to work on a well-located site which had been obtained by the club-committee, and that's about all there is to the story. The track will be finished in time for a number of preliminary meets prior to the arrival of the speedsters who are anxiously awaiting a chance to tune up for the championships, and it goes without saying that it will be a center of interest throughout the convention week.

Chairman Thornley, of the competition committee, has taken up the matter of the racing program with the Columbus club and requested that a schedule of the events be forwarded for his consideration. Of more than passing interest is the statement that the card will probably include two events for belt-drive machines. It has been suggested that the belted twins be matched in a race not to exceed ten miles and that the belt singles be sent out over the five-mile route. Such an arrangement, it is argued, will offset the objection heard in the past that too much time is consumed in races for belt machines, and there is every reason for believing that the five and ten-mile distances will meet with approval. Several manufacturers are now busy with plans for awarding special trophies, and, even more than in the past, the rider who keeps to the fore throughout the meet will be assured of big returns.

Reverting for a moment to finances—which refuse to be kept in the background, even when there is no necessity for worrying about them—the Columbus club has decided to confine its appeal to manufacturers to the meet program. They will be invited to take space in this medium at reasonable rates, but there will be no other application for funds. This allows the manufacturers to render material assistance on something more than a sentimental basis, for a well-printed program distributed in the convention city cannot fail of advertising value. If there is a psychological moment in motorcycle affairs for riders and prospects it is bound to find its way into the clock during the national assembly, argue the Columbus boosters, and it is with this conviction that they are placing the program proposition before the manufacturers. A representative of the club is now making a flying trip through the East for the purpose of getting in touch with the men who turn out machines and their fitments, and at latest reports the advertising space was going rapidly.

While the committee of Columbus club members is directing the general plans for the entertainment of F. A. M. officials and riders in July it is significant that trade organizations, city officers and leading merchants are assisting in every way possible. Not only have they contributed generously to the entertain-

W. H. Snyder Driving First Stake for Motordrome. Jack Prince to the Right.

ment fund, which now totals about $4,000, but they have extended that moral backing so essential to the success of a convention enterprise, and which is commonly withheld from motorcyclists by the non-rider. In other words, no lines are being drawn in Columbus; the man who does not ride a motorcycle has a friend who is in the ranks and this general feeling of comradeship is what promises to make the next national assembly of the F. A. M. one of the most friendly and enjoyable sessions the body has known. The Columbusites state that they are preparing to entertain 15,000 riders, and that if this number should be increased by 5,000 they will still be able to meet all requirements. Even the most optimistic Federation worker must admit that these are very liberal estimates, but the committee is determined to take no chances and as a result all the arrangements, race meet accommodations, parking space for machines, hotel facilities and general entertainment plans are being developed with a 15,000 attendance in mind.

Obviously, the success of the assembly from an attendance viewpoint depends upon the manner in which the four national tours are supported, and the Columbus officials are working in conjunction with the M. M. A. committee to enliven interest in the plans. Only a few days ago pathfinders were sent out over hundreds of miles of roads in the vicinity of Columbus, with a view to determining the general condition of the highways and except in rare instances they are in good repair. Unless a protracted spell of bad weather breaks into the program the last day's jaunt into Columbus will be a joy-ride pure and simple. After leaving the boat at Cleveland the riders in the northeastern division will be called upon to ride only about ninety miles before they reach the "deadline" on which the tourists of all four brigades will halt on Tuesday night of the convention week. The other tour divisions, with no boat trips to make, will do much more actual riding, but each one will reach a town approximately fifty miles from the convention city for the Tuesday night stop-over. Early on Wednesday morning the four divisions will start at the same hour and therefore arrive in Columbus together. Delegations of Columbus riders will be waiting at the four stop-over points to escort the tourists into the city and it may be taken for granted that their arrival will not be lacking in spectacular effect.

W. H. Snyder.

Fourth Tourmaster Chosen.

All four of the tourmasters for the national tours have now been chosen, Jesse A. Campbell, the new F. A. M. vice-president in the Lake District, having been appointed to head the tour from Chicago to Columbus. Tourmaster Campbell is well qualified to handle the Chicago division, and he will have the advice and help of P. B. Whitney, who was the 1911 tourmaster, as well as of J. A. Turner, of Chicago.

With Campbell at the head of the Chicago division, R. S. Morton leading the Albany, N. Y. tour, J. A. Robison in charge of the tour from Baltimore and E. G. Baker at the head of the division starting from Louisville, Ky., the F. A. M. tours will be in good hands and should be the most successful ever held. Baker has already announced his itinerary from Louisville to Columbus, and tourmaster Robison is the next to come to the front with the details of his tour. The other tourmasters are expected to have their itineraries completed within a few days.

The Baltimore, or southeastern tour, will start from the Madison avenue entrance to Druid Hill Park, Baltimore, Sunday morning, July 14. The first day's run will be to Cumberland, Md., a distance of 138 miles. The second day will take the riders 132 miles to Wheeling, W. Va. The third day's run is 72 miles, the night being spent at Zanesville. This leaves a run of 55 miles into Columbus for Wednesday morning, July 18, being in keeping with the plan for each division to spend Tuesday night, July 16, in some town forty or fifty miles out of Columbus. The total distance of the Baltimore tour is 399 miles and the detailed itinerary is as follows: Sunday, July 14: Leave Madison avenue entrance Druid Hill Park, Baltimore, at 6 a. m.; Ellicott City, Ridgeville, Frederick, Braddock, Middletown, Boonsboro, Hagerstown, Clear Spring, Indian Spring, Hancock, Cumberland; 138 miles. Monday, July 15: Cumberland, Eckhart Mines, Frostburg, Grantsville, Addison, Uniontown, Brownsville, Beallsville, Washington, Wheeling; 132 miles. Tuesday, July 16: Wheeling, Bridgeport, Cambridge, Zanesville, O., 72 miles; Wednesday, July 17: Zanesville, Reynoldsville, Columbus, 55 miles.

A strong effort will be made to have a big delegation from Philadelphia join the Baltimore division and the same effort will be made in Pittsburgh. The Pittsburgh riders may find it most convenient to join at Wheeling, W. Va., on Monday night. The effort for recruits will not be confined, however, to the larger towns. All are welcome.

FIFTEEN CLEAN SCORES

Los Angeles Grind Over Mountains and Through Desert Put Riders to a Record Test.

AFTER undergoing road tests more severe than any to which motorcyclists in this country had previously been subjected fifteen riders in the three-day endurance run of the Los Angeles M. C., starting on May 30, finished with perfect scores. There were 41 starters. The route was over 563 miles of mountain and desert roads, and was laid out as follows: First day, Los Angeles to San Fernando, 26 miles; Acton, 39; Del Sur, 26; Lebec, 50; Bakersfield, 44. Second day, Bakersfield to Wasco, 29 miles; Junction, 37; Paso Robles, 50; San Luis Obispo, 31; Santa Maria, 33. Third day, Santa Maria to Los Olivos, 35 miles; Santa Barbara, 54; Ventura, 35; Calabasas, 44, and return to Los Angeles, 30 miles.

The perfect scorers were as follows: R. D. Bissett, Excelsior 4, 1,000; A. J. Menegay, Indian 7, 1,000; W. C. Vaughan, Merkel 7, 1,000; O. Bosshard, Indian 7, 1,000; Paul J. C. Derkum, Indian 7, 1,000; Kenneth Verrill, Yale 5, 1,000; C. Biggs, Excelsior 6, 1,000; Howard Shafer, Thor 5, 1,000; Frank Bryson, Merkel 6; 1,000; F. L. Johnson, Excelsior 6, 1,000; Jimmie Leonett, Indian 7, 1,000; T. Johannsen, Indian 7, 1,000; L. T. Clark, Indian 7, 1,000; Erwin Knappe, Indian 7, 1,000; G. L. Ledbetter, Indian 7, 1,000.

Erwin Knappe, one of the perfect scorers, accomplished a remarkable feat in carrying a tandem passenger throughout the run. Spills and other mishaps were plentiful, some of the contestants sustaining painful injuries.

AN UNFORTUNATE DEBUT.

H. F. Potter.

H. F. POTTER, a member of the motorcycle squad of the Salt Lake City police department and one of the most popular riders in the vicinity, entered his first race meet on the Wandamere motordrome on the night of June 6 and sustained fatal injuries. Although a skilled mechanic and a fearless rider Potter had little or no board track experience and he was unable to control his machine at high speeds. In the seventh race he shot upward on the saucer and struck a pole with such terrific force that nearly every bone in his body was broken. The accident has deeply affected the track promoters and motorcyclists of the city, and it is likely that more stringent rules will be enforced in future with reference to racing recruits.

BIG TORONTO MEET

Ten Thousand Race Followers See Baribeau and Cole in Thrilling Speed Duels.

TORONTO, CAN.—The motorcycle race meet held on the half-mile track at the Exhibition grounds on Saturday, June 8, under the auspices of the Toronto M. C., was by far the best event of its kind ever held in Canada. The crowd exceeded expectations, over ten thousand spectators witnessing the races.

Joe Baribeau, of Springfield, Mass., formerly of Winnipeg, proved the particularly bright star of the afternoon, on an Indian, although Harold Cole, the local Excelsior speedster, and the present Canadian champion, shared considerable of the honor by capturing the feature event, the thrilling twenty-five-mile race. Both Baribeau and Cole are credited with new Canadian half-mile dirt track records as a result of Saturday's performances. The former bulleted around the course for ten miles in 12.10⅕ seconds, which was ten seconds ahead of the previous mark, while Cole eclipsed his own 25-mile record, made last fall, by exactly two seconds.

Summaries: Three miles, private owners, 22½ class—Won by W. Phillips, Indian; second, Roy Thomson, Motosacoche; Wilfred Morrison, Indian. Time, 4:26⅗.

Five miles, private owners, stock 30½ class—Won by R. D. Scott, Indian; second, F. W. Miles, Indian; third, Joe Golden, Indian. Time, 7:03⅕.

Ten miles, single cylinders, open—Won by Joe Baribeau, Indian; second, Harold Cole, Excelsior. Time, 12:33.

Five miles, private owners, belt drive, 30½ class—Won by N. Newport, Triumph; second, Percy Barnes, Triumph; third, A. F. Astley, Triumph. Time, 7:13.

Ten miles, open—Won by J. Baribeau, Indian; second, Harold Cole, Excelsior; third, A. A. Beattie, Flying Merkel. Time, 12:10⅕.

Three miles, side-cars, 30½ class—Won by Percy Barnes, Triumph; second, A. F. Astley, Triumph; third, Max Amoss, Rudge-Whitworth. Time, 5:03.

Five miles, single cylinders, open—Won by Joe Baribeau, Indian; J. T. Booth, Indian; third, A. A. Russell, R. S. Time, 6:58.

Five miles, private owners T. T. stripped stock. 30:50 class—Won by N. Newport, Triumph; second, R. D. Scott, Indian; third, E. Henderson, Flying Merkel. Time, 6:58.

Twenty-five miles, open—Won by Harold Cole, Excelsior; second, J. T. Booth, Indian. Time, 30:54⅗.

LATE CLEVELAND BULLETINS.

CLEVELAND, June 8.—With Earl Armstrong from Chicago, on an Excelsior, as the drawing card, the races at Luna Park tonight were witnessed by a record-breaking crowd. The feature event of the night was the 5-mile Judge McGannon Sweepstakes, which was hotly contested. Carslake again proved a star, winning every event entered and making a new record of 3:43 for five miles in the feature event. Armstrong, after some argument, was not permitted to ride in any of the professional events on Saturday, but rode a one-mile exhibition against time and broke the track record of 43 seconds, his time being 42⅖ for the four laps. Henikman cleaned the amateurs, breaking Huntsbery's record by two-fifths of a second, his time being 4:40.

Sunday evening, June 9.—Before another crowd of raving speed fans, who packed the arena and grandstand to capacity, Armstrong and "Shorty" Matthews carried off the laurels of the evening. Matthews eclipsed Armstrong's record of the previous night by two-fifths of a second. The feature event of the night was the half-hour race, which included nine starters. Carslake proved his endurance by riding 38 1-16 miles. In this event Huttinger broke an exhaust valve in the ninth mile. Gibson suffered the same fate in the eighteenth lap. Seliga made one stop for oil, in his thirty-fourth mile, putting him in third position and giving Hunter second place. Matthews smashed the amateur track record by knocking 34 seconds from the former time. Carslake, mounted on Matthew's Thor, failed in his attempt to lower the latter's record.

IN A SOLEMN ROLE.

THE value of a motorcycle in saving time was recently illustrated in a case which occurred in New York State. The curate of a catholic church had purchased an Indian motorcycle, and had just become proficient in operating it when he was called upon to attend a dying parishioner in a neighboring town. He at once mounted his Indian and arrived just in time to administer the last rites of the church to the dying woman.

SAMUELSON AND SEYMOUR

Dividing Honors In Pro Races on the Riverview Motordrome In Chicago.

CHICAGO, Wednesday, June 5.—Nine-mile professional, Class A: Hasha, first; Balke, second; Wolters, third; time, 2:01⅘. Second heat: Seymour, first; Hasha, second; Wolters, third. Time, 2:02⅘. Third heat: Seymour, Hasha, Balke; time, 2:04⅗.
Third heat: Seymour, Hasha, Balke; time, 2:04⅗.

Nine-mile pro, Class B. First heat: Kinnie T. Samuelson, Edwards; time, 2:13⅗. Second heat: W. Samuelson, Armstrong, Edwards; time, 2:12⅗. Third heat: W. Samuelson, Armstrong, Edwards; time, 2:09.

Four-mile amateur: Pete Wink, Jim Trafsky, Mitchell; time, 4:09⅗. Match race between Kinnie and Armstrong, two miles; Kinnie won both heats. First time, 1:31⅕; second time, 1:30⅗.

Chas. A. Comiskey sweepstakes, six miles: Seymour, first; W. Samuelson, Kinnie, Wolters, time, 4:15⅗.

Saturday night, June 8—Nine-mile pro, Class A; first heat, Seymour, Graves, Wolters; time, 1:59⅘; second heat, Seymour, Wolters, Graves; time, 2:01⅘; third heat, Seymour, Wolters, Graves; time, 2:03.

Nine-mile pro, Class B: W. Samuelson, Albright, T. Samuelson; time, 2:12⅘; second heat, Edwards, Mitchell, T. Samuelson; time, 2:23; third heat, W. Samuelson, Edwards, Albright; time, 2:08⅗.

Four-mile amateur: Pete Wink, Jim Trafsky, Shaw; time, 4:07⅕. Exhibition by Seymour; one mile, :39⅘. Barney Oldfield sweepstakes, six miles; Seymour and Wolters spilled. Won by W. Samuelson; Albright, second; time, 4:25.

Sunday night, June 9—Nine-mile pro, Class A, first heat: Seymour, Balke, W. Samuelson; time, 2:08⅘; second heat, Seymour, Balke, Samuelson; time, 2:09⅘; third heat, finish same; time, 2:07.

Nine-mile pro, Class B; first heat, W. Samuelson, Edwards, Kinnie; time, 2:14⅖; second heat, Samuelson, Edwards, Kinnie; time, 2:12; third heat, Samuelson, T. Samuelson, Humiston; time, 2:16⅖.

Four-mile amateur: Jim Trafsky, H. P. Mitchell, Pete Wink; time, 4:18. Chicago Motor Club sweepstakes, six miles; Seymour, Balke, W. Samuelson, Humiston; time, 4:19⅘.

FRANK HART has so far recovered from the effects of his Guttenberg accident that he is chugging about the metropolitan district with a new Indian 7 and side-car.

MILWAUKEE SPEEDFEST

Johns Shows Well on Excelsior Despite Hard Luck—Klark, Purdy and Hoyer Among Winners.

MILWAUKEE, June 9.—With a twenty-mile open race for machines of 61.00 cubic inches as a feature attraction, 3,000 speed lovers witnessed some classy racing at the motorcycle meet held at State Fair Park on Saturday. The twenty-mile race promised sensational developments, Klark on an Indian, and Don Johns, on an Excelsior, running neck and neck for five laps, with the advantage slightly in favor of Johns. On the sixth lap Johns' drive chain broke and he was compelled to stop for repairs. He started again, and had all but overhauled his competitor on the thirteenth lap when the same trouble again forced a halt and he dropped out. Again in the ten-mile open race, for machines of 61.00 cubic inches, with half a lap to his credit over Klark, Johns pulled out of the running when the rear wheel of his Excelsior got tangled up with the chain, resulting in the loss of a few spokes. Klark, on his Indian, made the best individual showing of any of the contestants. He placed in every event he entered, and marked two firsts.

Only one accident marred the meet. That was in the ten-mile stock race. Carl Zingel, a local boy, attempted to negotiate too short a turn when riding off the track, and ran into the fence. He was thrown to the ground and sustained a few bruises. The machine caught fire when the gasoline tank exploded and spectators were treated to a bonfire.

No records were broken. Despite the almost perfect condition of the track the riders made many poor starts. The best mark was made in the 5-mile open event for machines of 61.00 cubic inches. Johns, on his Excelsior, finished first in 4:35⅕, crossing the line nearly a lap ahead of Klark, who rode second. George Smith, on a Minneapolis De Luxe, gave a five-mile exhibition, negotiating the distance in 6:57. Klark and Caffarello, both riding Indians, gave a three-mile exhibition, Klark winning by three feet in 2:57.

Five-mile novice, 30.50 cubic inches: Purdy (P. E. M.), first; Hoyer (Thor), second; Mauger (Thor), third. Time, 6:05⅕.

Five-mile open, 30.50 cubic inches: Hoyer (Thor), first; Barr (P. E. M.), second; Klark (Indian), third. Time, 5:53.

Ten-mile stock, 30.50 cubic inches: Purdy (P. E. M.), first; Carpenter (Harley-Davidson), second; Ackerman (Thor), third. Time, 11:35⅕.

Five-mile open, 61 cubic inches: Johns (Excelsior), first; Klark (Indian), second; Burch (Harley-Davidson), third. Time, 4:35⅕.

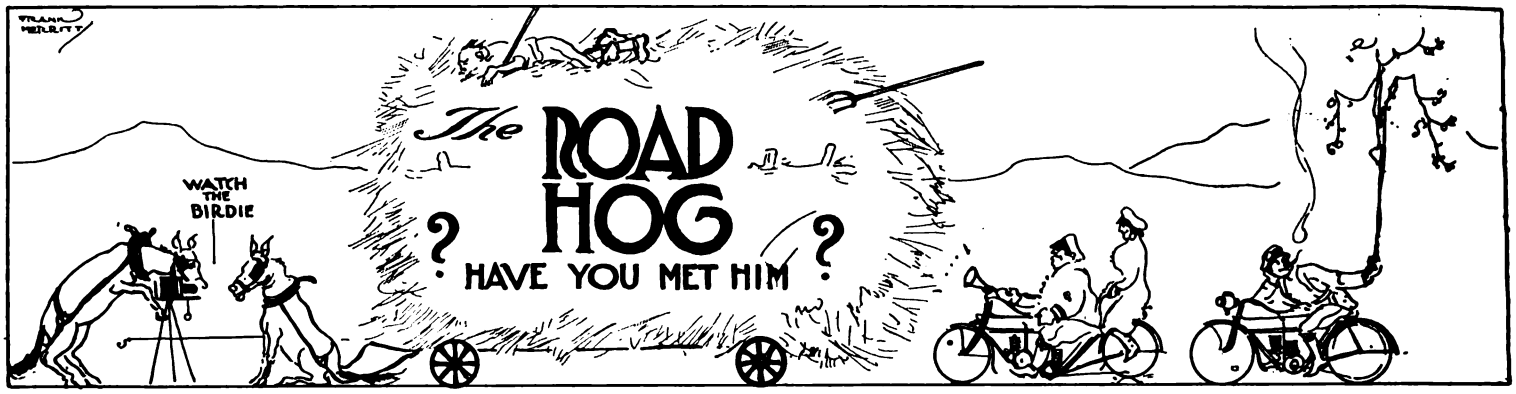
Ten-mile stock, 61 cubic inches: Cafferello (Indian), first; Hamilton (Indian), second; Burch (Harley-Davidson), third.

Ten-mile open, 30.50 cubic inches: Klark (Indian), first; Barr (Indian), second; Blankentine (Indian), third. Time, 9:49⅕.

Ten-mile open, 61 cubic inches: Klark (Indian), first. Time, 9:16⅘. Johns, the other entrant, did not finish.

Five-mile stock, 30.50 cubic inches: Hamilton (Indian), first; Purdy (P. E. M.), second; Ackerman (Thor), third. Time, 5:04.

Twenty-mile open, 61 cubic inches: Klark (Indian), first; Burch (Harley-Davidson), second. Time, 19:34.



The ROAD HOG ? HAVE YOU MET HIM ?

by The OLD SCOUT

I WONDER if there is anyone who uses the highways with greater or less frequency who has not met this particular variety of hog. Our fair land can boast of a good many different kinds of squealers, but the road hog is by far the worst of the lot. His bristles stick out farther, his grunt is more pronounced, and on the whole, he is what one might call utterly porcine.

You have all heard, doubtless, of the man who goes out and kills a fearfully large number of wild creatures; then to return and tell proudly of his exploit. He has been rightly tagged as the fish or game hog. Then you must be familiar both by hearsay and personal experience with the end-seat hog, who flourishes during the summer on the open trolley cars of all our cities. He is a pretty bad customer, too; but the road hog—words fail me!

Some years ago the magazine *Life* printed a series of pictures called "Snap Shots in Hades." The artist depicted quite humorously the penalty which he imagined was in store for certain people in the life to come; for instance, the man who lets his chickens ruin a neighbor's garden; or the man who pushes his lawn mower at five o'clock in the morning when you wish to sleep, or the man who proves himself a nuisance and a bore in any one of a dozen ways. Unfortunately the humorist did not include the road hog. The omission was probably due to the fact that he found it impossible to invent a suitable punishment. To do so would surely require a brain of more than common sharpness and ability.

The Road Hog.

Motorcycles Not Included.

There is one thing, however, for which we as motorcyclists should be profoundly thankful. And that is this: There are no motorcycle riders included under the odious term. When I say that there is no such thing as a motorcycle road hog, I trust I am not departing from the truth. At any rate, I have never seen or heard of one. Motorcyclists as a class are not always too considerate of the rights of the non-riding public, and that is a great pity, but they certainly are not guilty of some of those hoggish acts which can be truthfully ascribed both to automobilists and the drivers of horse-drawn vehicles.

My first experience with a confirmed road hog came several seasons ago, on a day when I chanced to be driving a four-wheeler instead of the motorcycle I usually straddled. Let me pause in passing to remark that the aforementioned four-wheeler was not mine; it belonged to a relative more blessed with worldly goods than the humble scribe. The road we were following was quite narrow, but nevertheless wide enough to permit two vehicles to pass one another. Ahead of us presently appeared a man driving a buggy. We honked and honked, but he steadfastly kept his position in the middle of the highway. He heard the warning plainly enough, as was shown by his turning around to regard us with an evil grin, which might have been interpreted as saying, "Well, what in Hades are you going to do about it?" There was no way to get by until he chose to give us room, and so we perforce puttered along on low gear behind that miserable old hay-seed and his spavined skate. We finally escaped only by coming to a wide place in the road where that son of perdition was no longer able to get in his malicious work.

A Despised Breed.

It certainly does make a person hot under the collar, no matter what kind of vehicle he is driving, to meet one of this despised breed. There is something so entirely uncalled for, and so utterly inexcusable, about the act of hogging the highway, that the man imposed upon can hardly be blamed if he occasionally bursts forth in violent language. That may not cure the hog—it probably won't, for the breed is usually incurable—but it at least makes the victim feel better; it serves as a safety valve for his overworked feelings.

We of the motorcycle clan find more road hogs among the automobile drivers than in any other class of vehicles. There is hardly a rider who has not had one or more experiences of the sort. Many auto drivers appear to be especially vindictive toward motorcyclists, probably because they can never beat us on the road. They are altogether too willing to crowd the smaller vehicle off into the ditch if opportunity is provided, well knowing that their heavy machines would not suffer from a collision.

One Memorable Experience.

My worst experience with an automobile road hog happened during the present season, and I haven't yet finished being angry over the affair. It happened when I was indulging in a little Sunday afternoon spin with a fellow rider. Our route led us through a moderate-sized town, following a trolley track. It so chanced that said town had lately been seized with the road improvement fever, which in this case took the form of several inches of crushed trap generously spread out on the highway, where it would doubtless remain until public spirit had tamped it down. The only part of the road uncovered by the crushed stone was that lying between the trolley rails and a foot or two on each side of them.

Just beyond the place where the incident occurred is one of the worst S curves I have ever met in my wanderings, and it is doubly dangerous when one considers that the road is traveled by a constant procession of automobiles, not to mention the trolley line, while a view of the road ahead is entirely obstructed by buildings. The driver of any vehicle surely takes his life in his hand when he rounds that curve, and under these circumstances it is especially important that he keep scrupulously to his own side of the road.

To return to Partner and myself, we were plugging along at a very moderate pace, riding on the trolley right of way, since that was entirely free from the sharp stones. Incidentally it was where we belonged, for the track lay on the extreme right of the road; beyond it was nothing but a deep gutter, set off by a bank. Partner was riding ahead, and just before we came to that S curve already mentioned, I saw an automobile coming on its

REVENGE ON THE ROAD HOG
657 WAYS TO MAKE A ROAD HOG MISERABLE BY DON

Badly-Needed Books.

left of the road, for, of course, the driver had no more desire to navigate the crushed trap than we had. That was perhaps to be permitted under such conditions, but as soon as he saw us it was certainly up to him to swing over to his own side, crushed rock and all, for we were as far to the right as it was possible to go.

A Critical Situation.

But the auto driver seemed in no hurry to turn out, and when the machine was twenty feet from him, Partner concluded to do the turning himself, and swung over to the left through the stone pile, thus giving the auto people a perfect right to kill him, for he was then on the wrong side of the road. They held straight on, however, and then it was my turn.

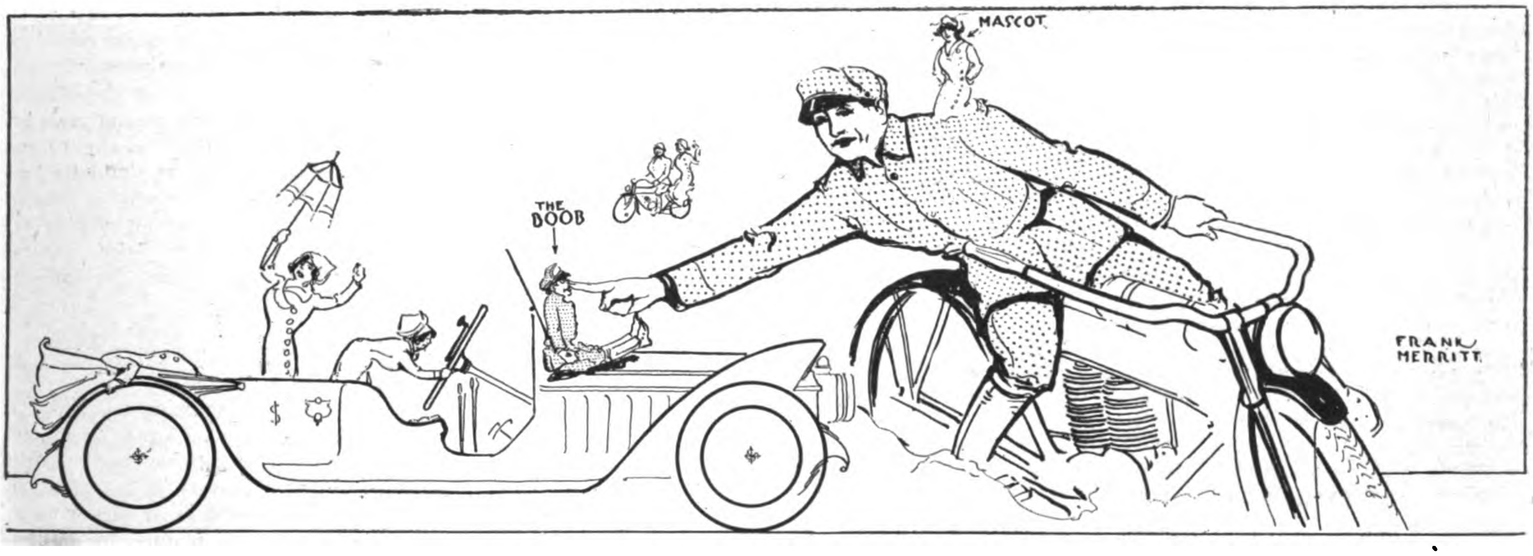
"Well, old fellow," was my thought, "I'm blessed if I'll turn out for you. I'm where I belong, and I'll stay here!"

But as a matter of fact, I quickly changed my mind and took to the gutter at my right, for had I not ditched my motorcycle, that chump behind the wheel would actually have run me down. The car was a big one, containing three ladies, one gentleman (so far as I know) and the hog, who was driving. As it went by me while I was dismounted in the ditch, I flatter myself that I told that party briefly, succinctly and expressively just what I thought of that style of driving. My language was not at all polite or elegant, nor did I desire it to be. I was mad, mad clear through, and I made no effort to select Chesterfieldian words. Even now I boil over whenever I think of the occurrence.

Since it happened I have often regretted that I did not turn around, overhaul the offending auto and have it out with the driver. I got the car's number, at least, and so can easily find out who is the owner, though it is barely possible that the owner himself may not have been responsible.

There is a lesson in an incident of this kind that it would be well for all motorcyclists to heed. Even though we are not likely to be road hogs, the public certainly has cause to complain at certain of us for other reasons. If a pedestrian is barely shaved by a flying motorcycle, it may make him feel just as much out of patience as one of us feels when crowded off the road by a hoggish automobile. Perhaps we should make it a point to be without error ourselves before proceeding to condemn the drivers of other vehicles on the highways. It is a poor policy to be so taken up with the failings of others that we are blinded to our own.

FRED HENRY has been appointed as the first motorcycle officer for the Trenton (N. J.) police department.



DREAMLAND'S SPEED CUP

Thrilling Whirls are Made on Seventeen-Lap Exhibition Track at Coney Island.

BROOKLYN, N. Y.—One of the latest attractions at Coney Island is the Dreamland Motordrome recently erected upon the site of Dreamland Park. The track is a scientifically constructed circular wooden bowl, 17 laps to the mile, and banked at an angle of sixty degrees. The enclosure can accommodate about 1,000 persons, and provision has been made for parking a number of machines. A. Swartz, manager of the track, has engaged a number of well-known professional motorcycle riders, among whom are W. J. Muller, one of the youngest riders in the country; "Doc" Campbell, who has recently returned from a racing tour abroad, and Rodman Law, known to the public as the man who jumped from the Statue of Liberty with a parachute.

These men give daily speed exhibitions on motorcycles, racing against time, in pursuit races and against high-powered automobiles. On Decoration Day the management had arranged a card of four events, the first of which was a race against time by Muller, on a stripped 5 h. twin Indian. Muller got away in fine shape and was clocked at 56 seconds for the mile. The second event was a pursuit race between "Doc" Campbell, on a 5 h. twin Indian, and Rodman Law on a 7 h. twin Yale. Law was allowed half a lap handicap, and "Doc" took up the pursuit. The riders whirled around the saucer at a terrible speed, with "Doc" gradually gaining on Law. On the second mile "Doc" caught up with Law and was declared the winner.

The third event was a two-mile exhibition race against time by "Fearless" Geo. Cook, driving a high-powered automobile. Due to the smallness of the track Cook was unable to make the speed that the motorcyclists did, and his time for the two miles was considerably slower. The final event was a match race between Muller on a 5 h. twin Indian, and "Fearless" Geo. Cook, driving a Buick 45 h. automobile. Muller got away first and immediately set out to gain a lap on Cook. On the twentieth lap he caught up with the automobile and, while endeavoring to pass it on the outside, was crowded from the rim of the bowl. His machine crashed into the railings, carrying part of them away, while he and his machine were catapulted to the bottom of the bowl. His left shoulder was dislocated.

The management has installed a number of powerful electric lights, and speed exhibitions will be given at night also. That motorcycle racing is popular around New York is indicated by the large crowds in attendance.

THE Park Board of Baltimore, Md., is now using a Henderson motorcycle for park patrol service, and the police department of Logansport, Ind., has purchased a Henderson.

ROAD IMPROVEMENTS

Three-Quarters of a Million Dollars Will Be Spent on Principal Long Island Highways.

BROOKLYN, N. Y.—Long Island riders who have been complaining of the poor condition of some of the principal highways will be pleased to hear that contracts aggregating over three-quarters of a million dollars have been awarded for the immediate improvement of these roads. A new kind of macadam is to be used, which is superior to the old, and which will wear much longer. One of the longest stretches of road to be improved is the Merrick road from Bayshore to Brookhaven, about thirteen miles in length.

Other roads to be improved are: Locust avenue, from Rockaway road to Farmers avenue; Hillside avenue, from Myrtle avenue to Hoffman boulevard; Rocky Hill road, from Queens avenue to Hillside avenue; Rockaway road, from city line to the Long Island Railroad, and from Lefferts avenue to Locust avenue; Springfield road, from Hillside avenue to Rockaway road; Cooper street, from Kings County line to Myrtle avenue, and from the Long Island Railroad to Woodhaven avenue.

Other contracts are to be awarded later. When the improvements are made to all the roads for which contracts have been awarded, Long Island riders will have some of the finest highways in New York State.

INTERESTING SUGGESTION

Made by Walter Davidson Relative to Penalizing Old Machines In Endurance Runs.

"IT seems to us that the F. A. M. should make some provision to prevent repetitions of the unfair decisions of judges or technical committees in the Rockford Endurance Run and the Chicago Reliability Contest.

"In the Rockford run the three judges (two of them, by the way, riders of other makes of machines) made it a point to penalize the Harley-Davidsons—that were otherwise perfect—one point each for loose stand nuts.

"As our machines are made with these stand nuts free fitted when they leave the factory, it seems pretty much of a presumption on the part of these so-called 'judges' to penalize a machine for having the stand nuts loose when they were made that way purposely. They are held on with a cotter pin and if it were not for the fact that washers would rattle we would use washers instead of nuts.

"In the Chicago Reliability Contest the riders were not advised that a technical examination would follow the contest. A machine certainly should not be examined afterward unless it has been examined before it started in the run, because with one rider with a new machine and another rider with a machine a year or so old, it is perfectly obvious that the older machine, unless it has been overhauled, will tend to have more things loose than a new machine.

"Puls, who was otherwise perfect in the Chicago run, was penalized for having two or three loose pedal rubber nuts. In the first place, these pedals are not manufactured by the maker of the machine, and in the second place as they were old pedals it is very likely that the nuts were loose before the rider ever started on the run. If he had been notified that there was to be a technical examination afterward he would certainly have put on new pedals.

"Hank, one of the other Harley-Davidson riders, was penalized for one loose spoke and a loose carbureter screw. Neither one of these parts is manufactured by the makers of the machine, and this also was a machine that had been run for some time.

"Both of these men had perfect road scores and had they known there was to be a technical examination they would certainly have had their machines looked over beforehand.

"This contest brings up a matter which has come to our attention several times in the past. This is in reference particularly to private owners who are riding machines sometimes three or four years old. There should be some provision made so that these riders are not penalized by the technical committee for wear or loss of certain parts which were either worn or missing when they started the contest. Private owners should be privileged, we believe, to enter an endurance contest without spending a lot of money to put their machines into the same condition as a brand new one, ridden possibly by a factory expert. After the contest the technical committee, we believe, should subtract from what penalties have been meted out to the private owners or those riding old machines the points which they noted before the contest, so that they are not penalized except for wear or parts lost in the one contest.

"We have placed the matter of the Chicago Reliability Run and the Rockford Endurance Contest before the F. A. M. Competition Committee and have also made suggestions to them with regard to riders of old machines, as herein outlined. Believing that the best way to prevent repetitions of the disagreeable circumstances surrounding the Rockford and Chicago contests is to give the true facts of the matter, we trust that this letter will be published."

COX A DARK HORSE

Denver Rider Springs Surprises By Leading Stars in Tuileries Saucer Races.

DENVER, COL., June 3.—Barring the unfortunate accidents to King, Fredericks and Patterson, the Sunday races at the Tuileries track were the best of the season. Jim Cox, regarded as an outsider, sprang into prominence by winning the initial open event and then by defeating both Boyd and Bowen in a match race. In the first event he was the winner all the way, no other rider having a look-in. In the match race between Boyd, Bowen and Cox, it was anybody's race until the last lap, when Cox whipped out from the rear and led both Boyd and Bowen. The 10-mile race was bitterly contested throughout, Cox, Boyd and Bowen having an even chance for victory and each at times having the advantage. In the eighth mile Cox left the other two and was not overtaken until the last lap of the tenth mile, when Boyd came up from the rear and defeated Cox by a narrow margin. Summaries:

Two miles, amateurs, single stock, 30.50 class—Hurlbut (Indian); Shepherd (Merkel); time, 2:25⅘.

Five miles, open, professional, 61 class—Cox (Merkel); Boyd (Indian); Bowen (Merkel); time, 3:41.

Seven-mile three-cornered match, professional, 61 class—Cox (Merkel); Boyd (Indian); Bowen (Merkel); time, 5:11.

Three-mile consolation, professional, 61 class—Patterson (Merkel); Swartz (Indian); Fredericks (Indian); time, 2:12⅖.

Ten miles, open, professional, 61 class—Boyd (Indian); Cox (Merkel); Bowen (Merkel); time, 7:28⅖.

SUCCESSFUL ROAD RACE.

A. W. STRATTON and G. Luby, of Colorado Springs, carried off the honors in the twin and single classes over a 90-mile course in the big road race held on May 30 from Colorado Springs to Pueblo and return. H. Smith and Earl Moore were badly bruised in spills, but neither suffered broken bones. All things considered the time was remarkably fast. Stratton, mounting a Harley-Davidson, covered the distance in 1:54; W. Glaskin, Indian, was in second place in the twin division, his time being 1:56 and D. Gibble, Harley-Davidson, was in third place. Gibble's time was 2:01. Luby's time in the single-cylinder class was 2:03; he rode a Harley-Davidson machine. E. Knight, mounting a Thor, completed the trip in 2:22 and W. W. Whiting, Harley-Davidson, finished in 2:42.

M. M. HEYETT, of Salina, Kan., who travels for an iron manufacturing company, covers his territory on a motorcycle.

BIG MEET IN PITTSBURGH

Speedsters Jostle Father Time in Six Events Which Draw 35,000 Racing Enthusiasts.

PITTSBURGH, PA.—From the contestants' standpoint the race meet held under the auspices of the Pittsburgh Motorcycle Club and the Pittsburgh *Press*, on Saturday, June 1, was the greatest that has ever been held in this part of the country. H. McK. Payne, astride an Indian, captured two firsts, two thirds and finished second once; Russel H. Geisey, who took two thirds, won one race and one second, rode a Thor; Charles F. Seitz, Indian, finished first once, second twice and third once. Harry D. Immel, Harley-Davidson, captured one event and finished second in another.

Payne's work was sensational. In the 25-mile race he flashed to the front when Seitz, who had been leading for two miles, spilled on the upper turn and from that time on he was never in danger. He also won the 10-mile open race. Seitz finished just two seconds behind Payne. Payne was third in the 10 and 5-mile events and second in the 10-mile race for the Championship of Allegheny County. The riding of Seitz was second only to the exhibition put up by Payne. Seitz captured the 15-mile race in 19:34, getting the jump on his opponents in the first lap. The feature of this race was the fight for second place, between Payne and Geisey, the former riding an Indian and the latter a Thor.

Geisey scampered home with a victory in the 5-mile open race, one of the most stubbornly contested events on the card. In this event Seitz led at the start and it first appeared as though it would be a run-away for him, but Geisey closed in on him on the third mile and trailed him from this time to the fifth mile, where he passed Seitz and kept the lead to the tape.

Two exhibitions were given by local riders noted for their fast riding. A. G. Schmidt, the present possessor of the record of a mile in 1:08, fell behind in his record-breaking reputation. The second exhibition was given by Russel H. Geisey, on a Thor. Geisey's time was better than that made by Schmidt, two miles being covered in 2:34. Summaries:

Ten-mile race for stock machines, private owners—R. K. Merril (Indian); F. R. Baisecker (Indian); Frank Brush (Harley-Davidson); time, 13:57⅘.

Twenty-five-mile race for stock machines, trade riders—H. McK. Payne (Indian); Harry D. Immel (Harley-Davidson); R. H. Geisey (Thor); time, 34:36⅕.

Ten-mile open race for trade riders—H. McK. Payne (Indian); Chas. F. Seitz (Indian); R. H. Geisey (Thor); time, 13:14⅖.

Fifteen-mile race for stock machines, trade riders—Chas. F. Seitz (Indian); R. H. Geisey (Thor); H. McK. Payne (Indian); time, 19:38⅘.

Five-mile open race for trade riders—Russel H. Geisey (Thor); Chas. F. Seitz (Indian); H. McK. Payne (Indian); time, 6:36⅗.

Ten-mile race for stock machines, Allegheny County Championship—Harry D. Immel (Harley-Davidson); H. McK. Payne (Indian); Charles F. Seitz (Indian); time, 13:53.

KENTON TO HAVE MEET.

KENTON, OHIO.—Local motorcycle enthusiasts are arranging for a racing meet to be held at the local race track some time at an early date. D. L. Tullis, the crack Kenton rider will participate in a number of the events.

RACINE, Wis., has 150 more motorcyclists this spring than last.

DENVER RACERS HURT

Frank King and Fredericks Figure in Sensational Spills and Former's Condition Is Serious.

DENVER, COL., June 3.—Two collisions on the Tuileries motordrome yesterday resulted in serious injuries to three local riders. Frank King's body was filled with long slivers, one of these penetrating close to the right lung. That King was not instantly killed is due to the heroism and quick wit of Andy Patterson who shot his motor to the interior of the track to keep from running over the prostrate rider. Again when Fredericks was lying unconscious Patterson was directly behind and again he shot his machine to the center, this time taking a bad fall and receiving cuts and bruises. Fredericks was unconscious for some time and it is feared he has suffered internal injuries. King and Fredericks rode the same machine and in each instance they were injured by riding into Swartz. Luckily for all concerned Swartz managed to stay on the track and thus saved other riders from falling. He was complimented upon his nerve.

ZANESVILLE SPEEDSTERS.

SEVEN races made up the Memorial Day card arranged by the Zanesville (Ohio) M. C., and every finish proved an enthusiasm generator. More than 1,000 people witnessed the events, which were staged at the fairgrounds track. Summaries:

Five miles, open—Tullis, Thor, first; Williams, Indian, second; Davis, third. Time, 6:25⅕.

Three miles, novice—Brehmer, Indian, first; Bascom, Thor, second; Price, third. Time, 4:33⅗.

Six miles, open—Williams, Indian, first; Evans, second; Davis, third. Time, 7:38.

Four miles, stock—Davis, first; Brehmer, second; Bascom, third. Time, 5:21⅗.

Pursuit race, 10 miles limit—Williams, first; Evans, second; Brehmer, third. Time, 13:29⅕.

The 4-mile belt stock event scheduled as the sixth number on the program was canceled and time trials were substituted. Tullis turned off a mile in 1:16, Evans in 1:16⅗ and Williams in 1:16⅘.

Twenty-five miles, open—Evans, first; Tullis, second; Davis, third. Time, 31:27⅗.

FROM R-S BULLETINS.

AMONG the Memorial Day racing bulletins received at the Reading-Standard factory are three which tell of excellent performances by R.-S. machines at Seattle, Wash.; Omaha, Neb., and Lancaster, Pa. At Seattle an R.-S. single, of the Tourist type, took first place in the 10-mile open, and third in the 5-mile event, and was the only strictly stock machine to win. W. E. Dewey, R.-S. agent in Omaha, disabled his ported machine and sent in a stripped stock 1912 twin which landed in second place in the 15 and 25-mile events. First place in the 5-mile race and second in the 10-mile went to a belt-driven R.-S. single at Lancaster.

SANDUSKY'S RACING CARD.

SANDUSKY, Ohio, turned out a crowd of 2,000 fans to the Memorial Day races staged under the auspices of the Sandusky M. C., and the program met all expectations. Summaries:

Three miles for 3 h. machines—Mielke, 2¾ Indian, first; Federkeil, 2¾ Indian, second. Time, 5:33.

Five miles for 4 h. stock machines—Kissig, Indian, first; Federkeil, second. Time, 6:47.

Ten-minute race for 4 h. stock machines—Federkeil, first; Kissig, second; Dillon, Indian, third; distance, 7½ miles.

Pursuit race for 4 h. stock machines—Federkeil, first; Kissig, second; distance, 4 miles. Time, 5:36.

Five-mile handicap for machines under 50 cu. in.—Macbeth, Reading-Standard, one-half mile allowance, first; Federkeil, Indian, one-third mile allowance, second. In this event Kissig fell and disabled his machine so that he was obliged to retire.

PROTEST NOT SUSTAINED.

DENVER, COL.—L. E. Bowen won the three-cornered match race from Boyd and Cox at Tuileries Park on May 30. Boyd was barely nosed out in the 7-mile struggle and at once lodged a complaint with Referee Osborn, charging that the engine on Bowen's machine was oversize. Bowen's machine was at once sealed up and official measurements taken later proved that the engine was within the limit of 61 cubic inches. Bowen won two events. Boyd defeated him in the 10-mile event, and in the other two in which he competed he was pushed to the limit by Cox. Cox seemed to be the hardest contender as in each event he was just nosed out of first place. In the last event Bowen, Cox and Boyd seesawed until the unlucky seventh mile when the magneto terminal on Cox's machine tore loose and forced him out; after that it was the same battle royal between Boyd and Bowen for first, with Boyd having a slight advantage at the tape.

The consolation event was likewise very close between Swartz, King and Patterson, finishing in the order named. Shepherd came in for the amateur honors, with Barclay a close second. Summaries:

Two miles, amateurs, single stock, 30.50 class—Shepherd (Merkel); Barclay (Thor); Beck (Merkel); time, 2:21.

Three miles, open, professional, 61 class—Bowen (Merkel); Cox (Merkel); Boyd (Indian); time, 2:08⅕.

Three-cornered match race, 7-mile professional, 61 class—Bowen (Merkel); Boyd (Indian); Cox (Merkel); time, 5:05⅖.

Three-mile consolation, professional, 61 class—Swartz (Indian); King (Indian); Patterson (Merkel); time, 2:17⅕.

One-mile exhibition, professional, 61 class—M. Fredericks (Indian); time, 44 seconds.

Ten miles, open, professional, 61 class—Boyd (Indian); Bowen (Merkel); Fredericks (Indian); time, 7:26⅗.

FAST TIME AT OMAHA.

WALTER BELL reeled off the fastest twenty-five miles ever made on the Omaha (Neb.) speedway on an Indian motorcycle in the closing event of the speed program given on May 30 by the Omaha Motorcycle Club. Bell negotiated the distance in 25:33 and the performance is considered a remarkable one in view of the high winds prevailing and the fact that the dirt track was not in the best shape for fast time.

Five races were pulled off before a fair crowd, and generous prizes hung up by the Omaha dealers caused the contenders literally to "eat dirt" in their struggle for supremacy. Summaries:

Ten miles, private owners—Ed. Nylen, first; George Anderson, second; Henry Hayman, third. Time, 10:40. Nylen and Anderson rode Indian machines, Hayman an Excelsior.

Five miles, single cylinder, private owners—Carl Adolfson, first; Mark Schwerin, second; Fred Bell, third. Time, 6:08. All Indians.

Fifteen miles, twin cylinder, trade riders—Walter Bell, first; Carl Mulmquist, second; Ed Nylen, third. Time, 15:27. Mulmquist rode a Reading-Standard.

Five miles, single cylinder, trade riders—Carl Adolfson, first; "Chief" Noah, second; O. Ramer, third. Time, 6:07. All Indians.

Twenty-five miles, free-for-all—Walter Bell, first; Carl Mulmquist, second; Hart Bowman, third. Time, 25:33.

WITH THE WINNERS.

GOODYEAR Blue Streak tires were to the fore again in the races held recently at Dongan Hills, Staten Island, by the Metropolitan Motor Racing Association. Johnnie Cox used them in winning the 5-mile pro. event, and Constant mounted a machine fitted with them when he won the mile time trial in 1:13⅕.

WINNIPEG'S SCHEDULE

Half a Dozen Attractive Racing Programs Are Assured Motorcyclists in Progressive Canadian City.

ARRANGEMENTS have been completed for a big race meet to be held at Winnipeg on July 1, at which the speedsters will compete for the championship of western Canada. The program has not been published in detail, but it is announced that races will be staged for open port machines as well as for stripped stock mounts and machines of private owners. These events will be held at the Kirkfield track. Races will also be held at Portage La Prairie in connection with the annual fair which is to be held on July 8, and at the Winnipeg Industrial Exhibition, July 18 to 23. It is likely that a meet or two will be put on at the Kirkfield track in the latter part of September.

Advices from Winnipeg are to the effect that all the dealers there have been held up on deliveries, and that there is a heavy demand for American-built machines. About 150 new machines have been sold since the season opened.

SEATTLE'S STRONG CARD.

FULLY 2,000 fans turned out for the meet held at Seattle, on May 30, under the auspices of the Seattle Motorcycle Club. Eight events were staged and 102 contestants were entered. Summaries:

Five miles, private owners—George Brennan, Excelsior, first; Ross Hadley, Indian, second; R. E. Chesley, Excelsior, third. Time, 6:45.

Ten miles, amateur, stripped stock—D. S. Cline, Reading-Standard, first; F. P. Zwick, Merkel, second; T. R. White, Excelsior, third. Time, 13:10⅕.

Four-mile novelty race, amateur, stripped stock—T. R. White, Excelsior, first; George Brennan, Excelsior, second; A. G. Taft, Excelsior, third. Time, 7:12.

Five miles, amateur, open—W. H. Pielow, Indian, first; George Brennan, Excelsior, second; Harry Meagher, Reading-Standard, third. Time, 6:23⅕.

Three miles, amateur, stock touring—A. G. Seels, Excelsior, first; H. F. Klopher, Reading-Standard, second. Time, 4⅘.

Australian pursuit race, amateur, stripped stock—A. G. Taft, Excelsior, first; George Brennan, Excelsior, second; R. E. Chesley, Merkel, third. Time, 10:13⅕.

Three-mile amateur handicap, open—R. F. Chesley, Merkel, first; A. G. Taft, Excelsior, second; F. P. Zwick, Merkel, third. Time, 3:39⅕.

Twenty-five miles, amateur, open—A. G. Taft, Excelsior, first; Ross Hadley, Indian, second; T. R. White, Excelsior, third. Time, 30:45.

Special event—3-mile race between Roy Batchelder, riding a 4 h. Indian, and A. G. Seels, on a 6 h. Excelsior, was won by Batchelder. Time, 3:54⅗.

Except in the three-mile amateur strictly stock touring, which was for the fifty-inch class, all the other events were for the 30-50 class.

The officials of the race were: Referee, E. L. Moore, representing F. A. M.; judges, Dr. A. W. Hawley, Dr. S. W. Case and Walter Gray; timers, L. D. Crossett, J. C. Fox and W. W. Boggess; starter, Fred Erickson; scorers, F. J. Fredell, Ralph Hawley, L. D. Coart, H. R. Messer; umpires, J. H. MacDiarmid, C. B. Reynolds, Geo. L. Douglass; clerk of the course, C. T. Hamilton; announcer, Albert Hess.

NORTH JERSEY RUN.

ARRANGEMENTS have been made by the North Jersey M. C., of Paterson, to hold its summer reliability run on Sunday, June 16, over a 206-mile course. The route and schedule will be as follows: Check out of Paterson at 6:30 a. m., at Port Jervis 9 a. m., at Kingston 12:30. The riders will dine in Kingston and then leave by ferry to Rhinecliff at 1:30 p. m. They will check at Fishkill at 3:50 p. m. and leave by ferry for Newburg at 4 o'clock. If there is no hitch in the running the squad will check in at Paterson again at 7 p. m. A gold medal will be awarded the most consistent rider, and each contestant finishing with a perfect score will receive a bronze medal. An entry fee of $1.50 will be charged.

TREAT FOR SAVANNAH FANS

Fine Card of Races on Grand Prize Course Is Being Arranged as July 4 Attraction.

SAVANNAH, GA.—Savannahians who enjoy motorcycle racing will be given a treat on July 4, when road races will be held over part of the famous Grand Prize course. At the last meeting of the Savannah club a special committee was appointed to arrange for the races. It is said that the longest event will be for 50 miles and the shortest for 10 miles. The course to be used is ten miles long and has only four turns in it. The records of last year when Hodge, on a single, made 57 miles an hour and Shrivalle made 68 miles an hour, will no doubt be eclipsed this year, for the course is in perfect condition. The proposed race to Statesboro and return, a distance of 120 miles, has been postponed to Labor Day. The event was originally carded for July 4.

The Central of Georgia Railway officials are trying to arrange with the club to hold a number of events at Tybee Island on June 22. Prizes will be offered by the railroad company. The beach is 2 miles long and is one of the finest on the Atlantic coast. Races have been held there several times in the past. The club will probably accept the offer.

As the time draws near for the annual meeting, which will be held June 18, the fight for nominations is warming up. Otto Kolb, now president, will not run again, and J. D. Ivy and McAuley are foremost among those mentioned for the office. Arrangements for 100 plates have been made at "The Casino" for the annual supper.

TRUE SPORTING SPIRIT.

WHEN the New Jersey M. C. endurance riders arrived in Trenton in their twice-around-the-clock grind on the eve of Memorial Day they were escorted to the motorcycle establishment of John Sykes, Jr., where the Central Jersey Motorcycle Club had prepared refreshments and arranged to entertain the road pluggers during their short stay in the city. Sykes, who is the Indian agent in Trenton, not only turned over his store for the reception of the endurance riders but assisted in every way possible to make their stop-over for checking a pleasant one. The reception arranged by the Trenton motorcyclists was doubly welcome in view of the fact that the Newark contestants were practically exhausted when they reached the New Jersey capital after riding the flooded roads along the eastern coast and across the State.

DES MOINES RACES.

DES MOINES, IOWA.—Over three thousand people witnessed the motorcycle races which were pulled off at the State Fair grounds here Decoration Day. The races were put on in conjunction with an aeroplane meet, but the aeroplane failed to fly and all the attention was given to the races. L. A. Scheibel, of Des Moines, mounted on an Indian, won two firsts, one of them in the five-mile stripped stock race. Verly Whittington, mounted on "Shorty" Matthews' Thor IV, won the five-mile feature race in 6:43. Two accidents furnished excitement. Max Cox, the Denver professional, in attempting to lower the track record for five miles on an Indian, was thrown into the fence and suffered injuries to his hip which put him out of the day's racing. Scheibel was thrown twice. He went into the fence at the north end of the track while trying to hold high speed on the turn. He recovered himself and remounted. He attempted to finish the race but was carried from the track after his second fall.

F. R. Jenkins, State F. A. M. commissioner, attracted attention by appearing with the first side-car in use here, in which his wife was seated. The meet was staged under the direction of the Des Moines Motorcycle Club.

MYERS PROMOTED RACES.

IN spite of cold, threatening weather, an enthusiastic crowd turned out to the motorcycle races held in Williamsport, Pa., on Memorial Day. The program was arranged by W. A. Myers, Indian, Thor and Excelsior agent in the Williamsport district, who has doubled his business for the present season by persistent and sometimes unique methods of calling attention to the motorcycle. C. S. Wilcox, William Thompson and W. E. Colt, all mounting Indians, finished in the order named in the 5-mile novice event; H. E. Dennis captured the second race at five miles on an Indian, with H. G. Moore and C. S. Wilcox, riding Indians, in second and third positions. The third event was at ten miles; Wilcox, Colt and Thompson finished in the order named: In trials for the track record Wilcox and Dennis were tied, each turning off a mile in 1:21. The races were held on a half-mile dirt track.

P. E. M. LANDS FOUR FIRSTS.

JANESVILLE, WIS.—More than 2,500 fans witnessed seven fast motorcycle races staged by the local club on May 30 at the grounds of the Janesville Park Association. Ideal weather and a perfectly conditioned track permitted of some of the fastest events ever held in this vicinity.

In four races the P. E. M. machines, manufactured by the Waverley company, of Jefferson, Wis., secured first honors. The excellent work of this machine and the P. E. M. riders, Thoms, Spitler and Prescott, featured the program. By winning the 10-mile event on his P. E. M. single Thoms carried off the silver cup offered for the fastest time of the day by a 30.50 machine. In this race Thoms turned off a mile in 1:05. In the 5-mile event for 61 cu. ins. machines, H. Pehrson romped off with first honors on a Flying Merkel; and Mike Cafferello, riding an Indian, took first place in the sixth and seventh events, at five miles, for 30.50 and 61 cu. ins. machines, respectively.

VANCOUVER RUN.

UNDER the auspices of the Vancouver (B. C.) Motorcycle Club, a successful run was held on Vancouver Island May 24, 25 and 26, many riders from neighboring towns participating. The first day was spent in Victoria, and the squad left on the following morning for Duncan's. Time was allowed at this point for luncheon and the riders then headed for Nanaimo, a coal mining town. The trip to Nanaimo was marked by numerous spills and broken pedals, but there were no serious mishaps. The squad pulled out of Nanaimo on the morning of the third day and crossed the Sooke mountains to Albeini. They returned to Nanaimo on the evening of the same day and then boarded the midnight boat for the trip back to Vancouver. About twenty riders finished the run.

BLANKENHEIM 6-HOUR WINNER

Rides 233 Miles in Time Allowed with Bomark a Good Second—Other Returns from Hawthorne.

CHICAGO, June 3.—There were seven starters in the big six-hour race on Friday, May 31, which was the feature of the North Shore Club's four-day meet at the Hawthorne track, beginning Memorial Day, and three riders finished the grind. B. M. Blankenheim (Excelsior) won the race by making 233 miles in the six hours, and Ed. Bomark (Indian) was second with 220 miles; A. H. Davis (Excelsior) was third with 186 miles to his credit. For a while at first it looked as if "Shorty" Matthews on his cup-winning Thor would be an easy winner, but in the sixtieth mile he broke a valve and dropped out.

Saturday's Events.

Though "Shorty" was forced to drop out on Friday he was back on Saturday and had things pretty much his own way, winning two five-mile races, a ten and a twenty-mile event. Joe Wolters won the professional race, and Williamson took the North Shore M. C. race from Blankenheim, the winner of the day before. Summaries:

Ten-mile free for all: Won by Matthews; Don Johns, second; time, 9:53.

Three-mile professional, first heat: Won by Kenney; Edwards, second; time, 3:12:4.

Second heat: Won by Joe Wolters; Armstrong, second; Kinnie, third; time, 2:53.

Third heat: Won by Wolters; Armstrong, second; Edwards, third; time, 2:50⅗.

Five-mile free for all: Won by Matthews; Bonnet, second; Williamson, third; time, 5:26.

Trade riders, five miles, stripped stock machines: Won by Matthews; Bomark, second; Williamson, third; time, 6:04.

North Shore Motorcycle Club race, five miles: Won by Williamson; Blankenheim, second; Stoerk, third; time, 6:29.

Twenty-mile free for all: Won by Matthews; Bomark, second; time, 19:44.

Sunday's Events.

Five miles, private owners, 30:50 Class: Won by Wink; Williamson, second; Cooley, third; time, 6:01.

Three miles, professional, Wolters, first; Armstrong, second; Kinnie, third; time, 2:46; second heat, Wolters, Kinnie, Edwards; time, 2:45; third heat, Wolters, Kinnie, Edwards; time, 2:51.

N. S. M. C. five-mile handicap: Williamson, first (one mile handicap); Caffarello, second (scratch); Stoerk, third (¾ mile); Blankenheim, fourth (1¼ miles); time, 6:01.

Two-mile F. A. M. national championship: Don Johns, first; Matthews, out; time, 2:01.

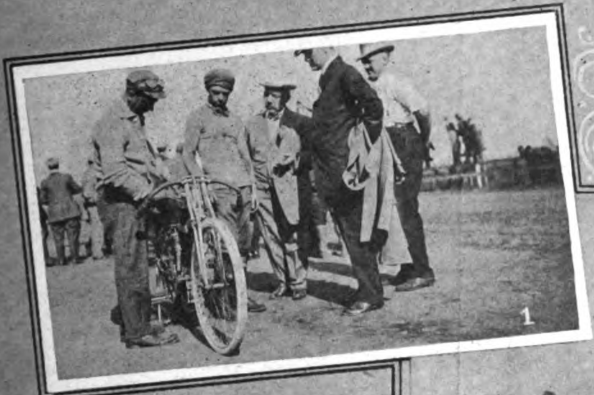
Twenty-mile free for all: Johns, first; Bomark, second; Stoerk, third; time, 19:37⅗.

TRADE CONTEST JUNE 24.

CHICAGO, June 11.—The Chicago M. C. officials have named June 24 as the new date for the six-day run for trade teams, recently postponed. The entry list promises to be large and interest in the event runs high. The recent postponement followed the announcements of several manufacturers that they could not have teams ready in time.

"ARRANGE pleasant runs and don't make them too stiff for the novice," is the slogan of the Lawrence (Kan.) Club.

DECORATION DAY ON THE HAWTHORNE TRAGK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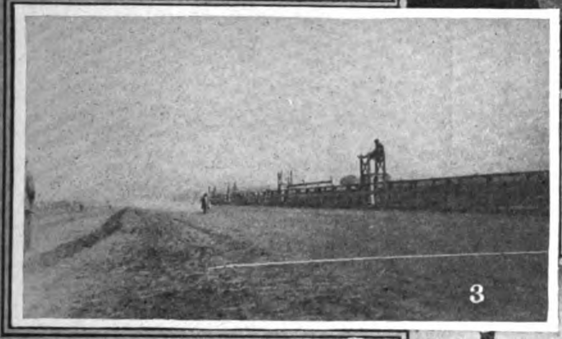
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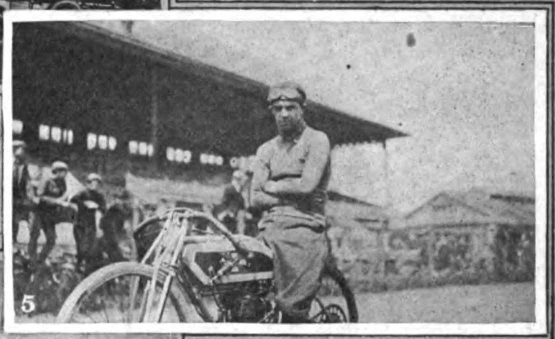
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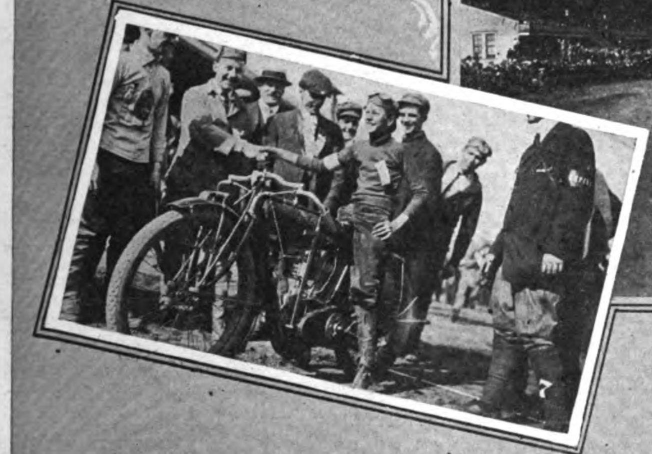
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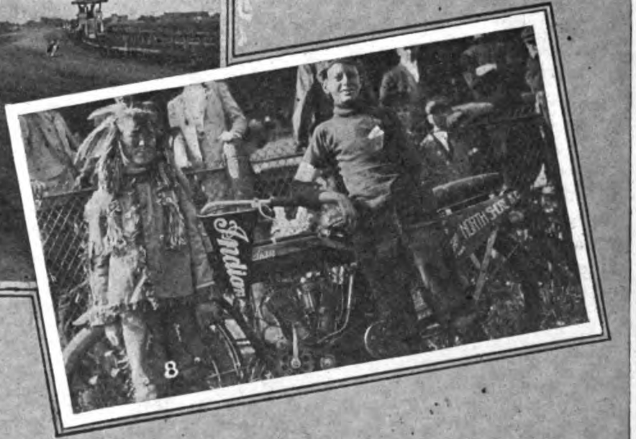
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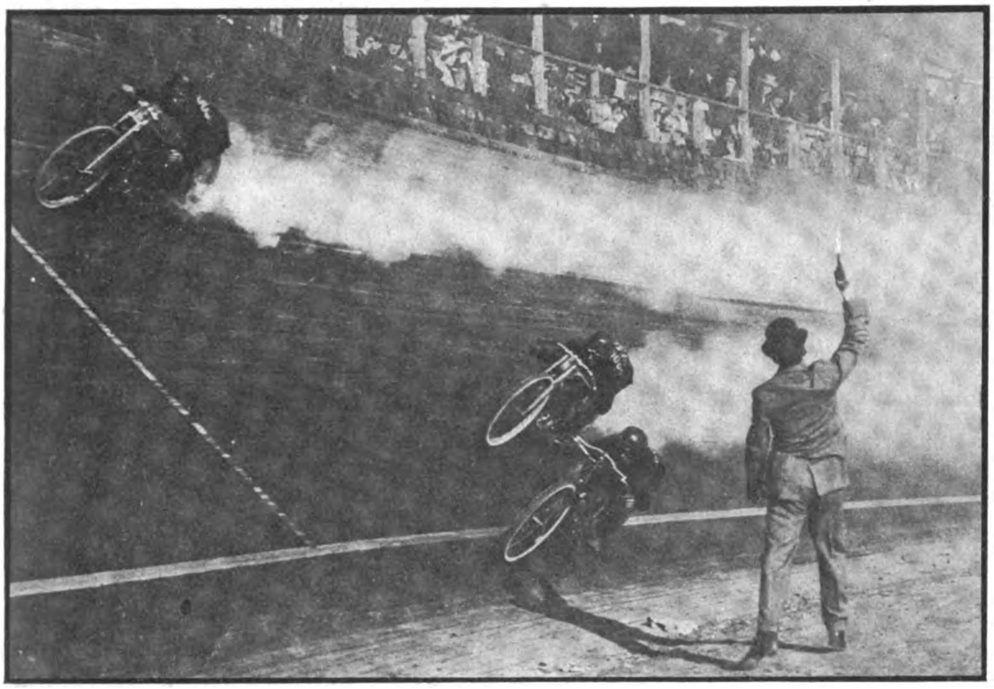
1. President Schwinn, of the Excelsior Company, who is the centre figure in the photo, takes an active interest in racing. 2. Start of one of the trade rider events. 3. Don Johns coming down the stretch. 4 and 6. Part of the crowd and the track. 5. Don Johns. 7. Fred Pierson, who, though only 17 and a rider for but four weeks, won the novice race. 8. Pierson doing an advertising stunt for the Edwards-Crist Company.

WITH THE DENVER RECORD-CRIMPERS

Two Remarkable Snap-shots of Thrilling Starts on Tuileries Bowl, and Speedster Who Was Seriously Hurt in Spill.



Hasha (at the pole), Armstrong and Graves Above Him.

Frank King and his winning smile.

Cox (at the pole), Boyd, Swartz, Patterson and King.

SIX CLEAN SCORES

Ten Riders Finished Wichita Endurance Run but Only Half a Dozen Were Within Schedule.

SIX riders out of thirteen, who started in the 170-mile endurance run of the Wichita (Kan.) Motorcycle Club on Sunday, June 2, finished with perfect scores. Ten of the riders completed the trip, which was twice to Newton and return and twice to Augusta and return. John Branson, mounting a twin Excelsior, won the sweepstakes cup, riding in the trade riders' class. Branson was off but 6½ minutes from schedle time at all of the 16 controls, half of them secret.

G. E. Woodwell, on an Excelsior, was the only one of four private owners who started, to finish the race. He came in with a perfect score and was but 11½ minutes off on the various controls. Among the professional riders Wells Bennett, on an Indian, was the cup winner, finishing with a perfect score and a total of 13¾ minutes off schedule at controls.

Following is the full score:

Trade riders—John Branson, Excelsior, perfect score, off 6½ minutes at controls; Jim Trimble, Yale, perfect score, off 25 minutes at controls; F. A. Homer, Merkel, perfect score, off 25¾ minutes at controls; C. B. Hamilton, Indian, .999 score, one minute late, off 23¾ minutes at controls; Lloyd Stevens, Indian, .998, two minutes late, off 22½ minutes at controls.

Private owners—G. E. Woodwell, Excelsior, perfect score, 11½ minutes at controls; Will Braitsch, out, tire trouble; Harry Dobson, out, broken spark plug; Harry Cooper, out, tire trouble.

Professional riders.—Wells Bennett, Indian, perfect score, off 13¾ minutes at controls; W. T. Cunningham, Harley-Davidson, perfect score, off 17¾ minutes at controls; Max Wilson, Harley-Davidson, .998, lost intake valve cap, off 20¾ minutes at controls; Paul Garst, Harley-Davidson, .985, broke speedometer, off 15½ minutes at controls; The cup winners all rode twin cylinder machines, Branson a 7 h. Excelsior, Woodwell a 6 h. Excelsior, and Bennett a 7 h. Indian.

A JULY 4 PROGRAM.

THE Indianapolis fair grounds track will be the scene of another big motorcycle race meet again this year on July 4. Last year over 25,000 people witnessed the most successful meet ever held in Indiana, under the auspices of the Indiana Motorcycle Club on July 4, when President Taft was present. This year not as large a crowd is expected, and the program will not be held under the Indiana Motorcycle Club's auspices. Harry D. Tutewiler, playgrounds commissioner in Indianapolis, is planning the big meet at the fair grounds for the entertainment of the Indianapolis children on July 4. The children will be admitted free, but there will be a charge for the men and women. The management and plans for the race meet will probably be turned over to the Indiana Racing Association, in Indianapolis, which holds the F. A. M. sanction for races on the track on July 4.

TIEMEYER A COMER.

BALTIMORE, Md.—Freddie Tiemeyer, of the Maryland M. C., has been highly praised for his showing in the motorcycle races held at Bennings on Decoration Day. He is one of the best speed artists in Maryland and was expected to bring home the "bacon." He went against a field of crack riders and showed his mettle by capturing one event and running second in two others. While Feuerstein, of Norfolk, was the star of the meet, he was forced to go the limit by Tiemeyer at all times. As a result of his showing Tiemeyer is now hailed as the premier racing man in Maryland, taking the place of Chic Thomas, who was injured last August in a race at Electric Park and who seems to be out of the game.

HILL-CLIMB POSTPONED.

MINNEAPOLIS, Minn.—The Minneapolis Motorcycle Club has decided to postpone its hill-climb for two weeks, in order that the committee arranging the affair may find a more suitable hill. The climb was scheduled for Saturday, June 8, at the Columbia Heights hill, which was the scene of one of the recent automobile hill-climbs, but after being tried out by different members of the club it was thought the hill was not severe enough for the motorcycles.

A committee is now looking over possible courses at Golden Valley and also on the Cedar avenue hill, which many of the club members favor.

AN EARLIER START.

VICE-PRESIDENT PATTERSON, of the Central F. A. M. district, writes from Pratt, Kan., to announce that the big tour of the Short Grass Club through four States will be started on August 11 instead of August 17, as was originally stated. This change has been necessary in order to have the riders at Cheyenne, Wyo., in time for the Frontier Day program, which is expected to prove one of the most interesting features of the trip.

POINT BREEZE OPENING.

TO inaugurate the new Point Breeze saucer in Philadelphia, Pa., on Saturday, June 15, about 1,500 motorcyclists of the city and neighboring towns will parade through the principal streets, and later ride out to the track in a body. They will be guests of the management for the opening races. The parade will be headed by a band of 40 pieces. At the City Hall brief addresses will be made by city officials, and the program in general will be one of unusual importance for the riders of the district.

ARMSTRONG IN CLEVELAND.

CLEVELAND, Ohio, June 11.—"Red" Armstrong, of the Excelsior racing camp, has arrived from Chicago and introduced himself to Cleveland race followers by winning the only event in which he has competed so far. Incidentally he brought the record for the local four-lap saucer down to 42 seconds for the mile. Armstrong feels that there is a tendency to "freeze him out" of some of the events, but he intends to ride at every opportunity. He reports the track in the best of shape and unusually fast

RUN POSTPONED.

MINNEAPOLIS, Minn.—Because of the bad condition roads in this vicinity are in just now, A. R. Horn, chairman of the endurance run committee of the Minneapolis Motorcycle Club, has decided to postpone all road contests until some future date. The run was originally set for Sunday, June 2.

BANQUET FOR WINNERS.

PITTSBURGH, Pa.—There was a large gathering at a banquet in the Hotel Schenley on June 6 in honor of the winners at the race meet held under the auspices of the Pittsburgh *Press* and the local motorcycle club on June 1. The banquet, which was given by the management of the *Press,* brought the boys together under such satisfactory conditions that plans were taken up for another meet to be held on the Brunot's Island mile track. No date was decided upon, but the program will probably be given some time in July.

LOOKING DOWN the STRETCH

JUNE 15, Rochester, N. Y.—Flower City M. C. race meet; Crittenden Park track.

June 16, Worcester, Mass.—Worcester M. C. first reliability run; Worcester to Concord, N. H., and return.

June 16-17, Seattle, Wash.—Seattle M. C. annual endurance run; Seattle to Portland, Ore., and return, 352 miles.

June 29, New York City—Opening of Brighton Beach Motordrome.

June 28, Douglas, Isle of Man, Great Britain—International Junior Tourist Trophy motorcycle race; 150 miles.

June 29, Rochester, N. Y.—Rochester Motorcycle Club's race meet.

June 30, Baltimore, Md.—12-hour endurance run under the auspices of the Chesapeake M. C.; from Baltimore to Lancaster, Pa., and return.

July 1, Douglas, Isle of Man, Great Britain—Senior Tourist Trophy road race; 187 miles.

July 1, Hamilton, Ont.—Canadian championship meet by Canadian Motorcyclists' Association.

July 1, Winnipeg, Ont.—Races on a mile track, for championship of western Canada.

July 4, Elmira, N. Y.—Race meet under the auspices of the Elmira M. C.

July 4, Cortland, N. Y.—Cortland M. C. race meet on a half-mile track.

July 4, Detroit, Mich.—Motorcycle Club of the Detroit Wheelmen, one mile, State Fair track.

July 4, Marion, Ind.—Race meet under the auspices of the Marion M. C.

July 4, Indianapolis, Ind.—Indiana Racing Association's race meet on a one-mile track.

July 8, Portage La Prairie, Man.—Races at the annual fair.

July 13-14—Start of National tours from Albany, Baltimore, Chicago and Indianapolis for Columbus, O., finishing July 17.

July 17-21, Columbus, Ohio—Tenth annual F. A. M. national assembly and race tournament.

July 18, Columbus, O.—F. A. M. annual business meeting, Hotel Virginia, 9 a. m.

July 18-23, Winnipeg, Man.—Races at Industrial Exhibition.

July 29, Marion, Ind.—Marion Motorcycle Club's race meet.

August 6-9, Detroit, Mich.—Cycle Parts and Accessories Association annual summer convention.

August 17, Pratt, Kan.—Start of the 15-day tour of the Short Grass Motorcycle Club.

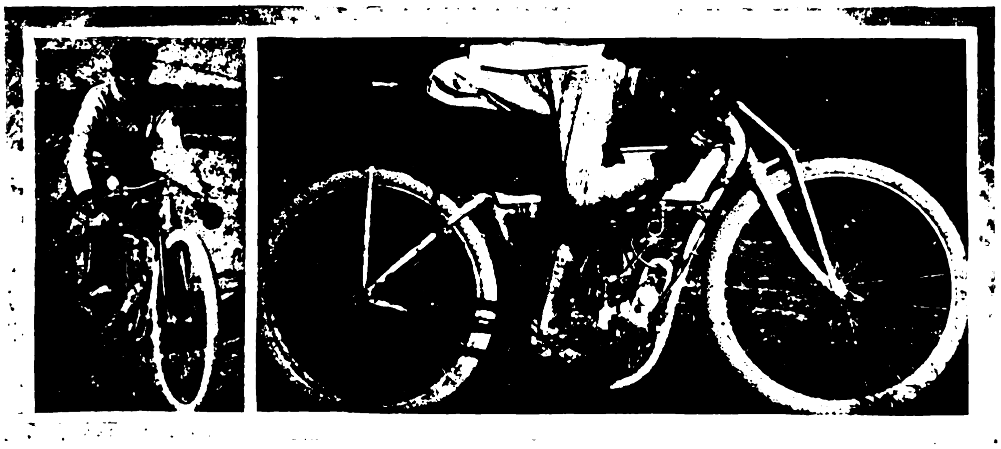
September 2, Detroit, Mich.—Race meet under the auspices of the M. C. of the Detroit Wheelmen on the State Fair grounds track.

TWO ECONOMY WINNERS.

IN an economy test conducted by the Washington (D. C.) Motorcycle Club on May 19 DeWight Willis and John K. Willis, of the Capitol City, finished first and second, respectively, on twin Excelsiors. The former rode 16 miles on a pint of gasoline and the latter covered 12½ miles. Tanks and carbureters were emptied by the officials before the allotted amount of fuel was distributed for each machine, competitors were in full view of the judges throughout the test and the course was carefully measured. It will be noted that at the rate of 16 miles to a pint of gasoline the winner would have ridden 128 miles on a gallon.

A COMBINATION MEET.

WASHINGTON, D. C.—Local branches of organized labor have arranged an interesting motorcycle and automobile program to be run at Benning's track on July 4. Local motorcyclists are entering for the various events.



Payne (to the left), and Geisey, Winners in Pittsburgh Meet at Schenley Park.

Brush and Immel, Pittsburgh Riders.

HILL-CLIMB IN CALGARY

Canadians Will Compete on Two Stiff Grades in the Near Future—Banff Run Postponed.

CALGARY, Alta., Canada.—The Calgary M. C. intends to hold two hill-climbs during the month of June, one at Pinkham Hill, Calgary, and another at a long hill near Cochrane, Alta., about 25 miles west of Calgary. Both hills have excellent surfaces. Pinkham Hill is one of those "engine-killing" grades, there being a long, steady grade and then two or three hundred feet of steep incline. Only one single has ever been over this hill, a 3½ Bradbury. No single has ever been over the Cochrane Hill; only a few have tried, and they have failed. This hill is a long, winding climb, the grade being about the same all the way to the top. The surface is good.

The run to Banff, scheduled for May 24-25-26, had to be postponed on account of bad roads following a heavy rainstorm. However, several members of the club have since gone up and report the roads in excellent condition, and in several places the 7 h. twins were opened wide. Until last year no motorcycles nor autos were allowed to enter Banff, which is in the National Park, in the heart of the Canadian Rockies.

D. W. Trotter, formerly of Chicago, and now a grower of prize seed oats, has built at a cost of about $4,000 a mile a straightaway track two and a half miles in length, there being a half-mile start, a mile run, and a mile stop, and some fast time is looked for from the two-wheelers as well as the autos. It is probable that only stock and stripped stock machines will be used, although a ported machine or two may find its way to the track and stir things up.

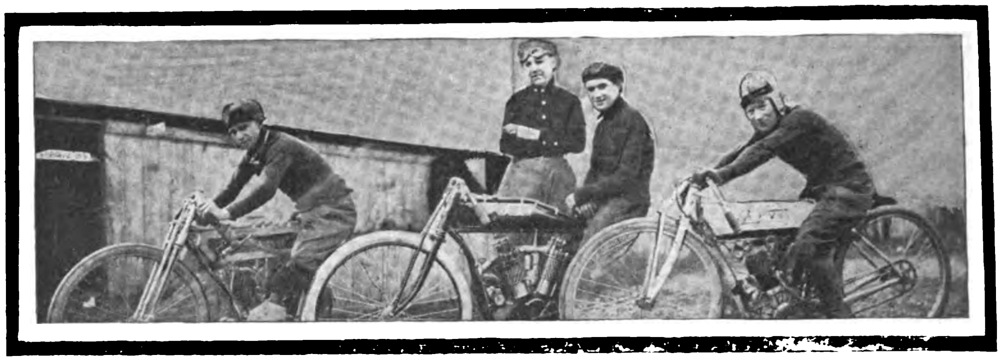
WITH CALGARY DEALERS.

CALGARY, Alta, Canada.—H. H. Trail and C. G. Parr, the former handling the three leading English machines, Bradbury, Rudge and Triumph, and the latter the Harley-Davidson, are about to go into their new garage in the Lougheed Block.

F. W. Sanguine, Indian, R.-S. and Pope agent, seems to be doing a flourishing business, judging by the number of Indians which buzz around town.

J. D. Ryan, of 617 Seventh avenue E, has closed with the Henderson people.

J. P. Patterson, Box 2388, is representing the American Motor Co., of Brockton, Mass. His 8 h. twin demonstrator is sold and he is now waiting for another.



At Riverview, Chicago.—Kinnie, Chapple, Albright and Matthews.

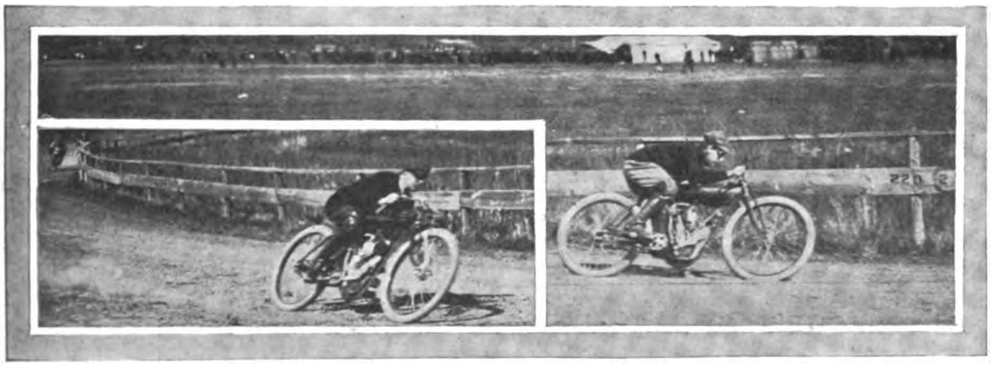
BAKER STILL WINNING

Indianapolis Speedster Adds to Long String of Victories at Evansville and Vincennes Race Meets.

ERWIN G. BAKER, of Indianapolis, has been having things his own way of late in county race meets staged in Indiana towns. On June 7 Baker stopped off at Evansville with his Indian racer, and defeated his old rival Johnny Sink, formerly of Indianapolis, in a match race of five miles on the fair grounds track. It was the first time this season that the pair had got together. Sink rode an Excelsior and gave Baker a hard fight for the prize. Baker finished the five miles in 6:57. Baker also won four other events at Evansville. One was a five-mile open in which he negotiated the distance at his ease in 7:14; another event was a five-mile stock race for which his time was 7:15; a fourth win was in the ten-mile open, which was done in 14:00, and the fifth event was a half-hour race, in which time Baker went 21 miles.

On Sunday, June 2, Baker rode at Vincennes. The Knox County Racing Association held the meet on the half-mile track and Baker won the ten-mile challenge cup race in 13:37. He was trailed by Scanling, of Terre Haute; Borrowman, of Vincennes, and Albright, of Mt. Carmel, Ill., in the order named. In the three-mile obstacle race, in which the riders had to ride a little, drink some "pop" and push their machines, Scanling took first on his Indian, in 5:58, with Albright (Thor) and Borrowman (Indian) following. Baker took the one-mile time trials in 1:15⅗, and made 11½ miles in the 15-minute race.

At Terre Haute on Decoration Day Baker won three events on the half-mile track. He went a mile in 1:12⅖, which was a new track record. He won the five-mile free-for-all in 6:20⅕, and the 25-mile free-for-all in 38:43.



At the River Park Meet in Winnipeg, May 11. The smaller picture shows Jim Cruikshank winning the three-mile race; in the other Bill Pelham is capturing the five-mile event.

SEYMOUR A CHICAGO IDOL

In Spite of Spectacular Fall Californian Keeps Up His Winning Streak on Riverview Saucer.

CHICAGO, June 10.—Ray Seymour, the California whirlwind, had an opportunity this week to display the speed of his eight-valve Indian. He was a consistent winner from his arrival here up to the sweepstakes event on Saturday, June 8, when a collision with Wolters sent them both sliding out of consciousness and apparently out of the races for some time to come. However, Seymour surprised the great crowd last night by appearing and continuing his streak of luck as if nothing had happened. Wolters will be back in the races in a day or two. Summaries:

Saturday night, June 1.—First heat, 9-mile professional race, Seymour, first; Wolters, second; Graves, third; time, 2:01; second heat, Wolters, first; Balke, second; Graves, third; time, 2:06⅕; final, Seymour, first; Wolters, second; Balke, third; time, 2:03.

Nine-mile professional, class B: First heat, Wm. Samuelson, first; Kinnie, second; Armstrong, third; time, 2:09; second heat, finished in same order; time, 2:11⅗; third heat, same order; time, 2:11.

Exhibition race by Seymour, one mile, 40 secs.; previous track record, 40⅕.

Jas. B. Bowler sweepstakes, Seymour, first; Wolters, second; Balke, third; time, 6 miles, 4:10⅘.

Sunday night, June 2.—Nine-mile professional, Class A; first heat, Seymour, Graves, Balke; time, 2:02⅗; second heat, Seymour, Balke, Chapple; time, 2:03; third heat, Seymour, Balke, Chapple; time, 2:06.

Nine miles, Class B, first heat, Kinnie, T. Samuelson, Albright; time, 2:15⅘; second heat, W. Samuelson, Armstrong, Edwards; time, 2:12⅕; third heat, W. Samuelson, Kinnie, Armstrong; time, 2:10⅖.

Match race between Armstrong and T. Samuelson, first and second heats won by Samuelson; time, first, 2 miles, 2:29⅗; second, 1:29⅘.

Elsie Janis sweepstakes, Seymour, first; Balke, second; W. Samuelson, third; time, 4:16⅗.

FOLLOWING THE MOTORCYCLE.

DETROIT, June 8.—A one and one-quarter mile board track, banked 45 degs. for automobile racing, will be constructed within five blocks of the heart of this city, within the next few weeks. A number of motorcycle tracks are banked more steeply than this, but no other circuit for automobiles has such an angle.

RICHMOND COUNTY PROGRAM

Constant Wins After Spill and Cronin and Yeager Ride Close Races At Dongan Hills.

WELL-MATCHED machines in the trade rider and private owner events furnished the main interest at the meet of the Richmond County Motor Racing Association on the Dongan Hills fair ground track on Sunday, June 9. John Cronin and Louis Yeager, on Indian singles, figured in neck-and-neck finishes, Cronin winning the private owner event and riding in second place in the 7-mile race for trade riders. Yeager took second place in the 3-mile and private owner events and third in the 7-mile spin for the tradesters. John U. Constant captured both trade rider races and the final, a free-for-all handicap, without difficulty. In the latter he fell, but remounted and led the field home. Haas and Coughlin, fresh in the pro ranks, contested the 5-mile professional event, the former winning out. Summaries:

Three-mile novice—50 cubic inches: Won by Earl Taylor, 4 R. S.; second, C. H. Groning, 6 Harley-Davidson. Time, 5:01⅕.

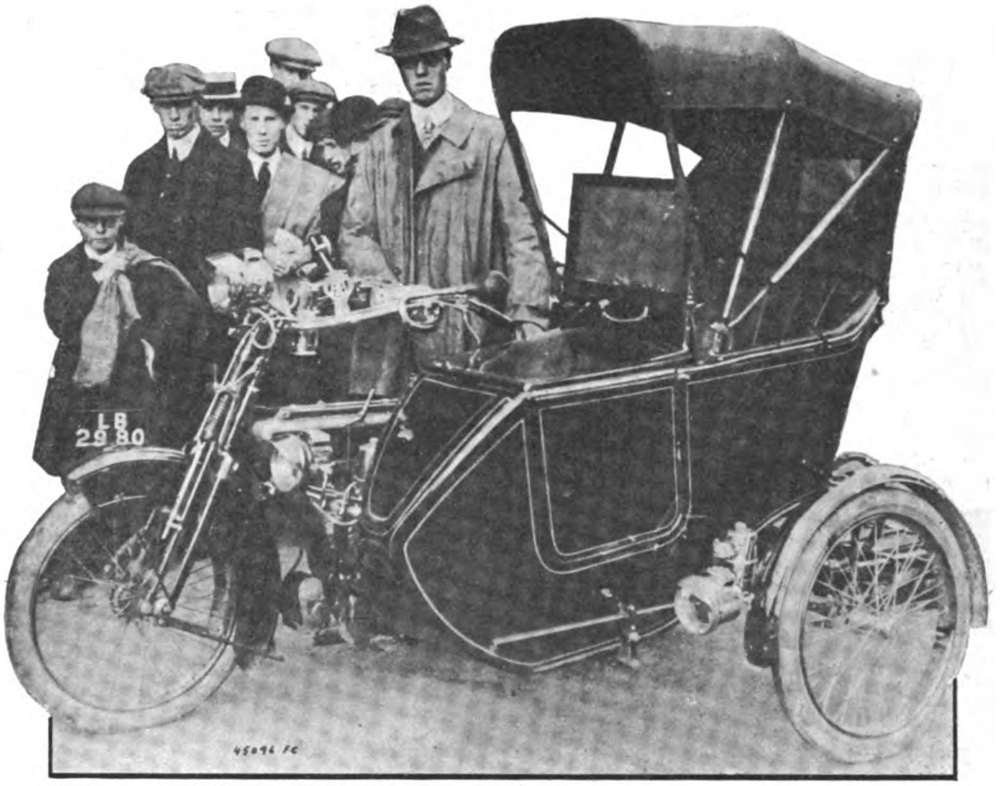
Five miles, private owner, 50 cubic inches: Won by John Cronin, 4 Indian; second, Louis Yeager, 4 Indian; third, C. H. Groning, 6 Harley-Davidson. Time, 8:16⅘.

Three miles, trade riders, 30.50 cubic inches: Won by J. U. Constant, 4 Indian; second, Louis Yeager, 4 Indian; third, John Cronin, 4 Indian. Time, 5:08.

Five miles, professional, 30.50 cubic inches: Won by Geo. Haas, 4 Indian; second, Eugene Coughlin, 4 Indian. Time, 7:32.

Seven miles, trade riders, 30.50 cubic inches: Won by J. U. Constant; second, John Cronin, third, Louis Yeager. Time, 10:32⅘.

Five-mile handicap, free-for-all, 30.50 cubic inches: Won by J. U. Constant (scratch); second, John Cronin (1 minute); third, Louis Yeager (1 minute). Time, 6:49⅗.



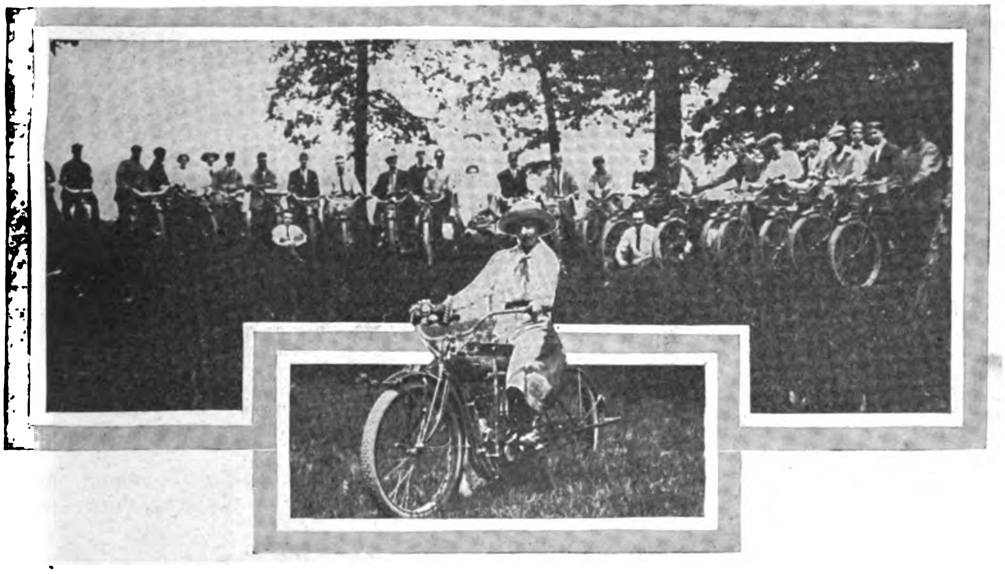
Underwood & Underwood Photograph.

LONDON'S SIDE-CAR HANSOM.

"'ANSOM! Keb, sir? 'Ansom! This way to the original and only motorcycle keb in the whole o' Lunnon. Righto! 'Op in, sir, and we're off."

In such picturesque fashion does one London cabby now seek his fares, and his vehicle is the remarkable combination of side-car and hansom cab shown in the accompanying photograph. The outfit is the only one of its kind in the world, as far as is known, and that it attracts much attention, even in a city where unusual side-car types are plentiful, goes without saying.

It is stated that this motorcycle hansom affords greater comfort than the most luxurious horse-drawn cab and that it has numerous advantages over the taxi-cab from the passenger's viewpoint. It is highly attractive in appearance, as will be inferred from the picture, and its economy in operation is not the least important feature. It is stated this unique and comfortable outfit will open the way for others on similar lines.



SYKES PLAYED HOST.

JOHN SYKES, JR., Indian agent in Trenton, N. J., recently arranged an outing in which many of the riders of the city participated. A highly enjoyable trip was made into the country, and when the squad had worked up a record-breaking appetite Sykes led the way to a satisfying dinner. Mrs. G. A. Frounfelker, who appears in one of the accompanying photographs, is Trenton's first woman rider. She is a full-fledged enthusiast and insists that it would take a mighty fine automobile to dampen her affection for the motor two-wheeler.

RACES AT PORTSMOUTH.

IN connection with a horse-racing meet of the Portsmouth (Ohio) Driving Club a number of motorcycle events were staged.

BRIGHTON TRACK IMPROVED.

BROOKLYN, N. Y.—The old Brighton Beach race track, at Brighton Beach and Ocean Parkway, has recently been put in fine shape. The loose dirt and sand, which heretofore caused numerous spills, has been removed and the roadbed improved, making the track safe to ride upon and quite fast. As the track has been closed since last fall, the announcement that it is now open and in such splendid condition, will be welcomed by the "speed boys" around New York. Last Sunday over 200 motorcyclists visited Coney Island, and only one of the riders took advantage of the fine condition of the track to try out his new machine.

The entrance to the track from the Parkway is locked, which led most of the riders to believe the track was still closed. However, the automobile entrance on Neptune avenue is open and entrance to the track may be obtained through this gate.

BAD GRADE CONQUERED.

IN Miamisburg, Ohio, there is a stony hill which until very recently balked all the efforts of local motorcyclists. David Gaiser, an Emblem rider, finally decided to tackle the grade and succeeded in topping it. His climb was witnessed by a large gathering of motorcycle enthusiasts, and he has now made arrangements to ride it again in an official test. Gaiser mounts a 4 h. Emblem with V-belt drive.

PORTLAND RACE MEET

Berreth, Brant and Maskell Furnish Thrills, the Latter Reeling Off a Mile in Fifty-four Seconds.

PORTLAND, Ore.—Portland motorcycle fans in large numbers turned out on June 2 to witness a series of exciting races at the Country Club. Ed Berreth, on a Harley-Davidson, and Harry Brant, riding a Thor, provided the features of the day. Brant displayed skill on the turns, gaining almost 100 yards at each curve, but this lead was reclaimed by Berreth on the straightaway stretches. Berreth finished the last lap half a length in the lead. The race was over a three-mile course.

Nowotny, driving an Indian, and Brown, guiding a Merkel, had a mix-up on the first lap and both dropped. Brown ran into Nowotny, caught his handlebars in the frame and carried Nowotny's wheel for a quarter of a mile around the track. The fastest time of the day, a mile in 54 seconds, was made by Vern Maskell, riding a 7 h. Indian. He was riding against the individual winners of the other events and was to make eleven miles to their ten. His time for the eleven miles was 10:33⅖.

The best time for the mile by any of the 4 h. machines was made by Ed Berreth, who circled the oval in one minute flat. C. Zob, driving an N. S. U., finished in all races in which he entered. The track was a little soft and the riders had some difficulty in keeping their machines upright. Gus Peppel, driving the Excelsior 6, damaged his machine and suffered cuts about the head. His was the most serious accident of the day. Summary:

Five miles, 4 h. stock machines—Berreth, Harley-Davidson, first; Allen, Pope, second; Brown, Merkel, third. Time, 7:19⅖.

Three miles, 4 h. ported machines—Ed Berreth, Harley-Davidson, first; Harry Brant, Thor, second; Nowotny and R. C. Brown, collided, dropped out. Time, 3:16.

Three miles, one-eighth-mile handicap to Gus Peppel, with 6 h. Excelsior, against Vern Maskell, with 7 h. Indian; Maskell, first. Time, 3:03⅕.

Five miles, 4 h. stripped stock—Chester Soules, Merkel, first; H. G. Gill, Harley-Davidson, second; E. H. Allen, Pope, third. Time, 6:01⅘.

Five miles, 4 h. ported machines.—Brown, Merkel, first; Brant, Thor, second; Nowotny, Indian, third. Time, 5:21⅘.

Five-mile race between A. J. Edwards, driving an E. M. F. 30, and Peppel, 6 h. Excelsior. Peppel, first. Time, 6:16.

Three miles, 4 h. ported machines.—Berreth, Harley-Davidson, first; Nowotny, Indian, second; Brant, Thor, third. Time, 3:22⅕.

Five-mile stripped stock, belt-drive—H. Soules, Merkel, first; Hill, Harley-Davidson, second; Allen, Pope, third. Time, 5:58.

Ten-mile handicap, winners of day's events—Maskell, Indian, first (11 miles); Brown, Merkel, second; Berreth, Harley-Davidson, third. Time, 10:33⅖ for the 11 miles. Officials—Jimmy Dunn and Ed Shockley, judges; C. J. Cook, announcer; Dad Foss, S. G. Noles and E. T. Carswell, timers.

AN HOUR CHAMPIONSHIP.

THE feature of the race meet to be held by the Detroit Motorcycle Dealers' Association at the State fair grounds on June 23 will be a one-hour F. A. M. national championship race, recently awarded to the Detroiters by the Federation officials. The track has shown 49 seconds for the mile and big things are expected when the speedsters go after the hour mark. This event will be backed up by a strong card.

OPENING OF BRIGHTON BOWL.

ANNOUNCEMENT is made that the new Brighton Beach motordrome will be opened with a big meet on Saturday, June 29, and that other programs are about complete for Sunday, June 30, and Wednesday, July 3. Four events will be carded at each meet, and it is the intention of the management to show a line-up of top-notch speedsters. It is stated unofficially that one of the features at the opening meet on June 29 may be a match race between Frank Hart, the amateur champion, and Don Johns. The latter has shown wonderful form in Pacific coast performances, but has not been seen in action as yet in the East.

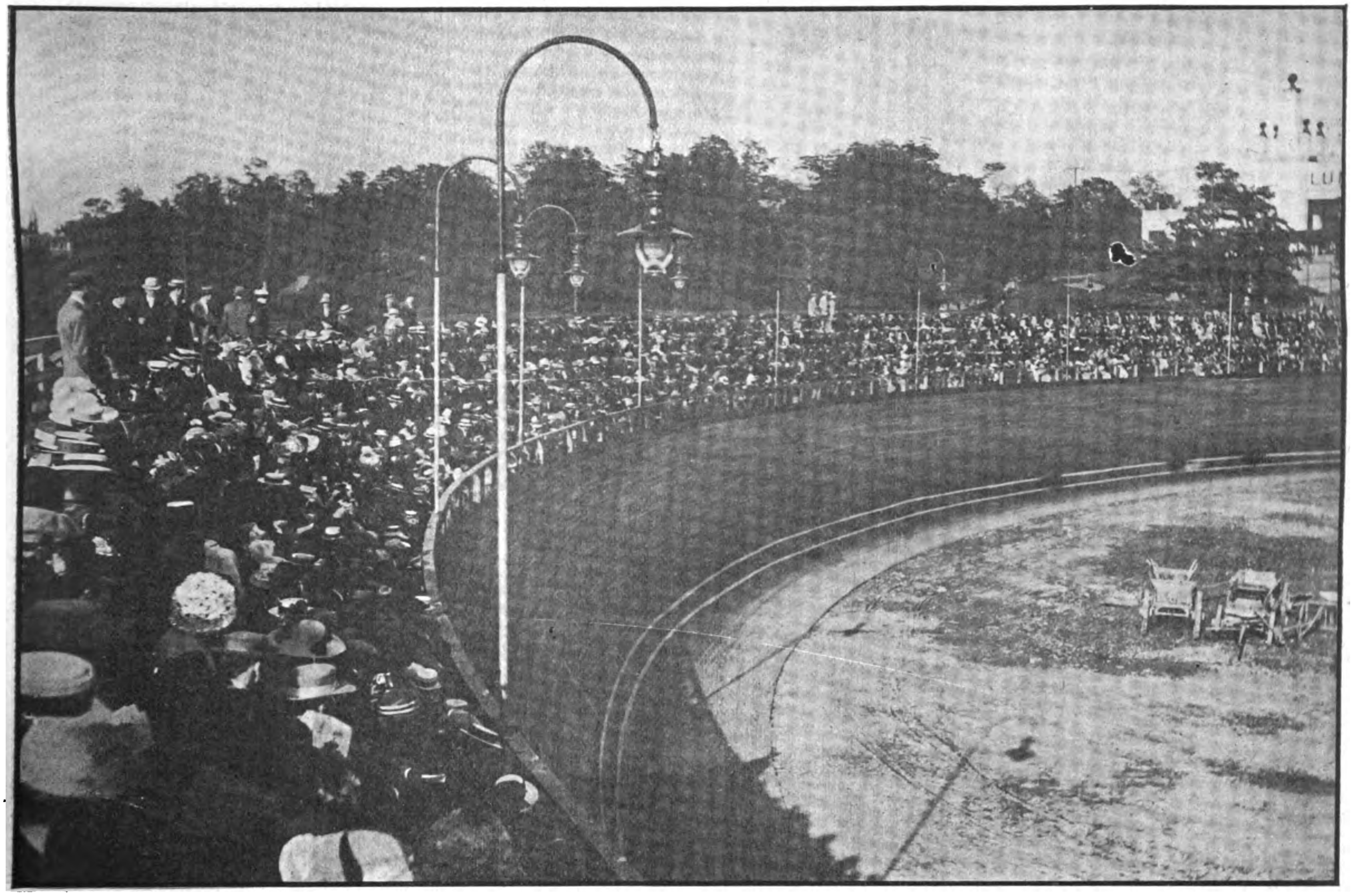
FRED EURY, riding a Harley-Davidson, won the two open events in the races of the Ft. Recovery M. C., held at Celina, Ohio, on May 30.

WINNIPEG'S OPENING CARD.

FOLLOWING is the program outlined for the meet of the Winnipeg (Manitoba) M. C. to be held July 1 at the Kirkfield track: Private owners' race, 5 miles, 30.50 machines; private owners' race, same distance, 61-cu. in. machines; private owners' race, 5 and 6 h. machines, 5 miles; 5 miles for stripped stock machines, 30.50 class; one-mile time trials; stripped stock 25-mile race for Venice cup, open; stripped stock 10-mile race for Cruikshank cup, 4 h. machines; stripped stock 5-mile race for Crabtree cup, open; 25-mile race for 'Olympia cup, open; stripped stock 10-mile race for 7 h. machines.

The same rider and machine will be permitted to compete in both private owners' and stripped stock events. The riders have been instructed to register their track number with the club secretary and they will retain the same number throughout the season. Announcement has been made that all cups and trophies must be in the hands of the club committee before the races, or the events for which they are to be awarded will not be started. In the time trials each rider will be allowed only one attempt and no one machine may be used by more than two contestants during the tests.

Scene in Decoration Day Meet at Seattle; One of the Winners.



Snap-Shot of the Crowd in the Grandstand at a Matinee Meet on the Luna Park Motordrome in Cleveland.

BIG CROWDS CHEER CLEVELAND RACERS

Carslake Loses His Goggles When Near Record Time in Twenty-Five Mile Whirl—Sensational Jockeying Features the Programs

CLEVELAND, Ohio, June 1.—Racing tonight was at its best, hot finishes and fast time being made. Just before the start of the first two-mile heat of the four-cornered match race, while the riders were getting together, Carslake blew a rear tire and Huttinger, who was trailing him, ran over his machine. Carslake rolled over the machine to the bottom of the track, while Huttinger righted his mount and continued without falling, amid cheers from the spectators. Carslake was furnished with another machine for the event. The amateur race went to Henikman in fairly fast time, with Roehl a close second. Hollenback and Klebes made their last appearance on the Cleveland track by trying to break Carslake's record of 43 seconds for a mile, and failed. They went to Philadelphia for the opening of Point Breeze track. Summaries:

First heat of four-cornered matched race, 3 miles: Hollenback (Indian), first; Carslake (Indian), second; Huttinger (Indian), third. Time, 2:15⅖. Final heat: Klebes (Indian), first; Hollenback (Indian), second; Carslake (Indian), third. Time, 2:17⅘.

Five-mile amateur for 7 h. stock machines: Henikman (Indian), first; Roehl (Indian), second; Huntsbery (Merkel), third. Time, 4:49⅕.

Two-mile invitation professional: Standen (Indian), first; Seliga (Indian), second; Hunter (Indian), third. Time, 1:37.

Time trials against Carslake's record of 43 seconds for mile: Hollenback, 45⅕; Klebes, 45⅘.

First heat of 5-mile free-for-all pro., 2-mile heats: Carslake (Indian), first; Gibson (Indian), second; Knapp (Indian), third. Time, 1:34⅕. Second heat, Klebes (Indian), first; Seliga (Indian), second; Hunter (Indian), third. Time, 1:31⅗. Final, Seliga (Indian), first; Hunter (Indian), second; Knapp (Indian), third. Time, 4:00⅖.

SUNDAY evening, June 2.—A large crowd witnessed tonight's racing despite threatening weather. Reckless riding on the part of Standen caused Referee McConnell to severely reprimand the rider for his cutting and seesawing upon the track. Summaries:

First 3-mile heat of four-cornered match race: Carslake (Indian), first; Seliga (Indian), second; Klebes (Indian), third. Time, 2:16 flat. Second heat, Carslake (Indian); Seliga (Indian); Klebes (Indian). Time, 2:25.

Five-mile amateur for 7 h. machines: Roehl (Indian), Huntsbery (Merkel), Henikman (Indian). Time, 4:45⅗.

Two-mile invitation professional: Hunter (Indian), Standen (Indian), Gibson (Indian). Time, 1:34⅗.

Time trial against Carslake's record of 43 seconds: Standen, 44⅕.

First 2-mile heat of 5-mile free-for-all professional: Carslake (Indian), Knapp (Indian), Gibson (Indian). Time, 1:33⅕. Second heat, Standen (Indian), Hunter (Indian), Seliga (Indian). Time, 1:36. Final, Carslake (Indian), Standen (Indian), Knapp (Indian). Time, 3:49.

WEDNESDAY evening, June 5.—Another record-breaking crowd filled the Luna saucer when R. S. McConnell called the start of a fine line-up of racing tonight. A 25-mile race, the feature of the program, was captured by Carslake in the fast time of 17:15⅖. He would have made faster time but for the fact that he lost his goggles during the nineteenth mile, and near the end he had to shut down on account of not being able to see. A hundred laps around the quarter-mile saucer is a nerve wrecking grind, and Carslake was nearly all in when he was picked from his machine. Huttinger, who looked to have second place safely under his hat, was unfortunate in the eighteenth mile in dropping his countershaft, thus putting him out of the running. Standen blew a tire early in the fray. In the 5-mile amateur, Huntsbery broke the track amateur record by 5⅖ seconds, his time being 4:40⅖.

The three-cornered professional match race between Huttinger, Knapp and Gibson, was won by Knapp in straight heats.

ENGLISH NOTES

BY BRITISHER

The manner in which English manufacturers have solved the starting problem; the decompressor—Ingenious accommodations for the feet—Unofficial records no longer taken seriously in England.

NOTHING has so retarded the progress of motorcycling in the favor of the general public as exhibitions of difficult starting. They have grown accustomed to see a grimy, sweating individual in heavy overalls frenziedly shoving a two-hundred-weight machine up a slight grade, rolling from side to side in his efforts to run and balance at the same time. Sometimes no result rewards these perspiring exertions; sometimes after a sensational gallop of twenty yards there is a huge bang in the silencer, the machine balks suddenly, and the rider heartily ejaculates—(unsuitable matter deleted.—Ed.). When the machine does respond by bursting into song, the whole street is electrified by the rider's efforts to reach the saddle. Ninety-nine times out of a hundred his foot finds the pedal, and he comes down somewhere about the saddle, and after preliminary wobbles roars gleefully off. The hundredth time he misses the pedal, and starts over again. On rare occasions he goes down in the mud on top of the machine, which seizes the opportunity to get the first wallop and pummel him; and once in a blue moon he lets go of the machine, which proceeds solus down the street until it collides with a lamp or a cop. These fierce joys were all in the game to the old brigade; but if we put ourselves in the pants of some staid old citizen with a corporation and a family, it is easy to guess how such spectacles have militated against the progress of motorcyling in certain sections of the community.

Free Engine to the Rescue.

The invention of the free engine was the first determined attempt to bring in these millions of potential customers. We told them that these starting troubles were due to engines which had lapsed into bad tune, because a duffer was the owner, and that only a novice could mull the jump-mount; and we offered them free engine clutches and starting gear, so that they could sit cozily in the saddle, slide in the friction cone, and move off like a ten thousand dollar automobile. We have since begun to learn that a free engine doesn't make a certain start if the owner lets his propulsion unit get dead out of tune; and that a free engine with single gear does not ensure a safe start on stiffish grades. However, the British trade is now producing a new fitment, guaranteed to make an engine start easily provided nothing is broken, that some sort of a spark occurs in the cylinder, and the carbureter is providing a mixture that by any stretch of the word can be termed explosive.

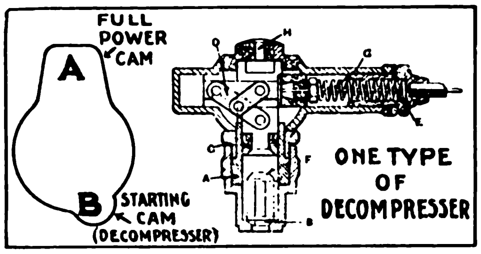
The Decompressor.

Its name, "decompressor," is the sole genuine objection to the device. It is based on two principles:

1. You need a smaller charge, or a less highly compressed charge of explosive vapor to start the engine than is required to propel the machine plus its rider.
2. If you reduce the compression by a good deal, the engine may very easily be revolved.

Consequently the decompressor allows a *portion* of the normal working charge to escape on the compression stroke. Two main plans of securing this end are in use in Great Britain at present. One is applied to engines specially designed for this kind of starting; the other may be applied to any existing engine which has a mechanical inlet valve of the side-by-side type.

Let us examine the permanent fitment first. The exhaust cam is duplex, as shown in the drawing. The big hump is the normal cam, operating the valve when full power is wanted; the tiny hump is the decompressor cam. When the engine is working under load, this cam revolves idly—it hits no rocker lever. But by operating a pedal, placed adjacent to the footrest, you can force down a rocker lever onto this cam, which will then open the exhaust valve a trifle on the compression stroke, allow part of the inhaled charge to escape via the exhaust valve, and so reduce the compression. What remains of the charge is, however, sufficient to start and run the engine under a very light load.



An Easily Fitted Type.

The other fitting is screwed into sparking plug hole, and may be attached to any engine possessing two valve plugs, by substituting a drilled cap for a solid cap. It is operated from the handlebar by a Bowden wire and handlebar lever. The toggle mechanism locks the movable valve down on its seat normally, so that the cap functions as a solid valve plug. When the wire is operated to lift the movable seating, the compression of the engine opens the lower valve on each compression stroke, and allows part of the charge to leak out into the atmosphere; what remains is sufficient to start the engine, and even to propel machine and rider at a very slow pace on level ground.

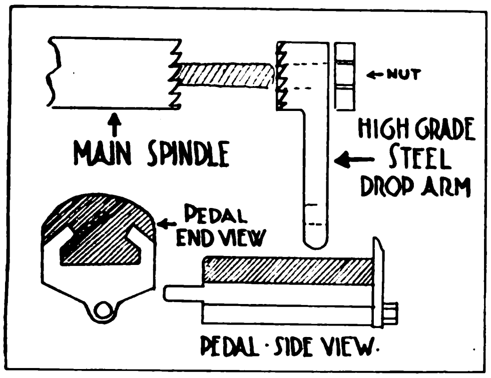
Now consider the decompressor in action. I have a 3½ h. racing machine fitted with a permanent decompressor, controlled by a foot pedal. I put the decompressor in action, set the ordinary control levers in the ordinary way, and walk alongside the machine *at not more than two miles per hour,* without even troubling to lift the exhaust. A whuffling sound immediately salutes my ears, but the machine does not gather pace; it is firing regularly at 2 m. p. h. on partial compression. If the road be level, I step leisurely on board, and kick the pedal, simultaneously opening the air lever, and we move off at 10 m. p. h. (opening the air lever with the decompressor in action would stop the machine, as the suck on partial compression is not enough to draw gasoline out of the jet if the air holes are open). To get a start uphill, more trickery is needed; I usually give full throttle and full spark, and jump aboard in such fashion that my toe cuts out the decompressor as soon as my body hits the saddle.

Or take another machine in my stud; this has no pedaling gear, and a separately spoked rear belt-drum, which can be freed from the hub. As the machine stands in the road, if I pull this belt-drum up three inches, the engine starts. Or again; last week I was riding a fiery untamed road racer of 8 h., geared 3 to 1, a perfect brute to start on full compression, which often balked even on falling grades. With a decompressor I can walk this roadburner round and round the tiny grass plat at the back of my house. The British trade will push the decompressor for all it's worth this fall, and the result will be evident in a great influx of new and elderly customers, who have previously shied at the starting troubles so uniformly associated with motorcycles in the public mind.

Accommodation for the Feet.

We have four different plans of disposing of the rider's feet on our machines. The two worst are plain footboards and a single pair of fixed rests. Footboards are bad, because they always bear the brunt of a fall, and if they are sprung and padded, they are necessarily expensive to repair or replace; also because it is difficult to get any resistance with the whole of the sole of the foot, and so the rider's feet usually bobble up and down on them. A single pair of rests is bad, because it allows no variation of position.

One good compromise adopted by the Rudge designer is to fit ordinary pedaling cranks and pedals, modified by a cute device on the crank axle, which enables the left-side crank to be kicked down to assume a position parallel and similar to that of the right-side crank, and at the same time to be instantaneously released for propulsive or starting purposes by touching a catch. This device is very attractive on paper, but in use has its drawbacks; for one thing, ordinary pedals are the flimsiest things in the world, owing to their slender spindles, and always suffer badly in a tumble; for another, this plan results in two swinging foot supports, and there is no chance for that braced position which helps the rider in his steering in emergencies or in speed work. Probably the best all-round plan is that now standard on our road racer machines, which consists of two pairs of stout footrests, one pair well aft, the other well forward. These afford three changes of position (just think that out), and on the best machines no material damage can result from a fall.



Here is a description of my own set. The main spindles are made of heavy unbreakable, unbendable steel, rigidly mounted on the main frame. The ends of the spindle are formed in the shape of a toothed face from which a screw-threaded bolt protrudes. On these I slip four-inch drop arms of vanadium steel, which have a toothed face on their upper ends. These toothed faces can be notched into the dittos on the main spindles at any angle I please, so enabling me to adjust my position to suit my leg length. The lower ends of the drop-arms carry short horizontal spindles, each bearing a broad rubber or leather pad, which is a genuine support to the instep, and armed with an end plate, which prevents my boot slipping off in speed work. The rubbers or leathers slide in grooves, and are easily replaced when worn. The drop-arms are the only bendable part of the whole affair, and are easily straightened cold if a fall bends them.

Unofficial Records.

During the past three years there has been a perfect glut of unofficial records, usually undertaken to advertise some rider or some machine, and very sketchily authenticated. Some have been speed records between one town and another, for choice from Lands End to John o' Groat's; others have been time events, and have aimed at compressing the maximum distance of riding into six days. The Auto-Cycle Union has now forbidden these attempts, and will impose heavy penalties on any rider, timekeeper, manufacturer or other individual concerned in any future "records."

A press report of the last one shows how these record rides are sinking into contempt: "Mr. W. J. Clarke, of Horncastle, informs us that he has ridden 3,008 miles in six consecutive days round the following circuit (routes given). He tells us that he used a Win-Precision machine with Villiers free engine, Kempshall tires, Druid forks, Eisemann magneto, Oleo plugs, Senspray carbureter, Garner exhaust whistle, Xlall pan seat, Parson's tire repair outfit, Stanley rubber belt, Cox-Walker electric light, Pratt's gasoline, Castrol oil, Bowden control, Burberry overalls, Pigott boots, Chappell goggles, and lived principally on Oxo, and Blakey's malted oats." The editor remarks that Mr. Clarke omitted to name the maker of his socks, hat, cigarettes, toothbrush and underclothing.

There is some talk of forming a motorcycling Roads Records Association, parallel to the pushbike organization, which for many years past has authenticated all road records on pushbikes. There are undoubtedly a few road records which are of real sporting interest, and worth persevering with; and the making of alleged records without proper supervision casts grave aspersions on such rides as are genuine and meritorious. Some of the sportsmen who have broken end to end records under reliable timing are exceedingly indignant at the aspersions cast on their achievements by irregular attempts. Without doubt much heartburning would have been saved if at an earlier stage in our history we had appointed a sporting body to supervise record rides; and perhaps the tip may save American riders future trouble.

The Edinburgh Run.

I REMEMBER the start of the first London to Edinburgh run in 1902, when the wiseacres of the trade were laying 5 to 2 against one motorcycle per four entrants traveling the 400 miles of flat good road from London to Edinburgh in 24 hours. Last week 166 cars and motorcycles started, and 141 made the ride in 22 hours, inclusive of leisurely stops for food at four separate controls. The promoting club records a heavy loss on the event every year, even with a guinea entry fee, and the provision of 141 gold medals, however thin, is likely to cause a revision of the prize list. I only allude to the run as a matter of club policy. Here is a soft run over very tame roads. The scenery is poor, there are no hills, and the speed schedule is a beggarly 20 miles an hour; yet 200 entries and 166 starters are procured! What's the secret? The medal has a certain reputation because the trial started in the early days of the sport. It is a very sociable event, because it is limited to the members of one club. It is a very soft ride, and so appeals to the motoring novice who wants to win his spurs in competition work. Club secretaries, don't leave out the timid novice in framing your program. He values an odd medal per season more than the boys whose bureaus are littered with gold cups and a live club caters for all classes. The victors include 90 singles, 34 sidecars, and 12 cyclecars (three and four wheeled motorettes of about 8 h., listed at less than 500 dollars).

Will Motorbikes Fly?

ENGLISH engineers have apparently settled down to the conviction that the human biped cannot by muscular means generate enough horsepower to propel himself along above ground. The Frenchmen are less pessimistic, and their Aero Club has recently offered a prize of 10,000 francs for competition among small aeroplanes, propelled solely by pedaling gear of the cycle type. The event has secured 200 entrants, though it is very dubious at the moment whether any of them will attain actual flight. Some of them are practising at Juvisy, and we were all thrilled this week by headlines announcing that one of the aspirants had actually accomplished flight on his "aviette," as the Parisians term the winged cycles. Detailed reports simmered down to a "flight" of 3 ft. 6 in., at a height of 8 in. from the ground! The wiseacres are chuckling and asking "Who said hops?" But we ought perhaps to remember that the 50 h. aeroplane began with tiny hops, and possibly this jump is pregnant with possibilities. One thing is obvious—if the winged cycle, relying on one man power, ever flies, the 7 h. motorcycle should evolve into a regular bluebottle buzzer. Perhaps our grandsons will simply unfurl the wings of their motorcycles when they reach a patch of deep sand, or a hairpin bend, or deep mire. These winged motorbikes have great notions attached them. Imagine that you take out your second-best girl in a sidecar, and meet your Sunday girl; or that a cop is trying to decipher your registration number! A short flight would get the motorcyclist out of many an embroglio.

A BROAD-GAUGE CAMPAIGN.

ONE of the most generous and commendable plans recently brought to light for boosting the cause of motorcycles in general is being put into effect by the Melrose Motorcycle Agency, in Detroit, Mich. This firm offers the large show window at its garage for the use of any dealer in the vicinity who may wish to display the machine he represents for a period of a week. No lines are drawn, and any agent in the field may take advantage of the opportunity. Not only will the machine be displayed, but the Melrose agency will keep a supply of the dealer's literature on hand during the time that his machine occupies the window. Five agents have already spoken for space and the plan promises well. The Melrose firm has the Henderson agency in Detroit.

H. Mason, Jr., of the Melrose agency, recently referred to the display plan as follows: "We believe that by assisting all the agents on a broad scale we will be waging an educational campaign. Our desire is to have all makes of motorcycles brought prominently before the public, and when a general demand is created we will take our chances with the others in making sales. We feel that we have a fine offering in the Henderson, and while business is lively now we know that it will be much better as the people become acquainted with the advantages of the single-tracker. To foster this acquaintance we are willing to give all the boys a helping hand."

RAN INTO A TRAP.

THE weather man was good enough to allow about twenty members of the Toronto Motorcycle Club to get away for a little informal run to Hamilton on Sunday, May 26, and all would have passed off very enjoyably if the county police had not also made a few arrangements of their own. The "joy-riders" ran into a trap and a few days later practically the whole party were hailed into the Country Court where they were summarily tried, found guilty, fined and lectured in the usual way.

COTTRELL'S UPKEEP RECORD

Los Angeles Rider Shows That His General Outlay Is Less Than Three-Quarters of a Cent Per Mile.

CHARLES M. COTTRELL, a Los Angeles motorcycle enthusiast who has operated a Reading Standard single for the last ten months, has prepared an unusually interesting expense table in which he proves that his upkeep expenditures while riding 5,400 miles averaged only three-quarters of a cent per mile. Mr. Cottrell travels over country roads throughout the Los Angeles district in the course of his business, and is enthusiastic over the saving he has brought about through the use of the motorcycle. He is satisfied that he can average 110 miles per gallon of gasoline.

As a rule the motorcyclist who undertakes to prepare an upkeep account overlooks many of the smaller items of expense, but Cottrell has not erred in this direction and his table is doubly valuable because of its completeness. His actual outlay on the machine for ten months was $38.85, slightly less than the rate of three-quarters of a cent a mile he refers to. His schedule is in full as follows:

Accessories.

Leggins	$2.00	
Gloves	2.25	
Pump connections (two)	.20	$4.45

Running Expenses.

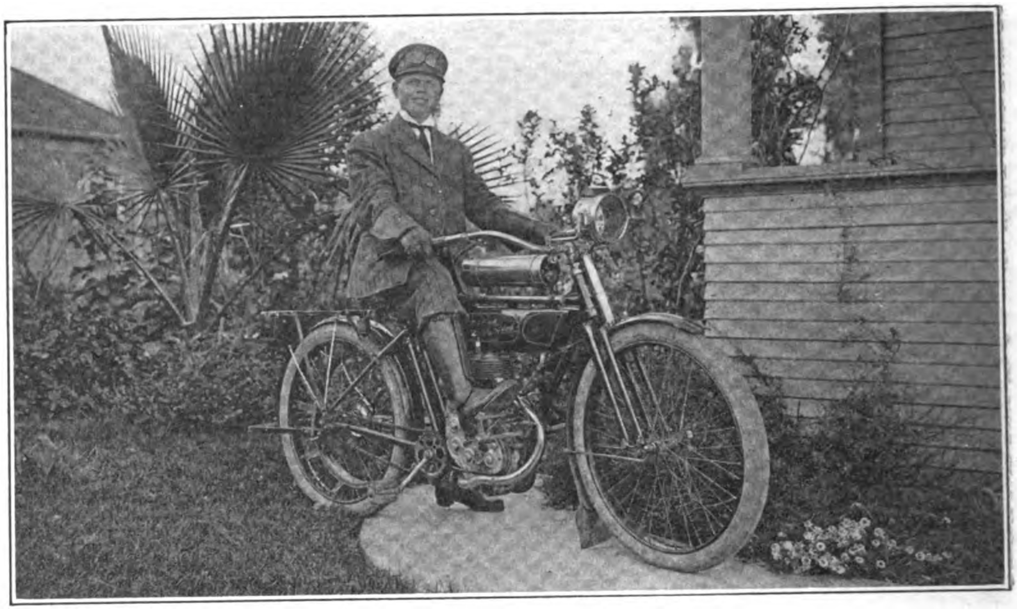
Gasoline (49 gals.)	$9.30	
Cylinder oil	5.85	
Belt dressing	.25	
Belt oil	.25	
"Three in one" oil	.70	
Hard oil	.10	
Resin and varnish for brake	.15	
Prest-O-Lite charge	.60	17.20

Repairs.

Lagging (3 times)	$1.85	
Puncture	.50	
Tape for horn	.05	
Patches	.15	
Lagging screws	.10	
Time replacing mudguard	1.50	
Cable anchored	.10	
Extra link	.10	
Belt shortened	1.00	
New tire	11.15	
New cable	.50	
Crank-hanger nut	.20	17.20
Total		$38.85

SEEK MORE REVENUE.

IN order to get all the revenue possible from the State's motor car and motorcycle manufacturing plants without damaging the industry, a special committee of the Pennsylvania Legislature is addressing inquiries to the manufacturers asking for information to guide the lawmakers in a revision of the State's revenue laws. It is desired to revise not only the laws, but the system of administration of tax collection, so as to increase the income. Some of the manufacturers believe a tax on gross revenue would best fit the case, while others, objecting to a statement of earnings, favor the more simple method of an assessment of the real estate and the personal property, and a definite percentage of tax thereon.



C. M. Cottrell, of Los Angeles, Whose Up-Keep Average is Only Three-Quarters of a Cent a Mile.

TANDEM RECORD LOWERED.

CHARLES FULLER GATES, F. A. M. referee on the Pacific coast, writes to announce that the professional and amateur record-breaking trials recently made on the Playa del Rey saucer by Ray Seymour and Lon Claflin on an Indian machine were under his direct supervision and that every official precaution was taken. He also states that Seymour and Percy H. Powers, using a stock Indian belonging to E. W. Hoag, of Los Angeles, lowered the tandem record from 55⅖ seconds for the mile to 51⅖.

FOR FORESTRY WORKERS.

PHILADELPHIA, PA.—The State Forestry Commission has recently purchased from the Reading Standard Co., of Reading, fifty twin motorcycles for use in the mountainous districts of Pennsylvania.

VERY BUSINESSLIKE.

These Seattle Girls Look the Part, and Are Enthusiasts. Photograph Sent in by C. F. Keith.

LEADERS ARE NEEDED.

"IT is hoped," writes the Bangor Oracle, "that proprietors of all registered shops within striking distance of the routes of the four national tours to the F. A. M. assembly will take it upon themselves to lead a goodly number of local riders to the convention city. Ample time is allowed them in which to confer with the motorcyclists of their towns so that jolly parties may be made up. Then, too, many local riders who otherwise would not attend would be glad to have some leading spirit make the necessary arrangements and conduct the party. The local dealer or repairer is, logically, the one who should do this."

GALION RIDERS ORGANIZE.

MOTORCYCLISTS of Galion, Ohio, formed a club on May 31 and elected the following officers: C. C. Finley, president; H. E. Freese, vice-president; A. G. Flannery, secretary-treasurer; A. D. Diamond, captain; James Gill, lieutenant. The club held a social run to Lewistown on June 9, and other trips will be made to Cedar Point on June 23 and to Columbus on July 4. The squad will also attend the F. A. M. assembly in Columbus.

WANT NEW RULING.

THE Chicago Motorcycle Club, together with the automobile organizations in that city, is backing a movement to obtain legislation providing for all motor vehicles to halt when approaching a street car which has stopped to permit passengers to alight or get aboard.

GAVE DOUBLE SERVICE.

THAT the motorcycle covers twice the territory of a bicycle is the experience of a large drug company in Texarkana, Ark., which found that one motorcyclist could do the work of two bicycle messengers. Incidentally the business was increased and deliveries made more promptly.

SAN JOSE EDICT.

CHIEF OF POLICE KIDDER, of San Jose, Cal., has announced that any motorcyclist who uses a muffler cut-out on the city streets will land in jail, and "Sunny" Jim Margeson, of the motor squad, is now prepared to make an example of the first offender.

IN THE SANTA CLARA VALLEY.

SAN JOSE, Cal.—With hundreds of miles of country roads, many of them unsurpassed in the State; with scores of delightful spots within easy reach of any part of the valley in a few hours' ride, almost any day in the year, the Santa Clara Valley is fast coming to the front as a Mecca for motorcyclists. There has been a strong movement here away from the smaller automobile and a consequent turning to the motor two-wheeler.

Just a year ago the San Jose Motorcycle Club was formed with C. D. Reade as its head, and it immediately became popular. Its membership jumped from 25 to 50 and it now boasts a membership of 100. Scarcely a Sunday or a holiday passes that from 25 to 40 machines, many of them carrying two passengers, do not make a run to one of the many points of interest nearby. It may be to Santa Cruz, the seaside resort less than 40 miles from San Jose; it may be to Half Moon Bay, another seaside spot, justly popular; or it may be to the famous Lick Observatory, 26 miles distant, where is situated upon the mountains, 4,200 feet above sea level, one of the largest telescopes in the world. No matter where it leads, however, the route is over an excellent macadam or oiled road.

With hill-climbs, impromptu races, where conditions will allow; with basket luncheons served under the trees or by some swift-flowing stream, and with a good proportion of the parties made up of ladies, it is no wonder that motorcycling in the Santa Clara Valley is rapidly growing popular.

RIVAL CLUBS HOLD MEETS.

THE Santa Cruz Cyclery, which handles the Excelsior and Indian motorcycles at Santa Cruz, have sold out all the machines in stock and are awaiting shipments. Santa Cruz, Watsonville and San Jose are all live motorcycle towns. Each has a well-established club and anything pertaining to motorcycles seems to interest the general public. Great rivalry exists between riders of Watsonville and Santa Cruz, the cities being about twenty miles apart. At Capitola there is a half-mile dirt track and almost every Sunday stirring races are held between the motorcyclists of the two cities. The interest is as keen as it was during the bicycle days and great crowds attend the events.

CENTRAL CALIFORNIA MEET.

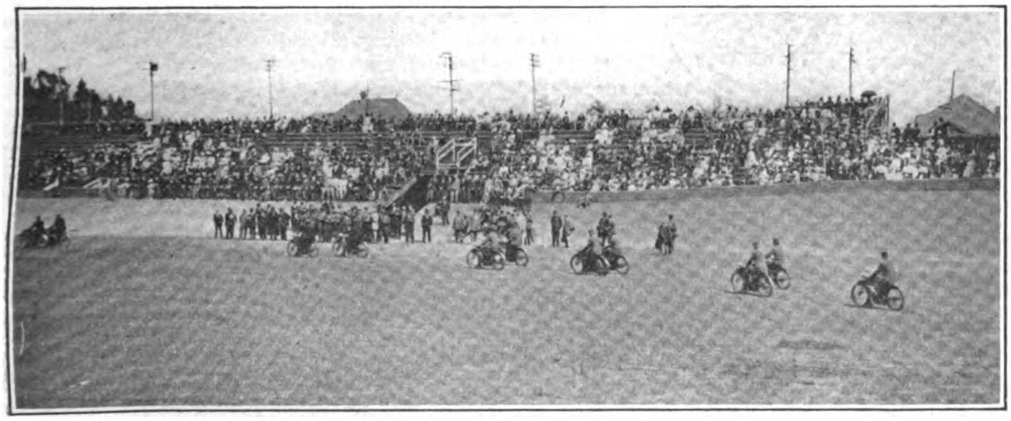
SAN JOSE, Cal.—The biggest motorcycle event of the year for this district is being planned for this city on June 23, when not less than 3,000 riders are expected to gather here. It will be the annual meet of the motorcycle clubs of Central California, and races will be run on the track of the San Jose Driving Park, upon which Disbrow recently broke three world's dirt track auto records. All of the larger Central California Clubs will compete. San Francisco, Oakland, Alameda, Stockton, Sacramento and Fresno each will send a team to compete with San Jose and there is a strong possibility that there will be some record-smashing before the event comes to a close. The local club has planned a barbecue to be served at noon on the day of the races, and has arranged a big dance to close the day's festivities.

BICYCLE MEN INTERESTED.

A STATEMENT appearing in the *Daily Consular and Trade Reports* is to the effect that many manufacturers of bicycles in England have taken up the production of motorcycles and accessories during the last year. It is pointed out that there is little competition from outside sources in this field in view of the fact that the motorcycles produced in the United Kingdom are superior to most of those built on the continent. While there has been a steady increase in the demand for American-built machines in the British Isles it has not developed sufficiently to cause the home manufacturer serious worry, and with the bicycle men turning to the production of motorcycles there are indications that the Britisher will be able to turn out practically all his own power two-wheelers for some time to come.

WILLIAM L. PICKETT, a motorcycle policeman at Beverly, Mass., has the distinction of patrolling the district in which President Taft's summer home is located, and it goes without saying that the motorcop keeps a sharp eye on the residence of the chief executive.

THE newly organized Atlanta, Ga., motorcycle club is supporting an ordinance providing that all classes of vehicles be equipped with headlights.



MOTOR-COPS ON REVIEW.

WHEN the annual inspection of the Los Angeles (Cal.) police department was held recently one of the most striking features of the program was the exhibition given by the motorcycle officers. They performed a series of evolutions before the reviewing stand with a precision which demonstrated their perfect control of the mounts, and the city officials and other spectators were deeply impressed. The members of the motorcycle squad wear a neat khaki uniform, with a cap of the same material, and it is admitted that they are a credit to the force from a viewpoint of appearance as well as of general service. The accompanying photograph shows the motorcops passing the official stand in review.

BROOKLYN'S FAIR RIDER

Miss Sophia Heyen Mounts a Merkel Twin and Does not Balk at Making Long Road Jaunts.

BROOKLYN, N. Y.—Miss Sophia Bertha Heyen, 14 years of age, of 88 Wyona street, whose photograph appears herewith, has the distinction of being the only fair "solo" rider on Long Island. Miss Heyen was an ardent bicycle rider until she recently took a trip on the tandem attachment of her brother's motorcycle. She was so well pleased with her experience that she immediately decided to have a machine of her own. She is now the proud possessor of a new 1912 6 h. twin Flying Merkel equipped with Eclipse free engine, V-belt and 2¼-inch tires.

Miss Heyen has perfect confidence in her machine as evinced by the fact that she rides it daily to and from the high school she attends, and at "week ends" it is a customary sight to see her taking extended trips through the surrounding country. Miss Heyen does not lack escorts, as the boys are always to be found ready to accompany her on the pleasure jaunts. It is needless to state that when application is made for honorary membership for her in the local F. A. M. Club, she will be gladly welcomed.

POINTERS FROM A COP.

AFTER a tour of some of the largest cities in the country, P. E. Thomas, a Dayton, Ohio, policeman, recently told the Springfield department that the motorcycle is the best modern way of increasing efficiency among patrolmen.

THE LaPorte, Ind., police department has its first motorcycle officer. Verne Fenton, an experienced motorcyclist, was appointed by Chief Meinke.

THE "BIG FOUR" OF THE AUGUSTA CLUB

President Chester Story.

Vice-President E. W. Watson.

Secretary Hugh Saxon.

Captain L. H. Fourcher.

EASTON CLUB BOOMING.

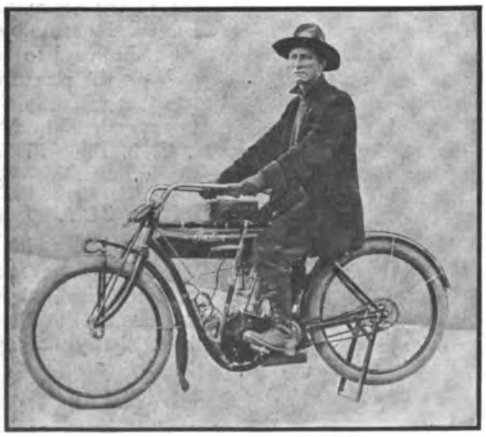
REPORTS from Easton, Pa., are to the effect that the local club is enjoying a boom, and the riders have entered upon the present season with remarkable enthusiasm. Hoffman and Boyer, two veteran motorcyclists of the city, are leaders in the club affairs. Twenty-four members have been lined up so far and there are indications that at least ten more will be taken in before August 1. The first outing of the season was held May 19, to Milford, Pa., sixteen of the boys participating. On June 9 a number of the club riders enjoyed a jaunt to Newark, N. J., where they visited the headquarters of the New Jersey Motorcycle Club.

WILMINGTON CLUB'S OUTING.

FOURTEEN members of the newly formed Wilmington (Del.) Motorcycle Club escaped the heat of the city on Sunday, June 2, by riding to Augustine Pier, where they remained several hours enjoying the cool breezes. On their trip the members passed through Newark, Cooch's Bridge, St. Georges and Kirkwood.

LOW UPKEEP RECORD.

CHESTER A. SCROGGS, of Sacramento. Cal., one of the State fish and game commissioners, has demonstrated the usefulness of the power two-wheeler to such good effect in connection with his duties that the officials have placed an order for seven more machines. Scroggs has covered 4,000 miles over rough mountain roads on the machine shown in the photograph, and has paid only $2.25 for repairs.



AUGUSTA CLUB'S PROGRESS

Georgia Squad Has Jumped from Small Charter List to Membership of Eighty-five—The Officers.

ONE of the most active and successful clubs in Georgia is the Augusta M. C., which has boosted its membership to 85 riders from a charter list of 17. Of late several social runs have been held and in each instance a large attendance was obtained. The club made its debut last New Year's day at a race meet which was held for the purpose of raising funds for a permanent organization, and since that time its progress has been rapid. The organization was perfected on February 11. Chester Story was elected as the first president and his associates are E. W. Watson, vice-president; Hugh Saxon, secretary-treasurer; L. H. Fourcher, captain.

No time was lost in arranging for club quarters and the squad now occupies comfortable rooms in the Irish-American bank building, which is so conveniently located that the boys find it easy to drop in at headquarters almost every evening. The officers are all consistent workers who believe that a club, to be worthy of a place in the F. A. M. ranks, should always be up and doing. Acting on this policy they are planning several outings and considering a race meet or two for June and July.

Augusta Club's Emblem.

CHESAPEAKE 12-HOUR RUN.

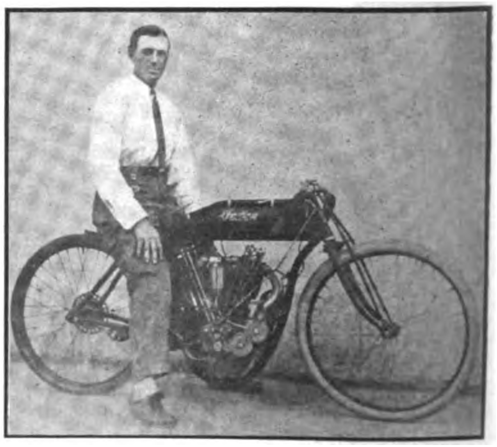
ENTRY blanks are out for the 12-hour endurance run to be held on June 30 by the Chesapeake M. C., of Baltimore, Md., and there are indications that a big squad of riders will start over the 200-mile course, to Lancaster, Pa., and return. Ten prizes have been offered, all of practical value to motorcyclists, and the run officials look forward to a desperate contest for them.

HIS HAT NOT "IN THE RING."

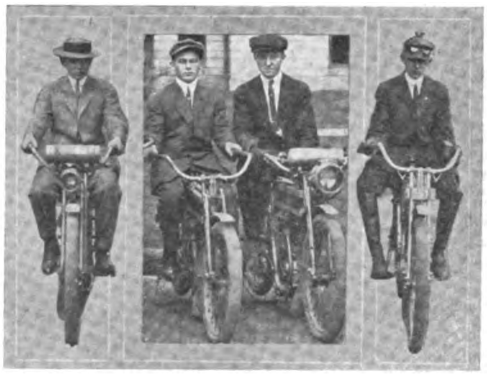
CHAIRMAN Estabrook has found time in the rush of summer organization work—heavier now by far than it has ever been in the past—to announce modestly that he is not a possible candidate for F. A. M. presidential honors. The Bangor enthusiast has been mentioned in connection with the nomination, but he is so completely wrapped up in the multifarious and exacting duties of his present office that he would not feel justified in making a change. Besides, no official position would allow him to leave the marks of his industry and earnestness upon the history of the Federation to better effect than the one he now occupies, so that from every angle his present decision evidences the broad-gauge philosophy which has featured his work in the past.

SIDNEY CLUB'S BANQUET.

ABOUT twenty-five motorcyclists of Sidney, Ohio, and vicinity recently enjoyed a banquet given under the auspices of the Sidney M. C. Among those present were the following: Hon. Chas. Wyman, J. B. Swain, J. L. Adler, Paul Monroe, Elmer Unum, Frank Tebbe, James Rostron, Howard Brautigam, Jesse Laughlin, Homer Monroe, Frank Unum, Leo Peters, Alfred Yarber, Ormond Blake, Burte Foote, Burt McDaniel, Clifford Alton, Robert Smith, Frank Miller, Thomas Schmidt, Jean Carothers and Kerr Fulton.


Lon Claflin, Who Recently Established a Row of New Amateur Records.

CHAMPAIGN (ILL.) CLUB A LIVE ONE



IN two of the accompanying photographic lay-outs the artist has shown some of the members of the Champaign (Ill.) Motorcycle Club as they might appear from the viewpoint of an aeroplanist. In the third set of pictures he returns to terra firma. Reading from top to bottom at the left the riders are Jones, Folsom, Rusher, McMein, Hart, Hansen, Pastel, Shaw, Klockner and Dick. At the right, from top to bottom, are Applegate, Ellis, Kirkwood, Kilby, Benst, Hoag, McGaughey and Wilson. In the center lay-out, reading from left to right, are George Reid, secretary-treasurer; O. V. Seed, president; F. W. Baum, road captain, and J. Bohn. Ellis is vice-president, and Dick first lieutenant. Hansen and Baum started on June 5 for a European tour by motorcycle.

CLOSE CALL FOR RIDER LOST IN DESERT

Los Angeles Motorcyclist Was Unconscious in Waste of Burning Sand When Found by Automobile Scout Party.

A. E. WEEKS, a motorcyclist of Los Angeles, Cal., tells a remarkable story of his recent attempt to follow the route of the proposed National Highway from Los Angeles to Phoenix, Ariz., across the desert. Near Middle Wells he struck sand which prevented him from riding, and he was compelled to push his machine. Overcome by exhaustion and thirst a short time later, he collapsed, and but for the timely arrival of an automobile party, which was making the same trip as an experiment, he would undoubtedly have perished in the desert. His story of the trip and his rescue follows:

"I left Los Angeles Sunday, May 12, on a 3 h. 1909 Curtiss motorcycle for Phoenix, and found the road good as far as Whitewater ranch; from there I had to ride on the Southern Pacific track to within two miles of Indio, where the road is good to Mecca; beyond Mecca I found the road impassable until I reached Salton Sea. Three miles up the tracks I rode the firm wet sand to Salton, then had to go back to the track until about half way between Imperial Junction and Glamis, where the road was good into Glamis. From Glamis to Yuma is railroad all the way, although I could have taken the road from Ogilby, it meant twenty extra miles. I arrived at Yuma at 3:30 p. m., Saturday, and helped to welcome the big car the Los Angeles *Times* is sending across the continent.

"I left Yuma Sunday morning just ahead of the *Times* car, and continued ahead of them to Dome, where the car stopped to boost the National Highway. I sped on to Castle Dome and obtained a good lead; made no stop at Castle Dome, intending to keep ahead of the *Times* car as far as possible. Found the road good across the mesa, but many by-roads without signs, that were confusing. However, I got past Deep Well and Middle Wells, although I was quite thirsty, I thought I could stand it until I reached Palomas, as I was making the best time since leaving Los Angeles. When about ten miles from Middle Wells, I struck sand that I couldn't ride, and started to push my motorcycle through it. The hot sun and exertion got the best of me, and the next thing I remember distinctly, I was in the *Times* car and Mr. Smith was giving me water, a few drops at a time. When I was myself again I started for Phoenix.

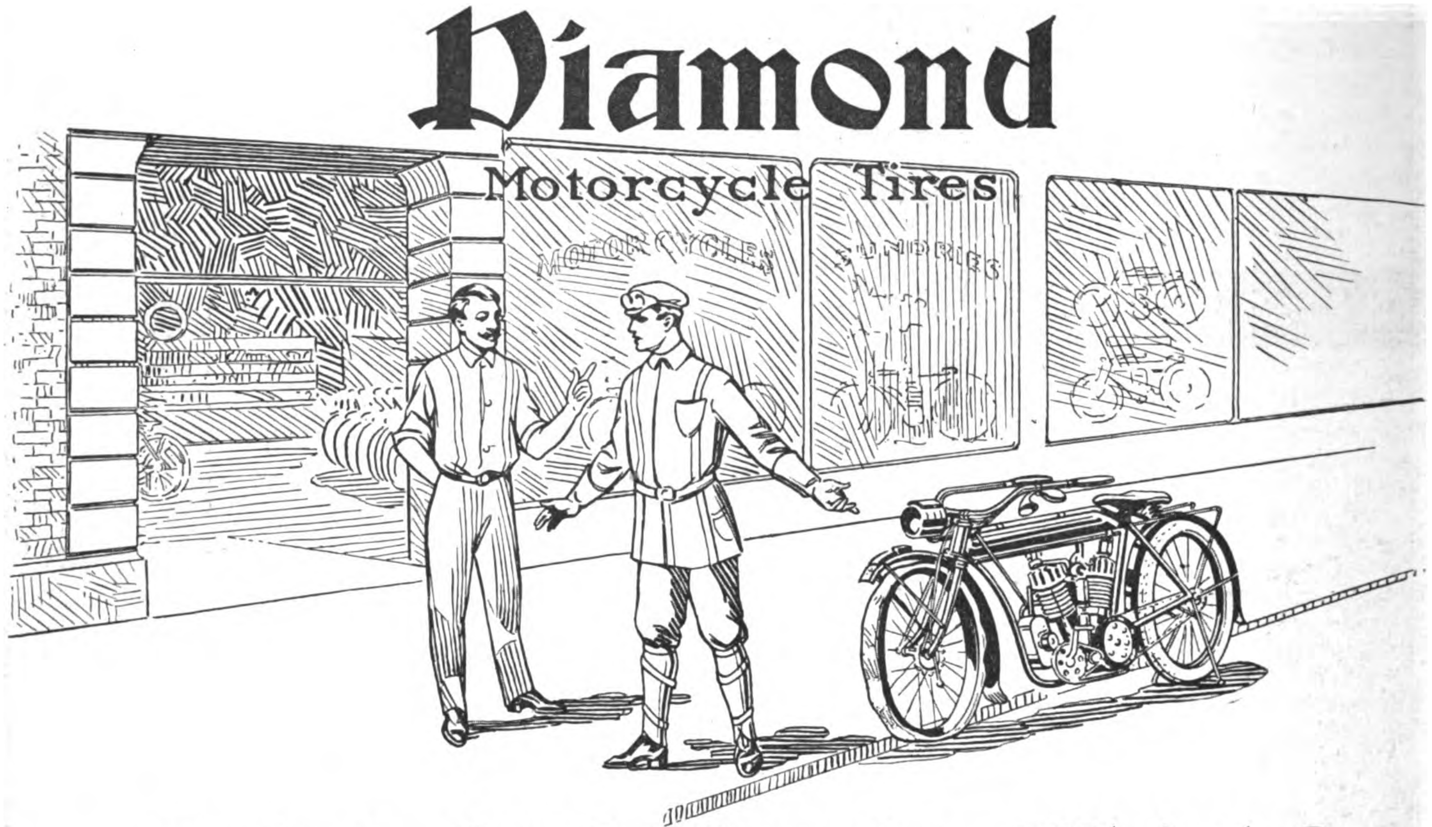
"Words cannot express my gratitude to Mr. Smith and that good old *Times* special car. When the good work they are starting is finished, motorcyclists can cross the desert, but until then they take a desperate chance with their lives. I consider that I was saved by pure luck. A less observant man than Mr. Smith never would have noticed me, and I would certainly have died in that waste of burning sand."

MOTORCYCLE INSURANCE.

INSURANCE against fire and transportation risks for a motorcycle can be obtained for the sum of $5 from P. H. O'Connor, 154 Nassau street, New York City. A theft clause on the policy, costing an additional $5, can also be obtained. The fire and transportation risks covered are: Fire arising from any cause whatsoever; loss or damage by stranding, sinking, burning, derailment or collision while in the hands of a transportation company. This includes the machine and its equipment. The insurance against theft covers loss or damage to the motorcycle in its entirety. The single or dual policy holds good anywhere in the United States or Canada. The company back of the policy is the Insurance Company of North America.

ST. PAUL RACE SERIES.

ST. PAUL, Minn.—The Minneapolis Motorcycle Club has leased the Hamline race track in this city and will put on a series of meets during the summer, together with the contests that have been arranged for the Anoka track. The first meet will be held on July 4, when many of the West's crack racers will be seen on the mile and also the half-mile courses. Otto Frykman, of the Minneapolis Motorcycle Club, and formerly connected with the Detroit club, has secured the lease on the State Fair track and is planning a series of four or five meets to interest Twin City motorcycle enthusiasts. He is now making arrangements for some of the fast Chicago and Detroit racers to appear here during the meet.



Price Or Mileage - Which?

When buying a tire do you buy on a price or mileage basis?

Do you get what you pay for?

A cheap tire will in the long run cost more than the higher-priced one.

Diamond motorcycle tires are built up to a standard not down to a price and distributed through reliable dealers only—the dealers who are looking to your profit as well as their own.

Their profits on Diamond tires may be a little less than on others but they are looking for your continual patronage.

Like the tires they sell you; they can be depended on.

You can't get mileage out of a tire unless it is built into it.

Diamond motorcycle tires are built of fabric specially woven of long staple Sea Island cotton and pure Para rubber compounded according to formulæ which are the result of 14 years experience in rubber compounding.

They are miniatures of the famous Diamond auto tire, the largest selling single brand of tires in the world.

The first tire for motor driven vehicles made in America was a Diamond. Diamond quality is today as it was then the standard of comparison.

If you want a tire scientifically constructed for all around work, you are looking for the Diamond.

The universal demand is evidence that we have accomplished our purpose—Greatest Mileage. The cost is no more than for other standard makes.

Diamond tires are made in two treads—studded and corrugated—but only one quality!

Single clinch only and in all sizes to fit the 28" x 2½" rim, including the 29" x 3" specially adapted for tandem riding, side cars, heavy riders and delivery machines.

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We could build them cheaper
—But we won't.
We would build them better
—But we can't.

The Diamond Rubber Co. of N. Y. : : Akron, O.

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J. LEO SAUER,
President

EDITORIAL

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Entered as second class matter July 6, 1908, at the Postoffice at New York, N. Y., under act of Congress, March 3, 1879.
H. N. CONDICT,
Secretary

NET PAID CIRCULATION,
THIS ISSUE, 11,215

MOTORCYCLE OF THE FUTURE

THE writer, when consulting the Standard Dictionary the other day, out of curiosity looked up the word "automobile." This particular edition of the Standard was issued in 1901, just eleven years ago. "Automobile" was defined simply as an adjective: "self-propelled." There was no reference whatsoever to the automobile as we know it today. And the 1901 Standard was the most accurate and up-to-date dictionary of that period.

Eleven years ago, and no definition, in the best dictionary, of "automobile," nor, of course, of the motorcycle. Automobiles were then being built, even exported in small quantities, but the business was of such little consequence at the beginning of the century that the leading dictionary-compilers of their day entirely overlooked the motor four-wheeler, although the dictionary in question contains the definitions of some 250,000 words and phrases.

Since then, with the rapid perfection of manufacturing methods, not only has the automobile been placed in the hands of more than half a million American users, but the growth of the industry is also shown in the constantly increasing volume and value of the exports and in the decrease of imported cars since the passage of 1906. In that year the high-water mark of imports was reached with $5,488,690 of foreign automobiles and parts. Each year since 1906 has marked a lower total of imports until the commencement of the present fiscal year. In the meantime, exports have made new records each year, reaching the total of $12,965,049 during the fiscal year ended with June, 1911. While the present fiscal year is not completed, the figures for the first nine months ended with March, 1912, exceed the total figures for 1911. According to the governmental report the export figures for the period covered are $14,189,948. Reckoning on the usual rate of export between April 1 and June 30, the total for the year will be approximately $20,000,000.

No close analysis of these figures is necessary to absolutely satisfy even the doubting Thomases of the tremendous possibilities of the motorcycle industry. Thus far, we have only skimmed the surface of the wonderful opportunities which surround the motorcycle as a means of recreation and an instrument for the transaction of business in a thousand and one ways. For the motorcycle represents something more than a fad.

Concretely stated, the motorcycle stands for rapid, convenient and economical locomotion. It combines these attributes in happier proportions than does any other piece of mechanism. It possesses the speed of the automobile and, though without some of the conveniences of the latter, it scores heavily in a comparison of the costs of acquisition and maintenance respectively of the two types of vehicles. There is such a big difference in the matter of expense that neither machine is, strictly speaking, a competitor of the other. For every individual who professes to graduate from the motorcycle into the automobile class, there are ten who can afford motorcycles, but unable to do justice to the economic responsibilities involved in the purchase and maintenance of a car.

The motorcycle of ten, fifteen and twenty-five years hence may be nothing like the motorcycle of today, but, at the risk of posing as a prophet, the writer feels fully justified in predicting that the changes will represent simply higher development of the motor-driven two-wheeler as a means of rapidly, conveniently and economically transporting people and things from place to place.

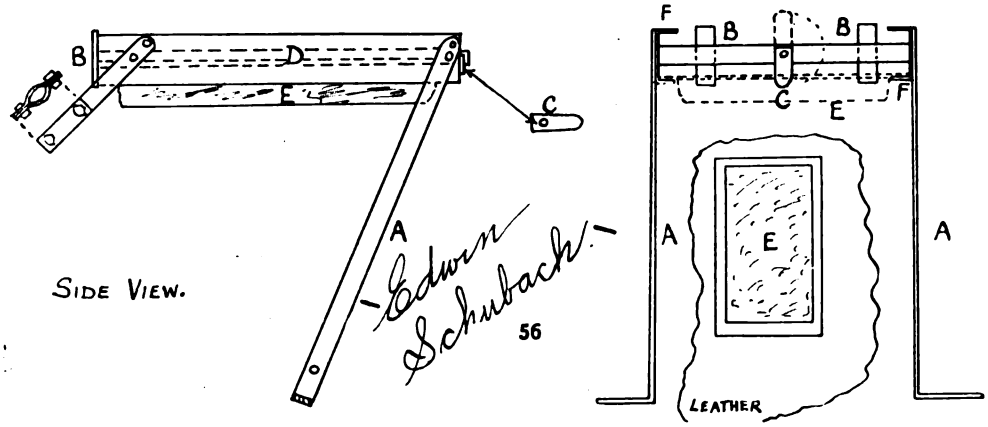
In proportion as these characteristics of the motorcycle are developed will the number of machines in use increase. The impossibility of conceiving of a substitute for the motorcycle is perhaps the strongest argument in behalf of its permanence. There may be, of course, radical changes in construction and design, but where is the imagination that can picture the three important qualities above mentioned in anything other than the motor and two-wheel combination? Or, possibly, one wheel, or three?

Suppose even, as a result of ingenious inventions which may dispose of some of the complications found today in the transmissions and the steering of automobiles, the use of four wheels becomes universal? Even then we shall still have the motorcycle and the automobile, though the line of demarkation may be not so clearly perceptible as it is today. For if it ever becomes necessary or advisable to add to the number of wheels fitted to a motorcycle, none will be better qualified than the motorcycle manufacturers to make the change, gradually, of course. If the two-wheeler of today should perchance become the four-wheeler of tomorrow, it will be a motorcycle still, because it will possess the economical advantages which now distinguish it from the automobile. That will be the case for the simple reason that no motorcycle designer will take four wheels into serious consideration until, if ever, the means are available for manufacturing and marketing such a contrivance at a much lower cost than the cheapest standard automobile.

Now it is practically certain that the difference in cost between the two types of motor vehicles will always be as great as it is today. If the automobile is not now being manufactured as cheaply as it ever will be, then the same applies to the motorcycle in proportion. That is not to say that the motorcycle of the future is to be much cheaper than the 1912 models. We know too little about manufacturing to even hazard a guess on this score; but it seems to be only common sense to argue that everything within the reach of the auto builder, aiming at price reductions, is also attainable by the motorcycle manufacturer.

LAST OF THE LUGGAGE CARRIER DESIGNS

Eleven More Good Suggestions, Submitted Before Close of Contest—Winners of First and Second Prizes Will Be Announced in the Next Issue of Motorcycle Illustrated.



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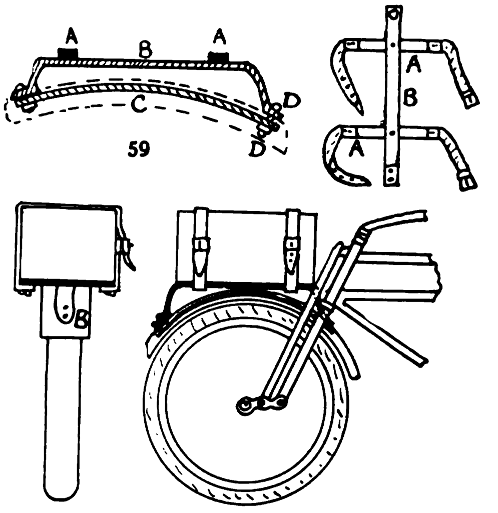

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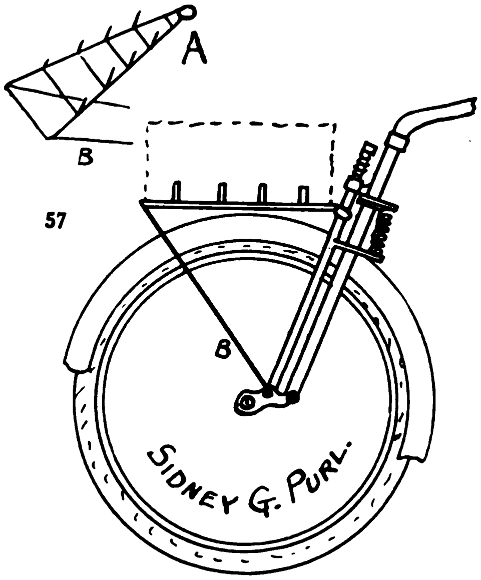

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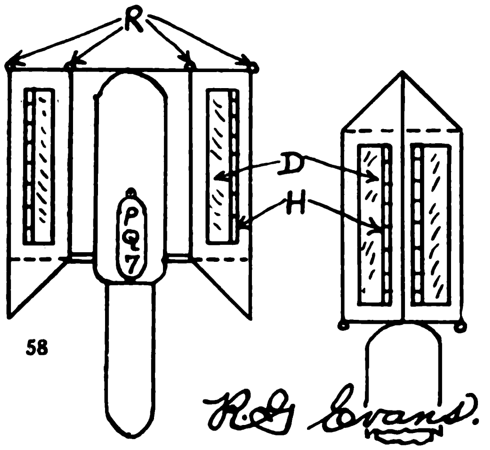
56. Rear carrier combining luggage and tandem attachments. Stirrups for latter are attached to A A, tandem seat is E. Seat is slid underneath as in left-hand view when not in use and slides in F F when in service. B B are stops at front end and C is a swing-stop to hold seat E in place, D is the carrier frame. Inset shows details of seat; there is an inch margin all around leather padding. Pieces D are 12 x 1½ x ⅛-inch stock; B are 3 x 1 x ¼-inch, and C is 2 x 1 x ⅛-inch steel with ¼-inch hole. Legs A are 1½ x 5/16-inch steel. Contributed by Edwin Schubach, Chicago, Ill.



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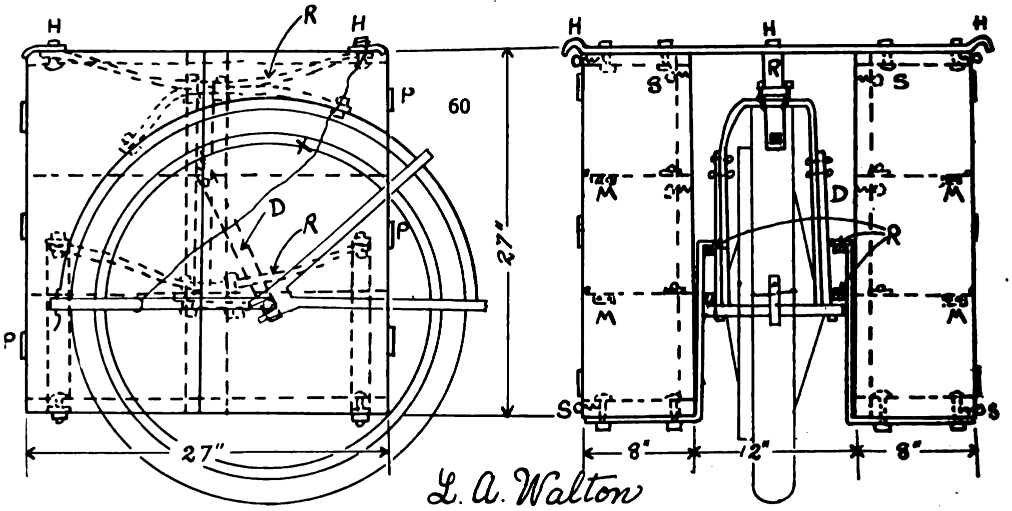

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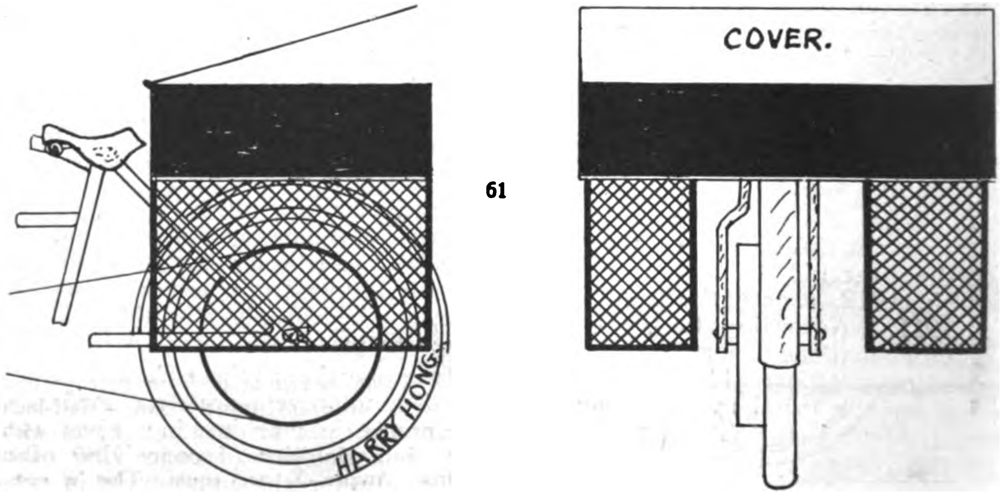
57. Front carrier with lips projecting from cross-members as shown at A. Stays to rigid portion of rocker and clamp to recoil barrel. Used in R. F. D. work for carrying sacks, etc. Made of galvanized iron stock. Contributed by Sidney J. Purl, Georgetown, Tex.

58. Folding rear carrier with two positions, to fit over regular tubular "stock" carrier. Hinges are fitted at R R and H H. Dimensions of boxes 15 x 5 inches, length not stated. Doors D D fitted in rear. When in down position, extra luggage can be strapped on top. Up position is used when it is raining, etc. Contributed by R. G. Evans, Elkhart, Ind.

59. Front carrier, fitted to mudguard, box shown strapped on. A B is the iron frame, C the bar fitted on under side of mudguard and D the fastening at the rear. Attached as



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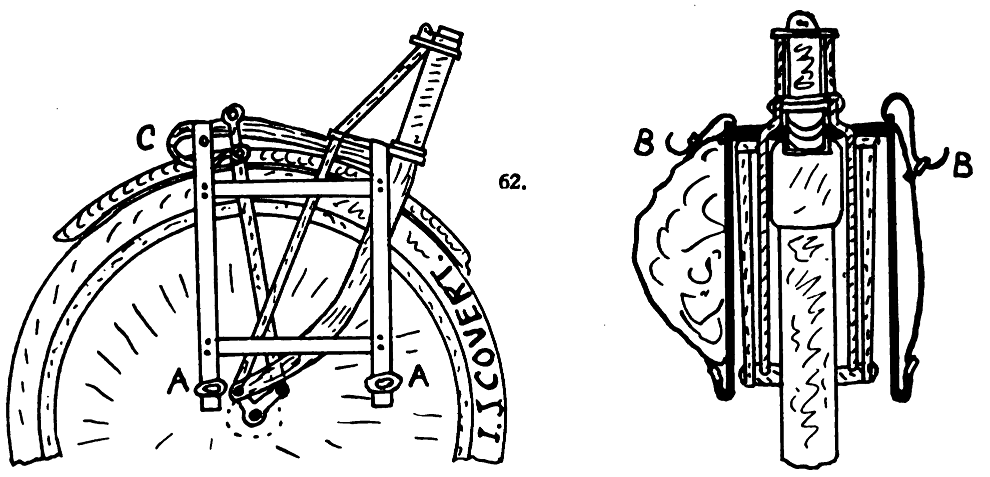


62.

shown in detail in upper corner. To be used when tandem attachment is fitted or when other luggage is carried at the rear. Contributed by Jas. A. Hart, Philadelphia, Pa.

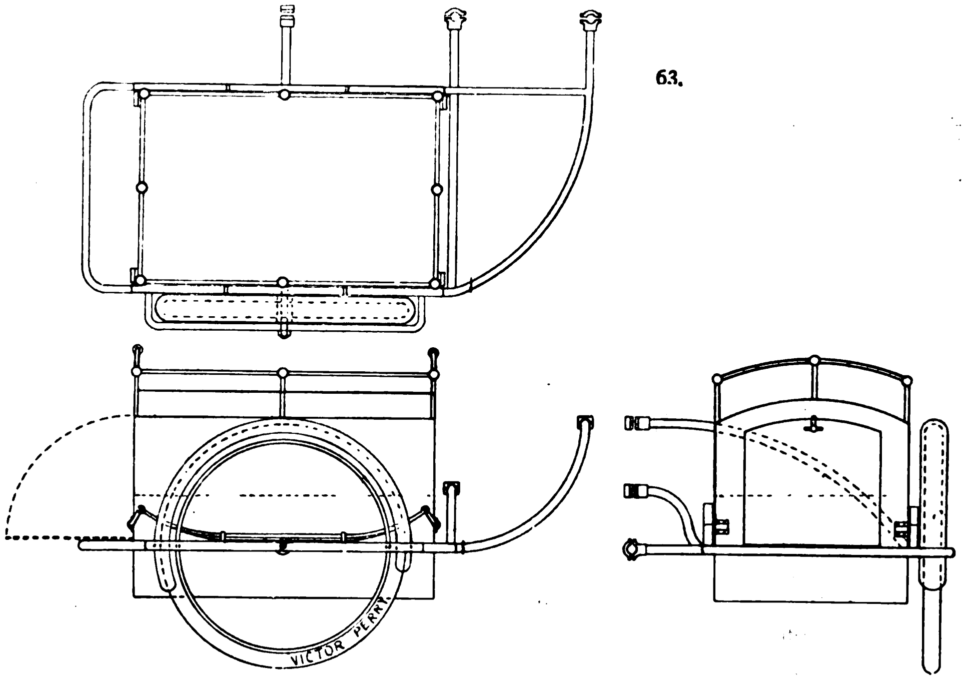
60. Rear carrier with springing, divided into compartments by folding shelves. Each pannier has two doors at sides. D is a brace to rear axle, M M shelve hinges, R R springs, H H hooks and P P door hinges. Screweyes or buttons are shown at S S, and X is a rope for operating the stand. Extra luggage to be roped on top, using hooks H H. Contributed by L. A. Walton, Fruitvale, Oakland, Cal.

61. Rear carrier, with top box and wire netting panniers. Lid hinges at front and rear door can be fitted if desired. Box of ⅞-inch lumber and of dimensions to suit user. Contributed by Harry Hong, Chicago, Ill.

62. Front carrier with pannier-arranged frames. Front members clamp to coach-spring as shown and straps B are attached to A. Used for light packages. Contributed by I. J. Covert, Fishkill Landing, N. Y.

63. Side-car attachment, with underslung body and side half-elliptic springs. Body supported by shackles and frame forming housing for wheel. Mudguard bolted to wheel housing. Knockout axle. Body 24 x 34 x 26 inches, rear door fitted, frame extends rearward to support open door or can be used for extra luggage. Railing on top of body. Frame of 11-guage tubing, welded and clamped to machine by adjustable fittings. Shelf in center of body. Contributed by Victor Perry, Batavia, N. Y.

64. Rear carriers with spring suspension, operated from saddle. Bumpers are fitted at B on each forward corner, small wheels D are fitted with springs C, and used to trundle carrier when detached. E is a spring and F a link connecting to lever G. M is a longitudinal flat spring with rear scroll end attaching to body at L. Springs M clamp to rear stays at the front. Handles H are fitted for trundling detached carrier. J is a leg for resting carrier and K a wing nut for securing J. Steel frame fitted to body with cross-braces N N N. When load is heavy, during stops or in slippery places, carrier is lowered by lever G until caster wheels D touch. Capacity 150 to 200 pounds. Contributed by J. H. Skillicorn, Albany, N. Y.



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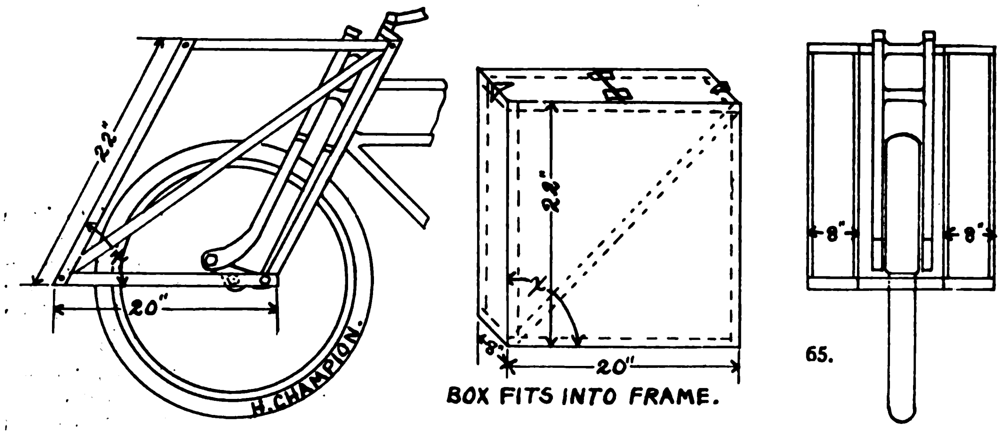

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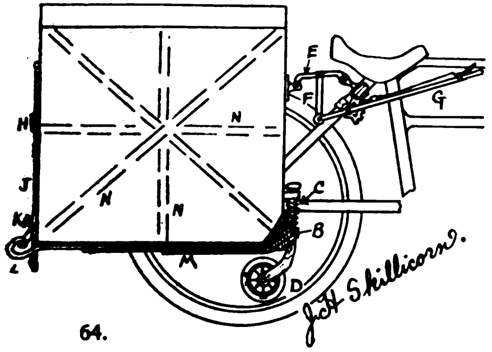


64.

65. Front carrier attached to rigid portion of forks or front construction. Half-inch square rods used for framing. Boxes with lids fit inside frame, capacity 7,040 cubic inches. Angles X are equal. This is contributed by Henry Champion, Rhinelander, Wis.

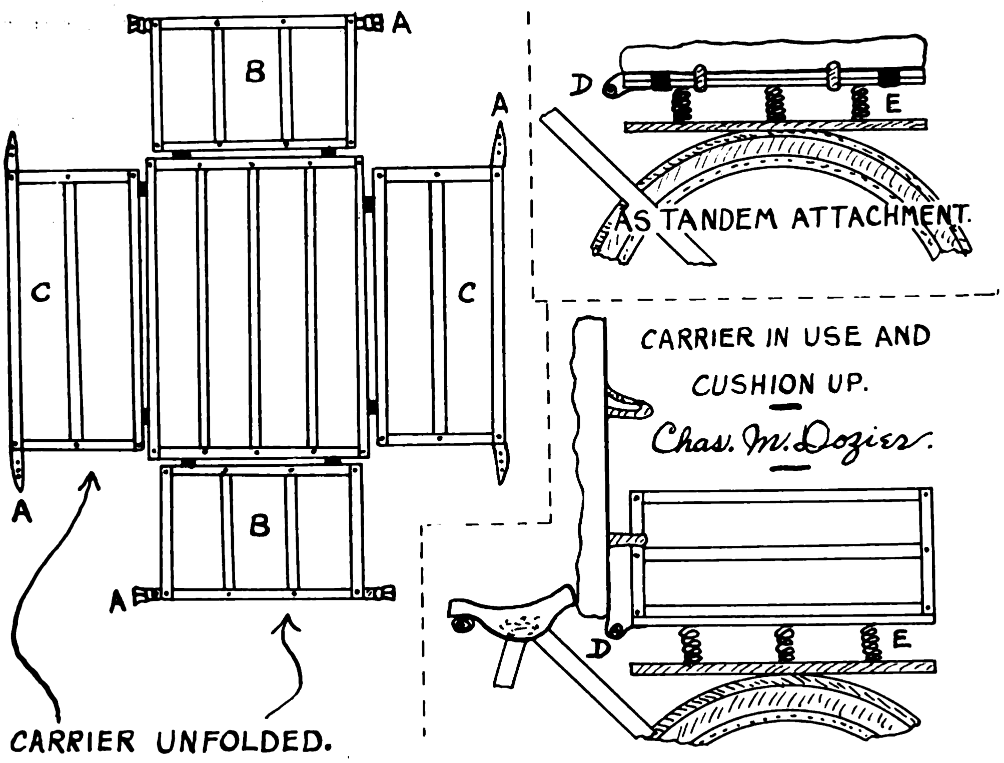
66. Combined tandem and luggage carrier, supported by volute springs E E. Sides C and B strap together by straps A. Base dimensions 12 x 9 inches; sides C, 10 x 6 inches; sides B, 6 x 7 inches. When used as tandem sides fold down and cushion is strapped over them; when used for luggage cushion forms backrest as shown, hinging at D. Contributed by Chas. M. Dozier, New Straitsville, Ohio.

A CORRECTION.

ORA V. BROWN, who contributed luggage carrier design number 10, writes as follows: "The legs in my carrier design are held up in either position by a square notch in the leg in which fits a similarly shaped piece working under the action of a coil spring. They are fastened to the frame with fiber pins and spring hooks and not by pins as was stated in the write-ups of my design. The carrier is also to be fitted over an ordinary luggage carrier and not on the loop brace."

RICHMOND COUNTY MEETS.

ARRANGEMENTS have been made by the Richmond County Motor Racing Association of Staten Island to hold regular Sunday meets at the Dongan Hills track from now on, and some promising cards are being framed. Mercier, Constant, Cox, Graves and Coughlin are to ride.



Luggage Carrier Design No. 66.

McCARTHY ON THE TRAIL.

BALTIMORE, Md.—The Nemesis of the motorcyclists in this city is Deputy Automobile Commissioner J. J. McCarthy, who, on his speedy motorcycle, hangs around the boulevards and pikes every Sunday and nearly always traps some speeding rider. McCarthy is determined to compel the boys to have some respect for the law, and states that he will keep after them until they stop burning the roads. On Sunday, June 2, he gathered a few into his net on the boulevard between this city and Annapolis.

One of the boys gave him a chase of four miles before he was caught, and this little excitement set him back $5 and costs. The fines have been very small heretofore, but McCarthy will see that they are plastered on a little more heavily if offenders continue to violate the law. These arrests happened during the run of the Indian and Maryland clubs to the State Capitol. William Wood, F. A. M. Commissioner for Maryland, has lectured the boys several times for speeding, but some of them have paid no attention to him.

CAMPAIGNING BY MOTORCYCLE.

THE motorcycle has at last invaded politics in southeastern Kansas. Charlie Ise, candidate for the office of County Attorney of Montgomery County, has just purchased a Flying Merkel motorcycle with which to make his campaign tours of the county. Ise expects to cover the county about five times between now and election time, and says that he will have visited every rural voter at least that many times before the primaries. The candidate believes he can wage his campaign at a less expense and see more people than by the use of a team and buggy or an automobile.

PREPARING FOR VISITORS.

PHILADELPHIA, PA.—The passenger traffic committee of the Merchants and Manufacturers' Association has recently announced that the Pennsylvania and other railroads in the Trunk Line have provided special seashore excursions that will enable merchants in many small towns and cities in the eastern part of the United States to stop off in Philadelphia and buy their fall and winter stock. This announcement has been well received by the motorcycle and supply dealers of this city, and many have had circulars prepared for distribution in the towns affected.

READING RACE MEET.

THE Reading (Pa.) Motorcycle Club will hold a race meet in the fairgrounds on July 4. The success of the meet last year encouraged the members to arrange for a similar event this year. A number of professional out-of-town riders will be secured. A parade will be held prior to the meet and all owners of motorcycles have been invited to participate. The club held a picnic on May 25.

CLEVELAND CLUB MOVES.

THE Cleveland M. C. has moved to Luna Park for the summer sessions. The clubrooms consist of a large meeting room, a reception room, kitchen, cardroom, poolroom and bath. Regular meeting will be held on the first and sixteenth of the month.

THE Cleveland M. C. is taking up the matter of holding a club meet on the Luna Stadium in the near future. The date as yet not being decided upon, but it will probably be early in July before the F. A. M. convention, as nearly all the Cleveland riders will attend the convention.

THE K-V Motorcycle Company, of Cleveland, Ohio, has received its demonstrator and reports the sale of two machines during the first week. Much interest is being manifested in this 4-cylinder machine.

THE Lister Motorcycle Co., of Cleveland, Ohio, recently delivered a Harley-Davidson machine to the Illuminating Company, of Cleveland, for use in the repair department.

SQUIER IN HERO ROLE.

ONCE more Geogre H. Squier, of the Yale staff, has demonstrated that folks who give him credit for being a man of action make no mistake. While in Pittsburgh recently attending a convention Squier was strolling down a main thoroughfare with Harry Neff, local Yale and Thor agent, when a runaway team attached to a private carriage dashed down upon them. Without a second's hesitation Squier grabbed one of the horses and was dragged a considerable distance before he was able to bring the frightened animals to a stop. Then before the four occupants of the carriage could reach him George lost himself in the crowd. His efforts to keep the incident under cover were unavailing, however, and the owners of the runaway team finally located him at his hotel. There he was duly thanked. Later his friends about town looked him up and at every turn he was complimented upon his ready courage until he left the city.

FOR SPEEDY SERVICE.

THE *Daily Earth*, a newspaper at Coffeyville, Kan., has added a motorcycle to its news and circulation departments. The machine is used on the news end of the paper until press time, after which it is used by the circulation department. By using the two-wheeler the paper can go to press later than the other afternoon publication, thus making possible a scoop and making the paper more interesting. At the same time the carrier boys, who are taken out to their routes on the machine, get the paper delivered before the other paper's carriers do. The machine is equipped with a tandem attachment.

FINES FOR CUT-OUT USERS.

CHIEF OF POLICE MICHAEL MEALEY, of Minneapolis, Minn., has started after the motorcyclists with the open muffler, and arrests have been numerous in the past few weeks. Five riders were arrested a week ago and all paid a fine of $3, but the municipal judge says that if the nuisance is not stopped soon some more serious penalty will have to be imposed.

A PERFECT SCORER.

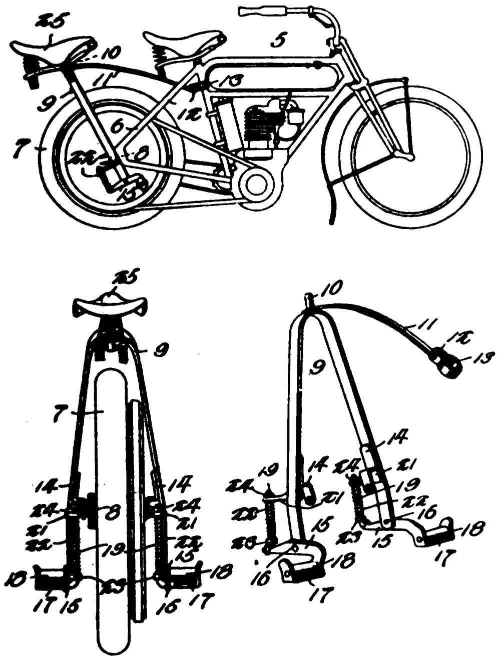
JOHN BEVERIDGE, JR., of Mt. Vernon, N. Y., appears in the accompanying photograph on his 6 h. Flying Merkel with which he carried off a gold medal for finishing with a perfect score in the recent run of the Invincible M. C., of Brooklyn, N. Y., to Southampton and return. Beveridge has been riding for several years and has just placed an order for a new 7 h. Merkel.

PATENTS

Two New Tandem Attachments, and a Muffler That Could Be Fitted to Motorcycles.

PATENTS for two improved motorcycle tandem attachments have recently been obtained by Californians, Frank R. Covey and Charles F. Hoag, of Riverside, being the designers of one and Frank E. and Robert Palin, of San Mateo, offering the other. Samuel W. Forney, of Pulaski, Va., is also listed with recent patentees of motor fitments, his product being a muffler which is credited with maximum efficiency and minimum back pressure.

The Covey and Hoag attachment, covered by patent No. 1,027,992, is described as follows: Fig. 9, in the diagram showing side view of a motorcycle, is an inverted fork from the upper surface of which rises a stud or stem 10 to which is swivelled one end of a resilient arm 11, the opposite end being formed with an upturned perforated ear 12 which is fastened to the collar 13. The latter is arranged to embrace the seat-mast tube, as shown in the diagram. Spaced from the ends of the fork 9 and fastened to its inner face are offset bearing-lugs 14, the free ends of which are slotted to receive the axle. Mounted upon the fork-ends are spring foot-rests, as shown in the rear-view diagram. The spring action is afforded by the operation of the foot-rest on the pivot 16, the shock being taken up by the springs 22. The springs work over guide rods 19 and are adjustable by the nuts 23 and 24. A saddle of ordinary construction is mounted on the stem 10 and the attachment is then complete. Owing to the form of the flexible arm 11, extending from the top of the tandem fork to the frame proper of the motorcycle, and the springing arrangement of the pedals, which are fitted with roller treads, the inventors claim superior comfort-giving qualities for their device.

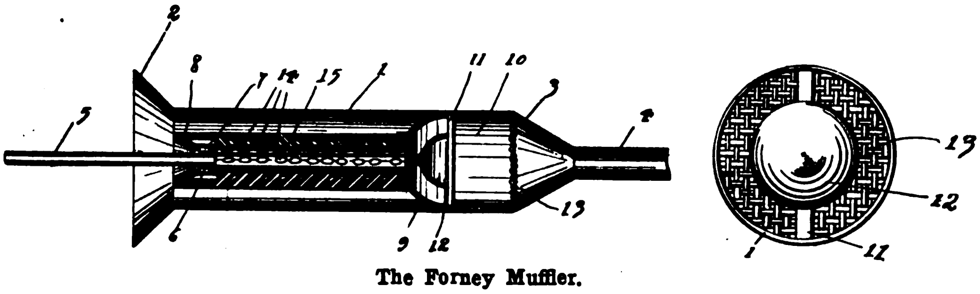


Covey and Hoag Attachment.

An Improved Muffler.

The Forney patent covering an improved muffler is No. 1,027,469. One of the accompanying diagrams shows a cut-away side view, and the other presents sectional end view. Fig. 1 in the longitudinal diagram designates the main casing which is built with a flaring front section 2 and a tapering neck 3 which terminates at the exhaust pipe 4. Leading into the casing is the exhaust pipe 5 which has mounted upon it a collar 6 bearing radiating arms 7 which serve to support the rear end of the pipe 8. From this point the pipe is enlarged until it terminates in the bell portion 9 which flares outward until it reaches the walls of the muffler shell. The bell portion and the tapering end of the casing enclose a chamber 10 which has extending across it the brace 11 bearing the deflector 12 which aids in breaking up the exhaust gases as they pass out of the exhaust pipe into the chamber 10. A screen 13 is placed at the point where the shell begins to taper, to further break up the gases and to assist in bringing about a thorough mixing of the gases with the air in the chamber 10.

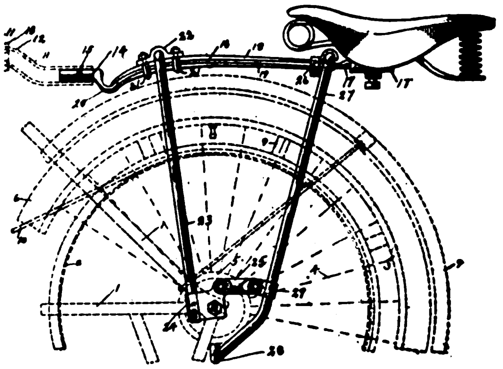
Radiating from the enlarged section of the exhaust pipe are small forwardly inclined air receiving branch pipes 14 which communicate through a supplemental inner casing with the open space enclosed by the main casing. As the machine to which the muffler is fitted moves forward, air is caught by the bell-shaped front section of the muffler casing and passed through the branch pipes 14 into the exhaust pipe 8 where it mixes with the exhaust gases. Additional air is caught by the flaring front end of the exhaust pipe 8 and taken in to assist in this work. It is the inventor's claim that the rush of air through the flaring pipe-end 8 and the branch pipes 14 will practically do away with back pressure in the disposition of the gases. After passing around the deflector 12 and through the screen 13 the gases enter the tapering section of the casing and pass out through the discharge pipe 4. The Forney muffler is designed primarily for automobiles, but nothing appears to prevent its adaptation to the motorcycle.



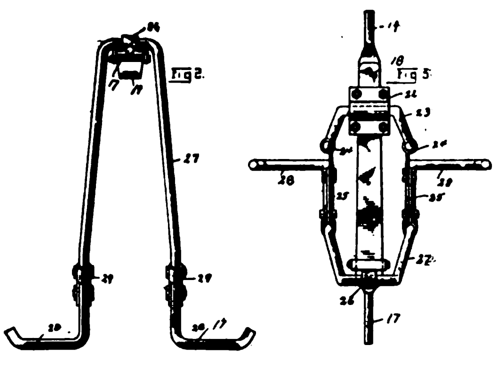
The Forney Muffler.

Leaf-Spring Tandem Seat.

Frank E. and Robert A. Palin, of San Mateo, Cal., are the designers of a new spring tandem attachment, intended to provide a staunch and simple springing arrangement for the extra seat, and recently covered by a patent grant. In this device the rear end of a horizontal bar 11 is shown extending back from the frame proper; this bar has a threaded hole into which a heavy tube 12 is screwed, a locknut 13 being supplied to hold the tube in position. The tube is curved downward so that its rear end is on the proper plane to receive a pin 14 on the front end of the tandem attachment spring. The pin 14 and the tube 12 are held together by a pin 15. The pin 14 is an extension of the spring proper 16, which has another extension at the rear 17 for the tandem saddle. Above and below the spring 16 are the spring leaves 18 and 19, the latter curving upward at the front 20 to hold it securely in place. The springs are held together by the clips 21, these clips also holding a strap 22 in position so that a U-shaped yoke may pass through and be held in position. The ends of this yoke have holes to permit of adjusting the spring with respect to the supporting bracket 24. The connecting link is 25.



Palm Leaf Spring Tandem.



TIPS AND TOPICS

Starting on the Magneto.

QUITE often we hear riders complain of the difficulty experienced in starting their motorcycles, and if the refractory machine is fitted with a magneto it is likely that the trouble is at once blamed to this fitting. As a matter of fact, this silent member may be in no way to blame, and through a process of elimination the real difficulty will often be located in the carbureter. It is true that when a rider pedals his motor over slowly the magneto will not generate a spark of such intensity as will a battery system under similar conditions; in consequence of this, when a carbureter is so adjusted as to supply a weak mixture with the motor turning over slowly the spark generated by the magneto is not sufficiently intense to ignite the charge drawn in. A similarly weak mixture might be ignited by a battery system, however, provided the batteries were strong.

Look to the Carbureter.

THESE points being clear, the rider who experiences trouble in starting should examine his carbureter at once and adjust it so that a richer mixture is provided. This should be done before much time has been given up to exhaustive pedaling and equally exhaustive profanity. By way of simplifying the operation of obtaining a richer mixture a cover of some sort could be fashioned to fit over the air intake for the purpose of reducing the amount of air drawn in, and in this way a mixture rich in gas particles would be afforded. With a properly adjusted carbureter one quick thrust upon the pedal will usually start a well-designed magneto equipped motorcycle, but a slow, lifeless push upon the pedals will do little toward getting a positive start on any machine.

Driving at a Slow Pace.

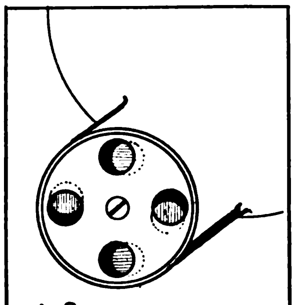
DO not infer from the foregoing that I would blame all troubles upon the carbureter; far from it, but there is no getting away from the fact that the mixing apparatus can make or unmake the best of motorcycles. One quite often finds it impossible to keep the motor down to slow speed and at the same time have it fire regularly. This is not always the fault of the carbureter, although I must admit that under such conditions I would first seek the trouble in the mixer. Sometimes the difficulty may be traced to the ignition system, where the spark plug gaps may be found too small. Increasing the gap, almost to three sixty-fourths of an inch, has been known to effect a remedy under these circumstances. In this connection some experimenting must be done, however, as a large gap conduces to hard starting in view of the fact that proportionately more electrical force is required to jump a spark across a broad gap than a small one.

Spark Plug Efficiency.

SPEAKING of spark plugs, one frequently meets an enthusiastic rider of a twin mount who boasts that he has not removed the plugs from the motor since he uncrated the machine; in the interim he may have covered 5,000 miles. When we hear such a remark it is to be taken for granted, perhaps, that the speaker does not really know the difference between a motor which is running well and one which is not up to its best work. It is gratifying, of course, to have a plug so well constructed that it will give no appreciable trouble during a whole season, but if we are to expect perfect firing we must not put the plugs to such severe tests. To get the best out of the ignition system I would advise changing the plugs once every month, provided, of course, that one rides regularly.

Relay System of Plugs.

AN excellent plan is to have two sets of spark plugs, one in use and the other in reserve; the latter, by the way, thoroughly protected from knocking and rattling about with other articles in the tool-bag. The wise rider may keep the reserve set of plugs at home where they will come to no harm and carry an extra plug or two for emergency use on the road. The first set, after twenty or thirty days' use should be taken out and cleaned with a dry bristle brush; if sooted or gummed they should be given a gasoline bath which will assist materially in the process of rejuvenation. The electrodes should be examined carefully, for if they are not of the best material and they are used with a high-tension magneto, there is a possibility that they will be burned away slightly, which will make a closer setting necessary; between one-thirty-second and one sixty-fourth of an inch is the proper gap for magneto-equipped motors. The reserve set of plugs will now be used in place of those that are being cleaned, and at the end of another month the change is made again. In addition to prolonging the life of the plugs indefinitely the motor will show a remarkable improvement in efficiency. Leading plug makers will tell you that their products will last an entire season without attention if the engine is operated properly, and this cannot be denied; but there is a vast difference between merely having the motor run and getting the best possible results from it. It pays to change the plugs regularly.



A SUGGESTION FOR AN AIR-SHUTTER TO ASSIST IN OBTAINING A RICH STARTING MIXTURE

Repairing a Control Rod.

LAST season I had a machine fitted with grip control and rods to complete the operating system, and on one of my trips, for no apparent reason, the spark control rod broke close to the bell-crank joint or lug. To tie it with wire seemed a bit shoddy and also ineffective, so that for a moment I was puzzled. As I placed my tool kit on the road a small three-eighth inch nut caught my eye and offered a simple solution of the problem. The nut made a good fit on the threaded end of the rod remaining in the lug and served as a union when the other broken end of the rod was screwed into it. A soft copper wire washer was fashioned and placed under the nut so that it was kept in a fixed position. The nut had five or six threads and was deep enough to hold both ends of the rod securely.

Failure to Answer Throttle.

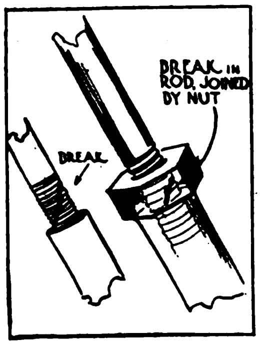
NOT long ago, while the writer was strolling along an avenue with his mind temporarily off motorcycles, he was hailed by an overheated rider who asked him to inspect a second-hand machine which he had just purchased and which did not respond to the throttle. The owner had found it necessary to assist his mount by pedaling when climbing a hill, and he was at a loss to know why his motor did not "pick up." The machine in question should have tackled the hill in a manner to gladden a rider's heart, but upon giving the engine a try-out on the stand I found that opening the trottle did not give the expected burst of speed. The lever that operated the throttle was without undue play and the twist of the grip actually did open the gas valve to the fullest extent. Upon dismantling the carbureter, however, I found the trouble at once. The gauze at the air intake was so dirty that I am positive no air found its way into the mixing chamber. As a result the mixture was far from what it should have been.

One Case Where the Rule Failed.

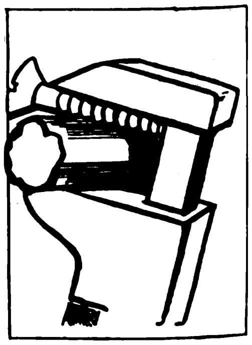
THE latter statement recalls a similar case in which I gave a rider the advice noted above, but cleaning the air intake screens did not overcome his motor's sluggishness. It happened that he brought his machine over to my office and I gave it a personal inspection. After going through the usual preliminaries I began to think I had tackled a difficult problem, but, as will be shown, the trouble was not beyond remedying. I removed the inlet valve dome so that I might inspect the valve, which was of the automatic type and here I located the difficulty. The valve stem was slightly bent, so that only a hair-line opening was allowed on the suction stroke, and as a result very little gas could be taken into the cylinder. Under the conditions, opening the throttle had little or no effect.

An Emergency Stillson.

THERE are times when a rider is called upon to unscrew a large sized pipe or cylindrical bar, and on many of these occa-



Control Rod Repair.



Emergency Stillson.

sions it is impossible to procure a Stillson wrench. Under such conditions an ordinary monkey wrench can be made to serve the purpose by placing a screw between the top jaw of the wrench and the bar or tube and screwing the lower jaw up tightly. While a large machine screw will answer on most occasions an ordinary wood screw is better, as its threads are considerably sharper and will therefore grip the bar more firmly. The illustration shows the method clearly.

MOTORCYCLE EXPORT FIGURES.

WASHINGTON, D. C.—Reports issued by the Department of Commerce and Labor giving the monthly exports of domestic merchandise and the imports from foreign countries, show a steady increase in the demand for American made motorcycles. While the exports of motorcycles and bicycles, and parts of each, showed a slight falling off for April, as compared with April of 1911, yet the figures for the ten months ending with April in 1912, show a big increase over the same period in 1911, and almost double the figures for the same period in 1910. The export figures are as follows:

April, 1911, $107,698; April, 1912, $105,722; ten months ending with April, 1910, $486,670; 1911, $715,150; 1912, $877.014.

The imports of bicycles and motorcycles, and parts were: In April, 1912. $17,464; ten months ending April, 1912, $123,907.

TWO CANADIAN MEETS.

J. W. CUNNINGHAM, of London, Ontario, has been selected as referee for the first Dominion championships to be held at Hamilton, Ontario, on Monday, July 1. J. M. Scott, of Toronto, chairman of the competition committee of the C. M. A., will act as starter.

The Toronto M. C. will hold a race meet at Toronto on the Saturday following the championships at Hamilton. This will enable the racers from the States to take part in two big meets in Canada with only one trip. It is anticipated that "Shorty" Matthews, Thor, will be among the starters at both tournaments.

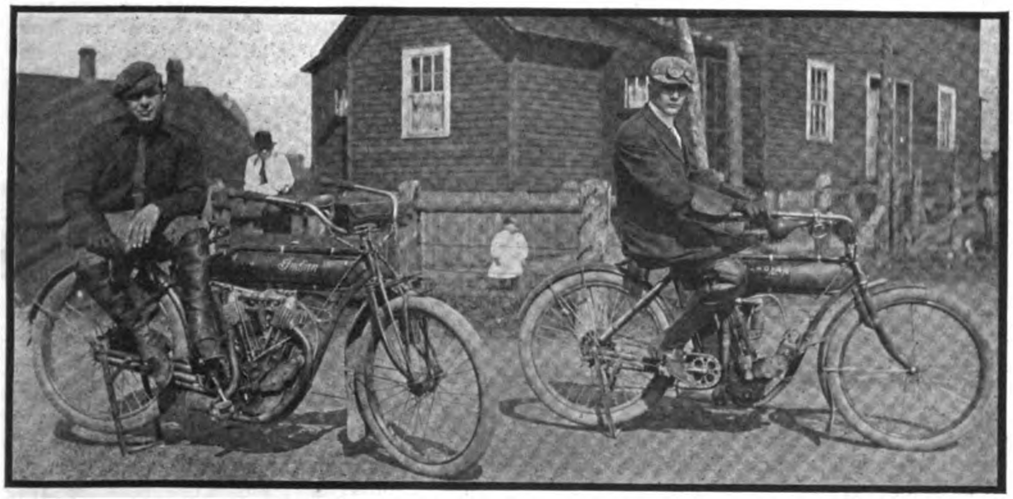
THE Vokes Hardware Company of Toronto, has purchased four Flanders' motorcycles for the use of city salesmen.

POPE TANDEMITES.

AMONG others, Pope riders are taking very kindly to tandem riding, and the hearty little single whose home is Hartford is daily demonstrating its capacity for double service. The photograph herewith was taken in Sacramento, Cal.

THAT BIG OUTING.

BALTIMORE, MD.—The riders of Indians in this town are anxiously awaiting for Howard A. French to announce the date of the "big feed" and athletic pow-wow he is going to pull off early in July. The event is a certainty and all the boys desire to know is the time and the place. Some of the athletes are already in training. Matt Gault and George Louis will contest in the running broad jump; "Yellow" Rasmers, a former Lehigh star, is preparing for the short and long distance running events; John Johnson seems to have a strangle hold on the championship belt for high diving and swimming, while the sedate F. A. M. Commissioner of Maryland, William Wood, will unequivocally be the real thing in the quiet and gentlemanly quoit game which will take up the attention of some of the boys.



MICHIGAN ORGANIZERS.

W. A. SULLIVAN and Edward McLogan, of Calumet, Mich., are leaders in the movement to organize a motorcycle club for Houghton and Keweenaw counties. In the accompanying photograph they are returning from a jaunt over country roads. The plans for an inter-country club were launched some time ago at Calumet and neighboring towns, and there are indications that they will bear fruit before the summer is over.

SECRETARY GIBSON HONORED.

TORONTO, CAN.—As an evidence of the esteem in which Canadian riders, generally, hold Dr. G. B. Gibson, secretary-treasurer of the F. A. M., the Toronto M. C., at its last meeting, formally made G. B. an honorary member of the club. Simultaneously he became an active member of the Canadian Motorcyclists' Association.

It was decided, at this meeting, to hold a pleasure tour to Hamilton, on July 1, to take part in the Dominion championships to be held there on that day. Fifteen riders were admitted to membership.

About one hundred of the club's members assembled on the University campus the other evening to pose for a picture. The riders were busily lining up when the police put in an appearance and the boys vanished. The members held a big street parade on the same night, the procession attracting much attention. Several riders costumed themselves and made a hit. On this occasion one of the "fathers" of the club piloted a machine and sidecar, in which his wife and three children were passengers.

ORR KEEPS MOVING.

CHARLES F. ORR, one of Toronto's many promising sons, is building up quite a business connection in the motorcycle trade. Orr first landed the Ontario agency for the Graton & Knight Manufacturing Company, makers of Spartan belts, after which he proceeded to close with the Persons Manufacturing Company, saddle makers, for the Toronto branch. He has also secured the Toronto connection for the Minneapolis motorcycle, and although his first shipment is only on the way now, Orr has already made several sales of Minneapolis delivery vans to local merchants.

DEMONSTRATING samples of F. N. four cylinder machines are on their way to Toronto, and will be placed on view at the show rooms of the Virtue Motor Sales Company, Yonge street.

IMPROVED LAMP SERVICE.

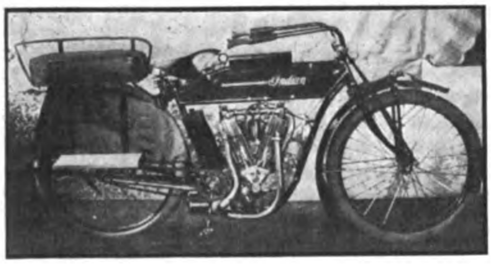
RECENT tests with peroxide of hydrogen as an aid to the fuel solution in acetylene lamps have shown that it may be relied upon to increase the candlepower materially, sometimes as much as 50 per cent. A. R. Myhill, who conducted the experiments, found that half an ounce of peroxide of hydrogen of 20 volumes strength added to 20 ounces of water increased the lighting efficiency by half, and it is evident that the process is one deserving of serious consideration by motorcyclists who use their machines to any extent at night. Peroxide of hydrogen is simply water with an extra molecule of oxygen; the latter will pass off upon the slightest provocation, and for that reason the solution should always be kept in a bottle of brown glass with a scrupulously clean stopper.

In addition to its value as an aid to the lighting outfit, the solution is invaluable as a germicide, and should be carried by tourists and others who are likely to sustain cuts and scratches under conditions where emergency treatment must be relied upon. Peroxide of hydrogen may be bought in any quantity at all drug stores, and for the lighting experiments a weak solution should be prepared at first. As its effect is noted the strength may be increased until it is about that noted above, half an ounce to 20 ounces of water.

BOWEN SIDE SEAT.

DEPARTING in several important details from the lines of similar fitments marketed in the past, a light, strong and well-sprung side seat, now being manufactured by Bowen Brothers, of Utica, N. Y., will undoubtedly assist in the popularizing of passenger-carrying on motorcycles during the present season. The most noticeable improvement over types of side saddles heretofore used lies in the position of the attachment when fitted to the machine. It is so placed that the passenger's weight is directly over the rear axle, thus insuring ease of control of the mount and reducing frame strain to the minimum.

The Utica firm places special emphasis upon the comfort-giving qualities of its device. The seat proper in the Bowen attachment is equipped with 4-inch springs, which are credited with taking up the heaviest road jolts. The seat is upholstered in brown leather, and a light brass rail, nickel-plated, forms a low guard on the off side of the cushion. The latter is 12½ inches wide and 20 inches long. A large rubber-covered foot-rest, supported by heavy angle irons, adds much to the comfort and appearance of the attachment, and a leather mudguard amply protects the passenger from dust and mud and also prevents the skirt of a woman rider from becoming tangled in the spokes of the wheel.

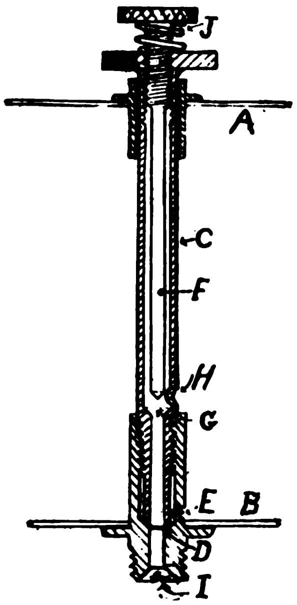


The Bowen seat may be attached to any make of motorcycle. As it is intended particularly for touring and long road trips, the manufacturers have provided an incidental attachment for carrying a suitcase.

EMERGENCY TANK VALVE

New Castle Inventor Markets Device to Prevent Stalling on the Road Through Fuel Shortage.

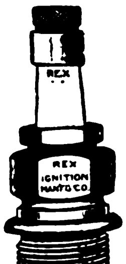
WILLIAM E. WALDRON, of New Castle, Pa., has a patent pending for a gasoline tank needle-valve of simple construction which is intended to prevent a motorcyclist from being caught on the road without sufficient fuel to reach a garage. The valve is set in the tank as shown in the accompanying illustration, with its threaded lower extremity screwed into a seat in the tank bottom. When the hollow outer stem of the device is screwed down it closes the fuel outlet at the floor of the tank, and gasoline must be taken through a hole about an inch up on the stem. When the supply of fuel is lowered to a point where it will no longer flow through this hole, the motor will "starve" and the rider will thus be notified that he has only about an inch of gas in the bottom of his tank. He then unscrews the outer valve stem out of its seat and opens the hole at the floor of the tank so that the remaining fuel will find an outlet and feed his motor until he can replenish the supply. Obviously, the object of the valve is to provide an emergency supply of gasoline without in any way altering the original tank and fittings and without the necessity for gauging the fuel. The inventor is now prepared to supply the valves for Indian, M. M., Reading-Standard, Excelsior, Merkel and Marvel machines, and will adapt his device to other makes.



In the illustration, A and B are the tank lines; C is the outer valve stem, and D the outer valve seat. E is the outer valve feed at the floor of the tank; F is the inner valve stem; G is the inner valve seat; H is the inner valve feed, and I shows the outlet to the carbureter. J is a lock spring for the valve stem.

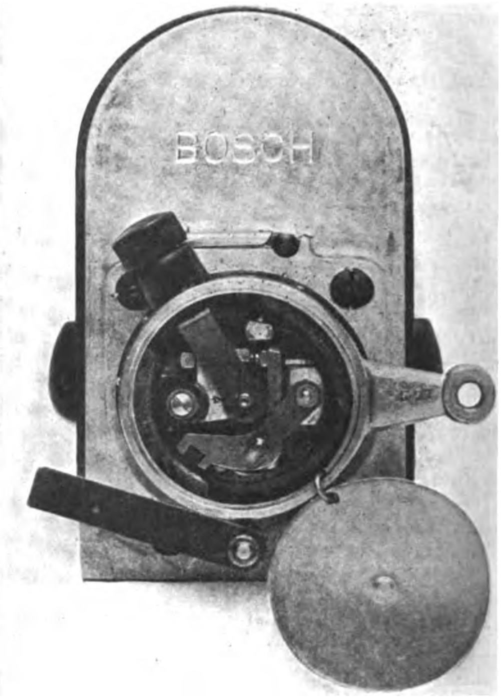
REX SPARK PLUGS.

EXTREMELY simple in construction and guaranteed not to short circuit, the Rex spark plugs, made by the Rex Ignition Mfg. Co., of 1779 Broadway, New York City, are finding favor with motorcyclists who realize that a machine is only as dependable as its ignition system. The Rex plug is soot-proof, and the ease with which its porcelain may be changed is another feature not to be overlooked. The electrode is of imported wire. The thoroughness with which every Rex plug is tested in the company's inspection department justifies the claim that the product will live up to its slogan, "The King of Spark Plugs."



A BOSCH IMPROVEMENT.

IT is not known what occasion first called forth the saying, "the little things are the ones that count," but it is given point and very forcefully illustrated by the new arrangement for holding the contact breaker box cover on the enclosed types of Bosch magnetos now being supplied to manufacturers. No doubt there are many riders who have experienced the loss of their contact breaker box cover on the road, through the spring that held it having been accidently turned to one side, either when the machine was stored or when the motorcycle was pushed up against some obstruction that struck the breaker box cover.



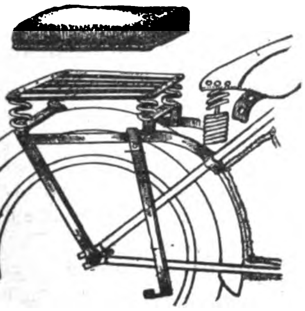
Certain machines were at one time arranged so that the magneto came very close to the belt and when the motorcycle was operating at high speed the belt would vibrate laterally and cause the spring to be knocked out of place and the breaker box cover to be thrown into the dust and lost. Having had this situation brought to its attention on numerous occasions, the Bosch Magneto Company has arranged to eliminate the possibility of trouble by securing the cover with a small ring. The cover, which is shown hanging free from the contact breaker box, fits snugly in the circumference of the casing in the usual way. When intact the cover is held in position by the flat spring, which is shown in the illustration pushed to the left of the magneto. If the cover is to be taken off the flat spring is turned sideways, as shown, and by pulling lightly on the ring the cover can be very easily removed.

A hole is bored at the base of the cover and at a corresponding part of the casing, the ring, as shown in the illustration, being drawn through both holes so that the cover will not be detached from the magneto when it is removed from the casing. The ring is large enough to allow sufficient freedom of motion as not to interfere with the manipulation required for adjusting the contact points, etc.

ANOTHER fire department, that in Porterville, Cal., has installed a motorcycle.

HOWELL COMBINATION TANDEM ATTACHMENT.

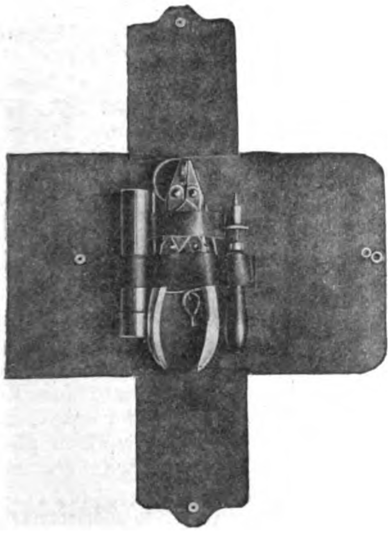
LEE & CO., of Danville, Ill., have brought out an attachment under the name of Howell's Combination Tandem Attachment and Luggage Carrier, which is here illustrated. The frame is attached to the rear axle by side members and by curved top-members to the rear forks of the motorcycle. The stirrups are fitted in position well forward of the rear hub, and this, combined with the location of the attachment over the wheel, brings the rider over the vertical center of the wheel, relieving tire strain, etc. The main frame is supported above the lower frame on four coil springs, one at each corner, and this arrangement is designed to further relieve the machine of strains, no matter whether a passenger or luggage is in place on the carrier. The springing further obviates the transmission of any jolts, no matter what bumps are encountered.



For passenger carrying, a finely upholstered leather cushion with curled hair filling is provided, and the passenger may ride astride or pillion-wise (sidewise). The arrangement of the stirrups or foot-rests gives a perfect sitting position, and the rests can be quickly attached or detached. The cushion can also be quickly removed or replaced, there being no straps to unbuckle, etc. The whole attachment is strong and durable, and can be had in nickel-plate or in enamel colored to match the machine. It is adapted for easy attachment to any motorcycle.

SOMETHING NEW IN REPAIR KITS.

THE accompanying cut shows the Cinch Tire Repair Kit which is becoming very popular. It consists of a piercing tool, stretcher, closing pliers and 12 plugs. The complete kit in size and weight is very convenient for carrying about, measuring 7 inches by 4 inches. It is recommended for its durability as well as its efficiency. The Sun Motor and Supply Co., of 307 Amsterdam avenue, is selling them.



READING MEET JULY 4.

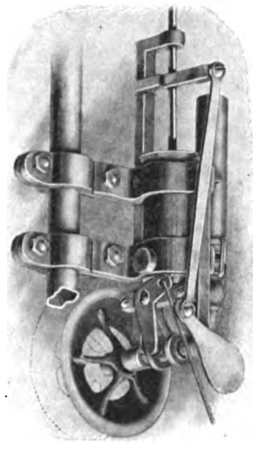
THE Reading Club will hold a race meet July 4 on the Reading (Pa.) Fair Grounds half mile dirt track. The program:

Five-mile novice, 30.50 stock machines. Open to those who have never won a prize. Ten-mile private owners', 30.50 stock; ten-mile club event, 30.50, stripped stock machines; for members of Reading club only; ten-mile trade riders, 30.50, stripped stock; one mile time trial for track record, 30.50, open port or 5 h. p. twin stock; half hour trade riders, 30.50. Entrance fee for all races, 50 cents. Entries close July 2.

On Sunday, June 16, the club will hold a reliability run from Reading to Philadelphia, to Easton, to Allentown and return to Reading, for club members.

A NEW WHISTLE.

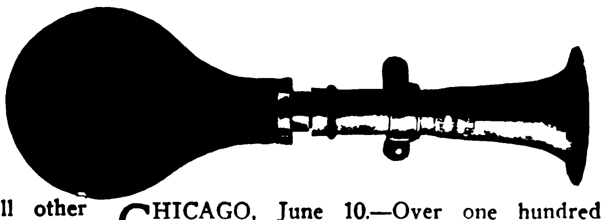
THE cut shown below is of a very efficient motorcycle whistle manufactured by the H. & H. Specialty Co., of Cainfield street, Newark, N. J. They are marketing it under the name of the Peerless Motorcycle Whistle, and certainly judging by the range and intensity of its sound it must evidently stand high among noise producers. It is operated by simply pulling a string which brings the wheel in contact with the rubber tire, the rotation of which pumps air into and through the whistle. The Peerless Motorcycle Whistle is easily fitted to any motorcycle, is substantially and durably made and, it is claimed, produces a whistling sound that can be heard half a mile. The marked success their bicycle whistle of a somewhat similar design met with, induced the H. & H. Specialty Co. to manufacture the motorcycle whistle.



A New Whistle.

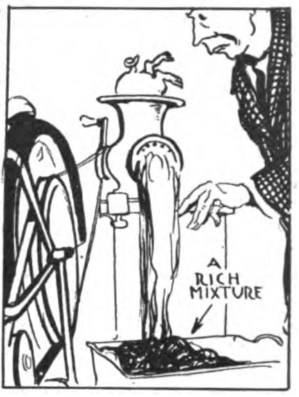
A WARNING TO HEED.

THOSE who desire a warning signal that can be heard above the heavy roar of traffic and that is decidedly new, will be pleased with the Acme Siren, which is imported by the Sarco Engineering Co., of Broad street, New York. Besides being extremely efficient it is practically indestructible, comprising a heavy gauge brass horn, nickel plated, and a large Para rubber bulb. The sound is produced by the quick revolving of a reed in the horn and ranges from a low melodious note to a piercing alarm dominating all other sounds. The horn is made in two sizes, 11 inches long by 2⅝ inches wide, and 16 inches long by 4⅜ inches wide. Prices and particulars to dealers will be submitted on request, and also a handsome small plate glass mirror will be sent free.



Chopping Meat By Motorcycle

JOSEPH H. ZIELINSKI, of 2856 North Hamlin street, Chicago, reports that he has been successfully using an Excelsior motorcycle for the last two years to operate a meat-chopping machine, and that the system has allowed him to cut down expenses. Zielinski uses his single-tracker for business trips about the city and into the suburbs and at other times hitches it to the meat chopper. He uses one long belt, running from the front pulley over the belt rim of the motorcycle and out to a driving wheel on the meat chopper. A smaller belt extends from the chopping machine to a fan placed beside the motorcycle which is trained on the motor to prevent overheating. Thus the same drive operates the chopper and assists in cooling the motorcycle engine. Zielinski states that he rigs up the machine with the chopper in a few minutes, and that he can turn out about 300 pounds of chopped beef per hour, a record not excelled by the best electrical motor-driven chopper of the same size on the market.



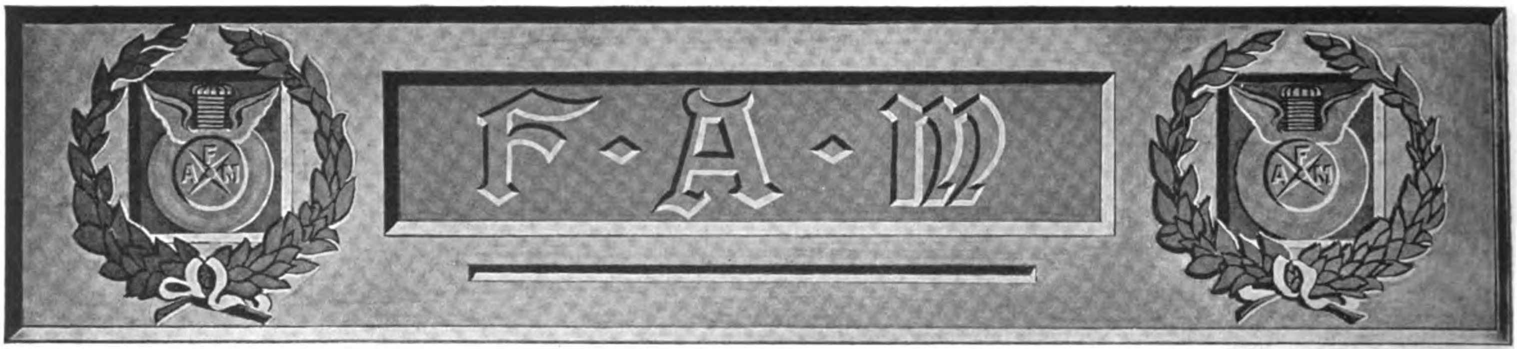
BAKER TO RIDE SAUCERS.

INDIANAPOLIS.—When the southwestern F. A. M. tour passes through Indianapolis on its way to Columbus, probably as many as forty or fifty riders will join the body and complete the tour. As Columbus is but a day's run from Indianapolis, the trip is expected to prove a popular one and Indianapolis will have a good representation.

Plans are being made by the Indiana Motorcycle Club and the National Athletic and Cycle Club of Indianapolis for entertaining the riders who make the first leg of the tour from Louisville to Indianapolis on July 15. Both clubs will give smokers and the tourists are promised a warm reception.

E. G. Baker, who is the southwestern tourmaster, will make his debut at Columbus in board track racink when he enters the national meet there. Baker has been a successful entrant in F. A. M. national meets for the last few years on dirt tracks.

CHICAGO, June 10.—Over one hundred motorcyclists met in pretty Palos Park yesterday to enjoy a club picnic given by the Englewood M. C. All riders were invited, irrespective of club connections, and all enjoyed the fete immensely. Many brought friends en-tandem.



ROBISON A LEADER

Baltimore Enthusiast Will Head Southeastern Tour on Trip to F. A. M. Convention in July.

WITH three of the four tourmasters chosen and one route planned in all its details, the 1912 F. A. M. national tours to the National Meet at Columbus, July 17-21, are beginning to take definite shape. J. A. Robison, 1810 West Mosher street, Baltimore, Md., will lead the tourists from Baltimore to Columbus, this being the Southeastern division. The tourmaster for the Northwestern division, which will run from Chicago to Columbus, has not yet been named, but this official will be selected without delay. As previously announced, the Southwestern tour will be led by Irwin Baker, of Indianapolis, and the Northeastern by Robert S. Morton.

Each tourmaster is expected to plan his route so that his riders will reach a town 40 or 50 miles from Columbus on the night of Tuesday, July 18. This will leave only a short trip for Wednesday morning, and will enable all of the riders to reach Columbus at practically the same hour, fresh and smiling. Each tourmaster is determined to make the ride one of real pleasure, and "have a good time" is to be the slogan of the tours. The speed is to be such that every rider, even an amateur, can easily keep up, and slow enough to guarantee that the ride will be one of pleasure and not work. If a rider cares to stop and enjoy the scenery at any point he may do so, and then continue whenever he is ready. He cannot exceed a certain speed, but, on the other hand, he will be permitted to travel as slowly as he desires. There will be no checking in. Each rider will be checked out every morning, and that will end his red-tape for the day.

Entry blanks will be sent to all F. A. M. members, and each tourmaster will have a supply. These blanks are to be filled in and mailed by the riders to the tourmaster of the tour in which they expect to participate. The tourmaster will hold these entry cards and will thus know just when and where each rider will join. When a rider joins, his card will be O. K.'d and returned to him. He will present it to the tourmaster each morning for another O. K., and will thus have proper credentials when he arrives at Columbus.

Secretary Gibson, of the F. A. M., will have a temporary office at the Hotel Virginia in Columbus, and, as at Buffalo last year, he will be glad to receive and hold baggage for F. A. M. members who wish to send it on ahead while they ride to the convention city.

E. M. Estabrook, chairman of the F. A. M. membership committee, has announced that he has four Old Sol lamps, to be given to the four clubs having the largest number of members in the tours at the finish.

NEW BOSCH TROPHY

Handsome Cup Will be Awarded to Rider Making Best Average Showing at F. A. M. Meet.

ALTHOUGH full details of the offer are not yet ready for announcement, Advertising Manager A. H. Bartsch, of the Bosch Magneto Company, states that a handsome trophy will be offered by the company to the rider who makes the best average showing in the F. A. M. races at the annual convention. A cup was awarded by the well-known magneto house under similar conditions at the 1911 meet and Frank Hart carried it off. Later it was stolen from the window of a tire company's headquarters in New York where it was on display, and no clue has since been obtained to its whereabouts. Under the conditions the Bosch company is undecided whether to make the new trophy a reproduction of the cup which was so stolen, or to follow another design. A decision will be arrived at without delay and a formal statement of the company's proposition will then be made.

The Bosch trophy has "no strings on it," as the saying goes; it will be a valuable and conservative donation to show the Bosch company's appreciation of the winning rider's efforts, and the speedster who piles up the greatest number of points during the Federation meet at Columbus will become its owner without further questions or qualifications.

CLUB WINNERS FOR MAY.

CHAIRMAN ESTABROOK announces that eighteen clubs affiliated with the F. A. M. during the month of May, those standing highest in membership being the Humboldt M. C., of Chicago; the Evansville (Ind.) M. C., and the Bound Brook (N. J.) M. C. Accordingly these squads will receive the Old Sol prize lamps for May, two going to the Humboldt club, with its 46 members; one to the Evansville organization, 42 members, and one to the Bound Brook club, which brought in 21 riders.

In addition to the clubs just mentioned the Cream City M. C., of Milwaukee, and the Motorcycle Touring Club, of Philadelphia, are new arrivals in the Federation ranks. The former was affiliated with 21 members and the latter with 12. The Humboldt and Bound Brook clubs are on a 100 per cent. basis in the F. A. M.

ORGANIZATION TIMBER.

FIVE more enthusiasts have notified Chairman Estabrook that they are sowing club seed in their districts and that early crops may be expected. They are H. G. Freck, of Convoy, Ohio; Leo M. Brushingham, 438 N. Eighth street, Olean, N. Y.; R. A. Fogg, of Bridgton, N. J.; E. C. Cumbie, 106 S. St. Andrews street, Dothan, Ala., and William M. Johnson, 5209 Lakewood avenue, Chicago.

FIGURES TELL THE STORY

Secretary Gibson's Statistics for May Show a Total of 986 New Members—Indiana Sets the Pace.

F. A. M. MEMBERSHIP statistics for May have been compiled by Secretary Gibson as follows: New members, by districts—New England, affiliated, 35; unattached, 18; renewals, 35; Atlantic, affiliated, 210; unattached, 60; renewals, 104; Peninsular, affiliated, 18; unattached, 19; renewals, 9; Lake, affiliated, 341; unattached, 71; renewals, 124; Gulf, affiliated, 10; unattached, 3; renewals, 8; Central, affiliated, 52; unattached, 5; renewals, 23; Southwestern, affiliated, 63; unattached, 14; renewals, 35; Pacific, affiliated, 34; renewals, 11; Canada, affiliated, 9; renewals, 1; Insular, affiliated, 18. The total number of attached riders taken in during the month was 790; the unattached members numbered 196, and the renewals footed up to 250.

This expansion was contributed to by the various States as follows: New Hampshire, 2; Massachusetts, 36; Rhode Island, 6; Connecticut, 9; New York, 90; New Jersey, 76; Pennsylvania, 66; Maryland, 14; Virginia, 2; West Virginia, 14; District of Columbia, 8; Ohio, 113; Indiana, 125; Illinois, 118; Missouri, 10; Wisconsin, 23; Michigan, 23; South Carolina, 2; Tennessee, 3; Georgia, 20; Florida, 13; Arkansas, 1; Louisiana, 6; Texas, 3; Kentucky, 2; Oklahoma, 1; Minnesota, 8; Nebraska, 11; Iowa, 14; California, 73; Colorado, 4; Montana, 9; Idaho, 3; Oregon, 8; Washington, 19; Canada, 9; Philippine Islands and Panama, 18.

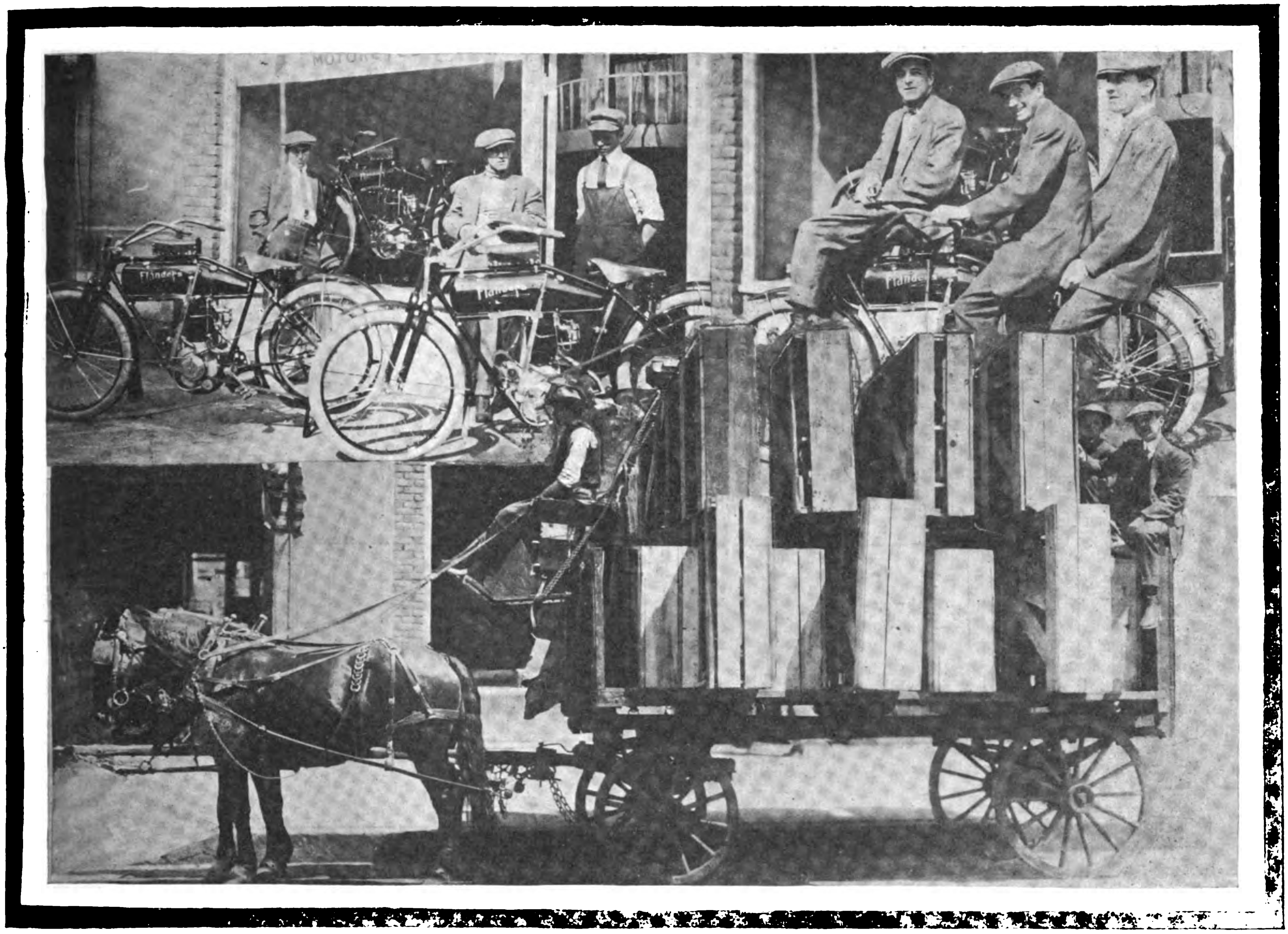
Seventeen clubs affiliated with the F. A. M. during May as follows: Santa Cruz, Santa Cruz, Cal., 15; Red Bank, Red Bank, N. J., 14; Kings County, Hanford, Cal., 15; Hobart, Hobart, Ind., 6; Galion, Galion, Ohio, 16; Aksarben, Omaha, Neb., 5; Somerville, Somerville, N. J. 18; Evansville, Evansville, Ind., 42; Fulton, Fulton, Ind., 17; Portsmouth, Portsmouth, Ohio, 18; Martinsburg, Martinsburg, W. Va., 14; Cream City, Milwaukee, Wis., 20; Warren, Warren, Pa., 12; Panama Canal, Canal Zone, Panama, 18; Motorcycle Touring, Philadelphia, Pa., 11; Bound Brook, Bound Brook, N. J., 21; Humboldt, Chicago, Ill., 46.

OHIO IN THE LEAD.

OHIO recently forged ahead of New York in point of F. A. M. membership and is now the premier State for Federation riders. Latest reports from Secretary Gibson show that Ohio's lead is about 50 over the brigade in the Empire State.

ON THE REGISTERED LIST.

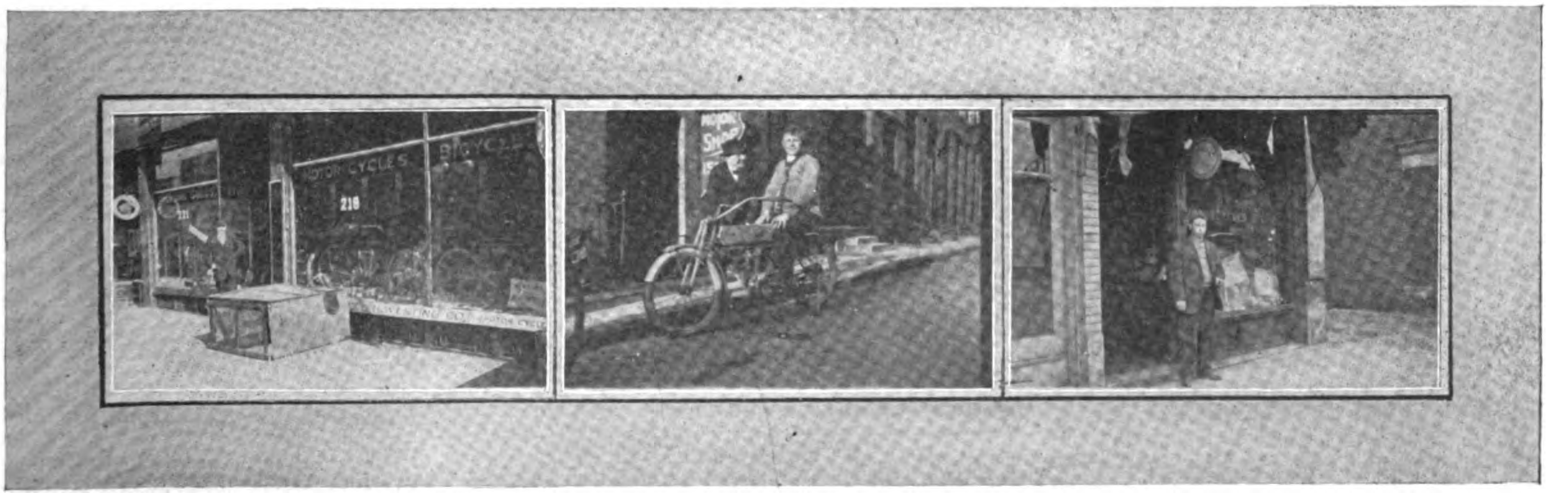
J. L. QUINN, 233 Franklin street, Michigan City, Ind., and the C. A. V. Kendall Cycle Co., of Edgar, Neb., recently placed their shops on the F. A. M. registered list.



ARTHUR CHAPPLE, well known in the ranks of professional motorcycle speedsters, has been traveling the Middle West in behalf of the Flanders Manufacturing Company for some time past, and that he has allowed none of the proverbial grass to grow under his feet is evident from the accompanying photographs. "Chap" went out to Denver recently to boost Flanders sales in a district where the Pontiac product had not been systematically introduced and in a week he had launched a rapid-fire campaign. Instead of taking only a few machines, enough to supply each representative with a demonstrator, Chapple was backed up by a carload of Flanders 4's, and one of the accompanying pictures shows the machines arriving in the Mile-High City. The other photograph shows the headquarters opened by Chapple for the purpose of handling the carload shipment and serving dealers of the vicinity promptly.

"Chap" remarks that his system of selling machines during the winter and riding them during the summer months has worked out to perfection, and he is of the opinion that he "has something" on the other Eastern boys who must jump to the Pacific coast or take up shop or factory work when wintry winds close the Eastern tracks.

WITH the revival of motorcycling in France, brilliant scarlets and yellows figure in enamels for two-wheelers.



Three Indianapolis Trade Leaders: H. L. Dipple (Harley-Davidson); Gus Habich (Thor and Excelsior); G. H. Westing (Indian).

NATIONAL SHOW CIRCUIT

Promoters from Eleven Cities Held Conference and Arranged Schedule for 1913 Motor Exhibitions.

MOTORCYCLE manufacturers and riders, as well as automobile magnates, will be interested in the announcement that the recently proposed scheme for a national show circuit has been approved by promoters in eleven cities. As in the past, the two national exhibitions will be held in New York and Chicago, the New York show being scheduled for January 11-18, and the Windy City display February 1-8. The other shows will be local exhibitions, but will have the backing and co-operation of the Automobile Board of Trade. The schedule for 1913, as approved at a recent conference of promoters in New York, is as follows:

Cleveland, January 4-11; New York, January 11-18; Philadelphia, January 20-25; Detroit, January, 27-February 1; Chicago, February 1-8; Minneapolis, February 10-15; Kansas City, February 17-22; St. Louis, February 24-March 1; Pittsburgh, March 3-8; Boston, March 8-15; Buffalo, March 17-22.

DUFFIELD-McCHESNEY.

MUIR B. DUFFIELD, secretary of the recently formed Triumph Mfg. Co., was married on June 5 to Miss Ruth McChesney, of Detroit. Immediately following the ceremony Mr. and Mrs. Duffield left on a wedding trip to the Pacific coast. They will return about June 20, as the pressure of business incident to launching the new Triumph necessitates Mr. Duffield's presence at the factory.

A WATSONVILLE BOOMER.

O. W. HUNSUCKER, who handles Excelsior and Flanders machines at Watsonville, Cal., and who has been in the motorcycle business for several years, has recently taken on the agency for the Regal automobiles. Hunsucker reports that he has not been able to supply the demand for motorcycles this year.

READY FOR A SPIN.

IN the accompanying photograph W. T. Marsh, of the American Motor Company, of Brockton, Mass., appears with his two children, ready for a Sunday morning spin. The facial expressions of the youngsters tell the story of their enthusiasm too clearly to necessitate comment in this direction, and as for Mr. Marsh, he has excellent reasons for believing that no rider can occupy the saddle of an M. M. twin without a feeling of satisfaction. As a result the little family party is at peace with the world.

ANOTHER U. S. PLANT

United States Tire Company Plans Increase In Capital and Erection of Mammoth Factory.

ALTHOUGH the United States Rubber Company, through the United States Tire Company, is operating four immense tire plants at the present time, plans are under way for the erection of still another plant, which, when completed, will have the greatest output of any factory of its kind in the world, say the company officials. This announcement has been made by President Samuel P. Colt, of the United States Rubber Company, in connection with a plan to increase the capital stock of the company from $75,000,000 to $120,000,000. Details regarding the new tire plant will be forthcoming in a short time.

The factories operated by the United States Tire Company at present are located in Hartford, Conn.; Detroit, Mich.; Providence, R. I., and Indianapolis, Ind. These big plants have a daily output of tires running into the thousands.

"The proposed new factory," says J. M. Gilbert, general manager of the United States Tire Company, "will increase our output about 5,000 tires daily. At the present time, by working three eight-hour shifts in all of our plants and utilizing every available bit of our equipment, we are barely able to take care of the trade. The number of cars and motorcycles in operation is increasing very rapidly, and the demand for tires is bound to grow."

TWO TWIN MODELS.

EXPERTS of the Davis Sewing Machine Company, of Dayton, Ohio, are at work on designs for two motorcycle models, 7 and 9 h. twins, which they intend to produce for the 1913 season. It is stated that the company counts upon turning out about 2,500 motorcycles for the coming year, and is to start deliveries in the fall of 1912. Spacke motors are to be used.

MORE THAN DOUBLED.

W. A. JOHNSON, of the Pierce Cycle Co., reports an increase of 150 per cent. in the company's business for May over the corresponding period in 1911. Improved designs are now in hand for the 1913 output, and it is the intention to increase manufacturing facilities by 50 per cent.. This will permit of marketing at least 3,000 machines, both single and four-cylinder types.

DEMAND FOR MOTORCYCLES.

THE Elko Auto Company, of Elko, Nev., is contemplating putting in a standard line of motorcycles. The company states that there has been an extraordinary demand for motorcycles in their section of the country, and that the motorcycle business has increased in Elko over 100 per cent. in the last year.

SETTING A HOT PACE.

McFARLAND & DISDEN, local agents at Watsonville, Cal., for the Indian, are selling all the machines they can get. They report a wonderful outlook in their section of the State.

BENTE & BAUMGARTNER, agents in San Francisco for the Excelsior, have disposed of all the machines of their first shipment from the factory that reached there about May 5.

Harold Turner, Newly Appointed Sales Manager of the Minneapolis Motorcycle Company.

WILL NEED EXTENSION.

T. W. HENDERSON is responsible for the statement that if sales of the Henderson four continue to increase at the present rate it will soon be necessary to double the size of the company's new factory, which now has a capacity of 2,500 machines a year. Robert Wheat has been taken on by the Henderson company as a traveling representative to cover New York and New England. He was formerly associated with Mr. Henderson in the automobile field.

BIG TWIN IN DEMAND.

THE Motorcycle Sales Company, 623 Lackawanna avenue, Scranton, Pa., recently received its first shipment of the new Harley-Davidson 8 h. chain-drive twins. The Scranton company has sold many machines to the letter carriers of the city for urban use as well as R. F. D. routes.

WAITING FOR MORE.

POWELL BROTHERS, who handle the Harley-Davidson in San Jose, Cal., have disposed of all the machines they have received from the factory and are awaiting for additional shipments. This company has recently moved into a fine new store.

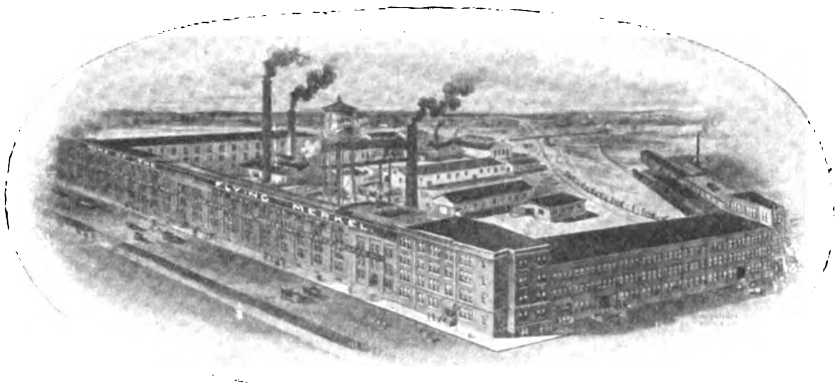
REGISTERED SHOPS.

SIX repair-shop owners took out certificates of registration with the Federation during the week ending June 8, as follows: Zilbermann & Fogarty, 924 Canal street, New Orleans, La.; J. A. Muenzer, 431 San Benito street, Hollister, Cal.; Louis L. Luce, 522 I. street, Hoquiam, Wash.; Barna & Ziesemer Co., 1114 Douglas avenue, Racine, Wis.; Bauer-Jackson Auto Co., 126 LaFayette street, Utica, N. Y.; Carl F. Goudy, Fairbury, Ill.

TWO rural mail carriers out of Oglesby, Tex., are now making their deliveries on a 25-mile route in two hours and a half.

BIG MIAMI EXTENSION

Ground Will Be Broken at Once for Structure to Cost $250,000 and Double Capacity.



A CONTRACT for the erection of a large extension to the plant of the Miami Cycle & Mfg. Co., at Middletown, Ohio, was awarded a week ago, and work is to start without delay. The new structure will practically double the capacity of the plant, with regard to Flying Merkel motorcycles as well as Racycle and Hudson bicycles and Musselman coaster brakes. The contract calls for the completion of the building on or before September 1, so that the company will have sufficient time to prepare for its greatly increased 1913 output. The extension will have 55,000 square feet of floor space, and is to be of reinforced concrete construction.

In the front of the new building on the first floor will be located the company's general offices. This section will have a frontage of 85 feet and a depth of 50 feet, and will be four stories in height. The executive offices and the accounting and purchasing departments will be on the ground floor, while the second floor will be given up to the sales and advertising departments, the superintendent's and timekeeper's offices and the production department. A new feature of the sales department will be a sales room where a complete line of the company's products will be given an attractive display. On the third floor of the office section there will be a finished stock room, and the fourth floor will be devoted to the experimental and draughting departments.

The factory extension will be 185 feet long over all, 60 feet wide and three stories high. To facilitate the handling of material from floor to floor a number of electric elevators will be installed and two new automobile trucks will be put into service to facilitate shipments. A garage for these trucks has just been completed on the company's property. It is estimated that the total outlay for the new structure will be $250,000.

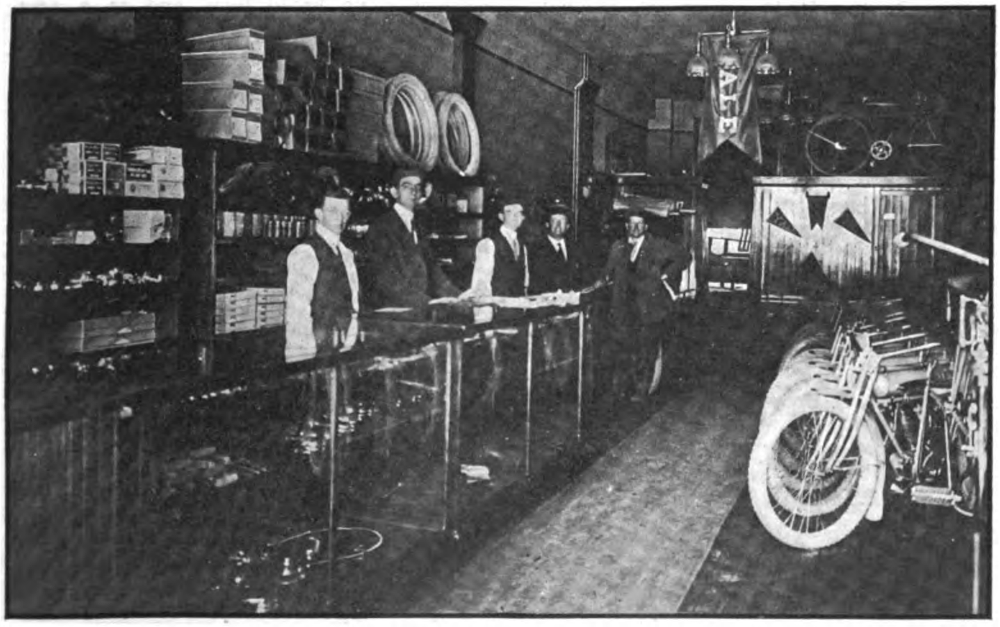
MANUFACTURERS IN BUSY SESSION

M. M. A. Hears Report on Freight Rates, Decides on Trophy for F. A. M. Meet and Discusses 1913 Shows—Coffman Scores Hit as Host.

SEVERAL matters of special import engaged the attention of the Motorcycle Manufacturers' Association at its meeting in Toledo, Ohio, on June 5, and fifteen factory representatives participated in a lively business session before taking up the social program arranged for them by President A. B. Coffman, in whose honor the meeting was slated for the Ohio city. The session was to have been held at the Hotel Secor, but as the Democratic convention was being held in the city on June 5 it was found advisable to accommodate the manufacturers at the Toledo Club, where they found ideal arrangements:

Those who answered roll call were: A. B. Coffman, Consolidated Mfg. Co.; E. J. Knight, of the Thor staff; J. W. Ash, of the Miami Cycle & Mfg. Co.; W. G. Schack, representing the Emblem interests; Arthur Davidson, of the Harley-Davidson Motor Co.; H. M. Musselman, traveling representative for the Pope Mfg. Co., and J. F. Cox, also of the Pope staff; A. J. McCullom, New Era; Edward Buffum, from the Hendee Wigwam; W. F. Remppis, Reading-Standard; Don C. McCord, Flanders; W. A. Johnson, Pierce representative; S. A. Falor, of the Goodyear staff; J. T. Welch, of the United States Tire Co., and H. T. Roberts, who is now operating his own accessory sales business in Chicago.

The meeting was called to order at 10 a. m., and about two hours later the business schedule had been disposed of. The traffic committee of the association reported that the Interstate Commerce Commission had acknowledged receipt of a petition requesting an adjustment for lower freight rates in the territory east of the Mississippi river, and had advised the carrying companies in the district mentioned to satisfy the complainants or submit answers in writing. Then followed a general discussion relative to the national tours to the coming F. A. M. convention. It was decided that a standard medal shall be awarded to every rider who checks out at the starting point on the last day of the run to the convention city and who finishes the trip by checking in at Columbus. Arrangements were also made to award an M. M. A. trophy for the winner of the 5-mile amateur race in the Federation meet. This prize must be carried off three times in succession by a contestant at the annual F. A. M. championships before it becomes his permanent property.

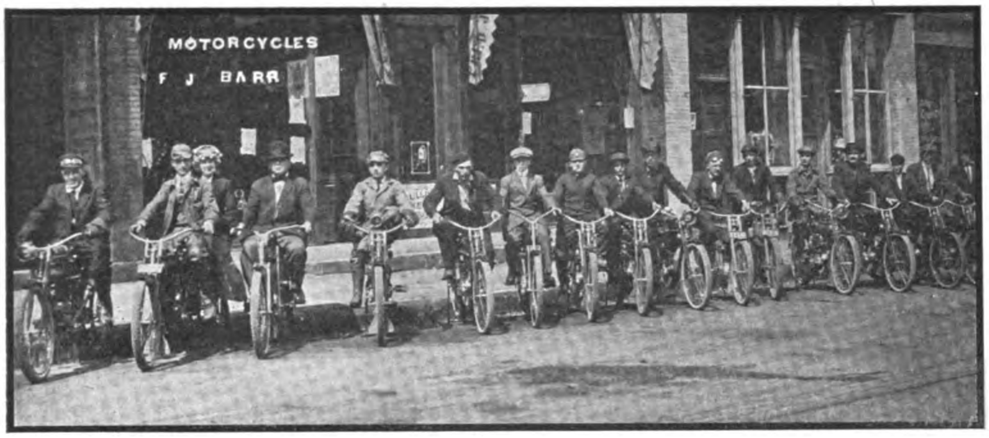

Retail Store, in Toledo, of the Consolidated Manufacturing Company.

Secretary J. F. Cox was authorized to obtain detailed information relative to the proposed exhibition of motorcycles at the Panama Exposition, to be held in San Francisco in 1915, in order that data may be submitted to the members at the next session of the association.

Letters from mayors in many of the larger cities throughout the country were on hand to the effect that everything possible will be done to co-operate with the M. M. A. in discouraging the use of the muffler cut-out. When reference was made to plans for the next national shows in New York and Chicago Secretary Cox reported that the sentiment of the manufacturers appeared to be against independent motorcycle exhibitions, if proper consideration can be obtained from the automobile show promoters.

The Triumph Mfg. Co., recently organized to produce the Triumph motorcycle, was admitted to membership in the association.

After enjoying luncheon, with President Coffman as host, the manufacturers were escorted by him on an automobile trip to Maumee, Waterville, Petersburg, Fort Meigs and return. At Fort Meigs the boosters left their automobiles long enough to have photographs taken and then continued the trip, arriving back in Toledo at 4:30. From that time until 6:30 the members called on their dealers in the city, and the program closed with a dinner tendered by Mr. Coffman. Shortly after 8 p. m. the visitors were ready to leave for their home cities.



A MERKEL SQUAD.

DAVENPORT, Iowa, is not without its squad of motorcycle enthusiasts and that the Flying Merkel contingent is well to the fore is evident from the accompanying photograph, taken in front of Fred J. Barr's establishment. Barr is the Merkel agent in Davenport, and prior to a recent Sunday run the boys lined up at his headquarters long enough for the camera man to snap a picture.

READING STANDARD SALES.

PHILADELPHIA, PA.—The Reading-Standard Motorcycle Company, located at Broad street and Susquehanna avenue, reports business to be one hundred per cent. better this year than in 1911. The company has recently received an order from the United Gas Improvement Company for eight new machines, and an order from the Keystone Plumbing Supply Company, which intends to equip all its salesmen with motorcycles. The Philadelphia Electric Company recently ordered ten more Reading Standard machines which will make fifty they have in use.

BRACKER'S WAITING LIST.

W. F. BRACKER, agent at San Jose, Cal., for Excelsior motorcycles has disposed of all the machines he has received from the factory and has a waiting list of fifty-five. Since the first of the year Mr. Bracker has enlarged and modernized his shop and has employed a number of expert workmen in the mechanical end of the business. William Lee has been placed in charge of the Bracker sales department.

TAKES YALE AGENCY.

BURNET C. COGEL, formerly in the motorcycle business in Minneapolis, Minn., has moved to Red Wing, Minn., where he has accepted the agency for the Yale motorcycle and will push its sale not only in Red Wing, but in the surrounding territory, as well as in Dakota, Wabasha and all points in Goodhue county, for which he has exclusive selling rights. He received his new demonstator a few days ago.

RAPID INSTALMENT SALES.

SELLING motorcycles on the instalment plan is the latest scheme of C. T. Peterson, owner of the Peterson Cycle Hospital, and agent for the Pierce and Iver Johnson motorcycles in Minneapolis, Minn. The plan has never been tried before in the Twin Cities, and Mr. Peterson reports a brisk sale of machines. He is the maker of the famous Coyote bicycles which are known throughout the Northwest.

S. E. NORTNER, 127 Western avenue, has taken the agency for the Pope in Minneapolis, Minn.

NEW GOODYEAR BRANCHES.

THE Goodyear Tire and Rubber Company, of Akron, Ohio, now has sixty-six direct factory branches in the United States and Canada. The Goodyear company occupies up-to-date and elaborate quarters in most of the large cities where its branch houses have been established, and a uniform plan of construction has now been adopted both in the exterior and the interior. The Philadelphia (Pa.) branch house is looked upon as one of the most modern tire branch houses in the country.

A new building is being erected in Detroit, Mich., on Jefferson avenue, and new Goodyear quarters are being prepared in New York, Boston, Chicago and other large cities. The Detroit building is a five-story structure, 198 by 47 feet, and contains 200 windows. It is being built of white stone and red pressed brick.

NEW HENDERSON AGENTS.

THE Henderson Motorcycle Co. has recently added the following to its list of agents: Gray Motorcycle Co., of Seattle, Wash.; Inland Motorcycle Co., Spokane, Wash.; Rowe Bros., Aberdeen, Wash.; Neal, Clark & Neal, Buffalo, N. Y.; W. H. Vandeveer, Wilmington, Del., and the Miller Bros. Auto Supply House in Washington, D. C. Rowe Bros. have already placed an order for six Henderson machines to be used in Aberdeen, Wash.

TO NAME COAST AGENTS.

A FACTORY representative of the Henderson Motorcycle Company, of Detroit, was recently in San Francisco for the purpose of securing an agent for the Henderson in that city. It is understood that no definite arrangements were made, but the company will place an agent in 'Frisco within the next two months. It is the plan of the Henderson company to have a coast distributor and agents in Los Angeles, San Francisco, Sacramento and several other cities in California.

NEW WAGNER AGENCY.

THE Wagner Motorcycle Company announces that the agency for their machines in Porter, Minn., has been taken by Speight Bros., who are in a general motorcycle and bicycle repair business at that place.

SWENSON'S NEW QUARTERS.

B. A. SWENSON, of Providence, R. I., opened his new motorcycle headquarters on June 8 in the building he recently completed at Broad, Blackstone and Friendship streets, and hundreds of motorcyclists of Providence and vicinity took advantage of the well-known dealer's invitation to drop in for an inspection of the establishment. No expense has been spared in the equipping of the quarters, and every department evidences the care and thoroughgoing methods which have long been recognized as fundamentals of Swenson's business policy. The Providence M. C. will occupy rooms over the store, which have been fitted by Swenson in keeping with the special requirements of the club.

LIVELY JANESVILLE FIRM.

TWO motorcycle boomers of the new school are H. H. McDaniel and A. W. Dunwiddie. of the McDaniel Co., Harley-Davidson agents in Janesville, Wis. These enthusiasts have registered their shop with the F. A. M., and when not busy with a rapidly growing trade they are preaching the Federation doctrine throughout their district. They are also to the fore when the riders of their city arrange a road or track contest. For the races held by the Janesville M. C. on May 30, McDaniels acted as manager and Dunwiddie as clerk of the course.

TIED UP BY STRIKE.

ST. PAUL (Minn.) motorcycle dealers have been greatly disturbed the past two weeks over the freight handlers' strike which has been going on in the Midway district. Freight is at a standstill and pretty nearly every agent in the city is behind on deliveries of machines because of it. Minneapolis agents are in the same fix and are being besieged every day with the question, "When is my machine going to be delivered?" Railroad men refuse to allow anybody to handle the freight but the regular employees, and agents are wondering what they can do.

A FULL-FLEDGED BOOSTER.

IN Austin W. Burges, of 1103 Capitol avenue, Houston, Texas, the Lone Star State has a motorcycle dealer who is doing his full share to advance the cause of the power two-wheeler along broad lines, and as a result motorcycles are rapidly coming into their own in his district. Burges is Indian distributor for southern Texas, and when he feels inclined to make an announcement he does not hesitate to use a full page of newspaper advertising. In addition to the Wigwam line he carries a full stock of parts and accessories.

RUN DOWN BY TEAM.

FRED BENTE, of Bente & Baumgartner, agents for Excelsior motorcycles in San Francisco, broke his leg in an accident recently. Mr. Bente was trying out a machine when he was run into by a team and thrown against the curbing. Mr. Bente has been in a hospital for several weeks, but has almost fully recovered.

PAST CENTURY MARK.

A. C. BANTA, the energetic Indian agent of San Jose, Cal., has so far this year disposed of 103 motorcycles. San Jose is one of the best motorcycle cities in the State, owing to the very good roads in that vicinity, and to the fine weather that usually prevails.

Harley-Davidsons

won first and third in both single and twin classes in the big 90 mile Decoration Day road race from Colorado Springs to Pueblo and return.

TWIN CYLINDER CLASS

FIRST—A. W. Stratton, Harley-Davidson, Time 1:54

(Average speed 47.4 miles per hour)

SINGLE CYLINDER CLASS

FIRST—G. Luby, Harley-Davidson, Time - - 2:03

(Average speed 43.9 miles per hour)

In the twin class, out of 13 starters, only 5 finished. This gives some idea of the poor condition of the roads on which Stratton averaged 47.4 miles per hour—the fastest road race of this length on record.

The Harley-Davidsons were STOCK
MACHINES IN EVERY WAY

Harley-Davidson Motor Company

223 C Street
Milwaukee, Wisconsin

Touring

JULESBURG TO BUTTE.

J. P. McDOWELL.—From Julesburg go to Ovid, Sedgwick, Crook, Proctor, Iliff and Sterling; next to Atwood, Merino, Mill Rose, Brush, Hardin, Orchard, Goodrich, Weldona and Fort Morgan. From there go to Greeley, then to Lucerne, Eaton, Ault, Pierce, Nunn, Dover, Carr, and then to Cheyenne, Wyo. Distance, Julesburg to Sterling, 62 miles; Sterling to Brush, 42.3 miles; Brush to Fort Morgan, 9.5 miles; Fort Morgan to Greeley, 56.5 miles; Greeley to Cheyenne, 60.2 miles. From Cheyenne go next to Manassa, then to McPhees Crossing, Islay, Horse Creek P. O., Altus, Iron Mountain, Jordan, Diamond, Chugwater, Bordeaux, Gibson, Wheatlands, Uzz Uva, Buckhorn, Hartville Junction, Badger, Cassa, Glendo, Foxton, Guthrie, Labonte, Douglas, Fetterman, Inez, Careyhurst, Glenrock, Big Muddy, Strouds and Casper.

From Casper go next to Cadoma. Hobart P. O., Powder River, Wolton, Richards, Moneta, Lost Cabin, Depass, Glance, Thermopolis, Arapooish, Kirby, Winchester, Neiber, Colter and Werland; then on through Wellington, Alamo and Basin. From Basin follow the Missouri River railroad to Sheep Mountain and keeping in the same wagon road go on to Lovell. From Lovell go to Cowley Station, Byron, Penrose, Garland and Frannie. From Frannie go to Scribner, Mont. Continue on to Bowler, then to Fromberg and Absaroke, Columbus, Merrill, Reedpoint and Big Timber, following the line of the Yellowstone river. From Big Timber go to Hunters Hot Springs, then to Livingston and Boseman; from there go to Central Park, Manhattan, then to Three Forks of Missouri river. From the latter place go on to Cold Spring and Whitehall. From Whitehall go next to Cedric, Grace, Donald, Penfield, Jonney and Butte. We cannot give the mileages, but you will run over all kinds of roads except macadam and asphalt, with dirt predominating and some alkali.

FEDERAL DISTRICT RIDING.

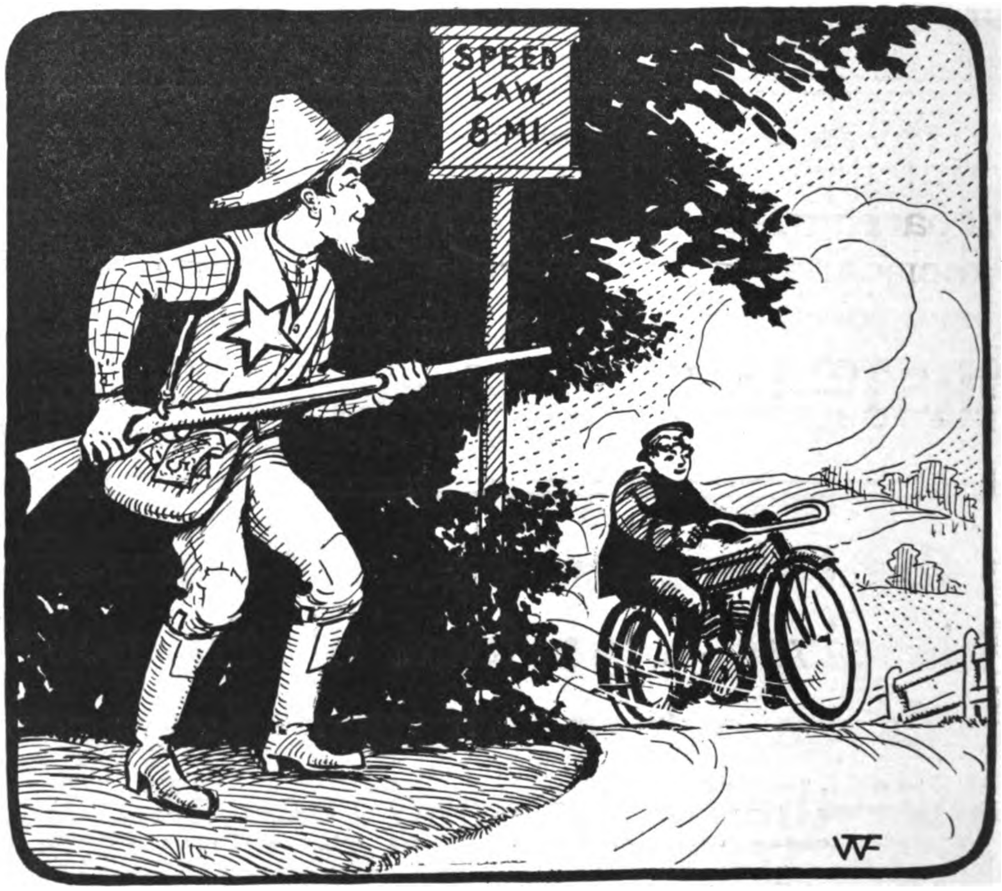
R. T. PHILLIPS—According to our latest information, as an Ohio rider you will be exempt for 10 days in Washington and the Federal District. No passenger-attachment for the machine is at present permitted; this applies to tandem, tank-seats, etc. Passenger carrying is forbidden and sirens and whistles are prohibited. For registration annually, apply to the Automobile Board, Washington. The fee is $2. Examination must be passed before the local board. All sections of the motor vehicle laws are enforced, therefore ride solo only.

LOS ANGELES TO SALT LAKE.

W. A. and L. H. VanBuren, two Pierce riders of Salt Lake City, Utah, recently completed a severe trip from Los Angeles to their home, going by way of Saugus, Palmdale, Mojave, Olanche and Big Pine, Cal.; Tonopah and Ely, Nev.; and Milford and Provo, Utah. The trip totaled 1,000 miles, about one-quarter of the distance being through sand. Mountains were crossed, creeks were forded and at several points the natives informed the riders that motorcycles had never before been seen in their districts. The VanBurens mounted 1910 models and were not compelled to tinker with them on the road except to grind in the valves. They had many falls, but were always able to continue riding. Fourteen gallons of gasoline were used on the journey, so that the route was covered at the rate of about 71 miles to the gallon. In view of their success on this trip the VanBuren's are planning to make other runs into little-known territory.

TOURISTS FROM HARRISBURG.

BALTIMORE, Md.—D. L. Ruker and J. D. Harbold, of Harrisburg, Pa., dropped into town on Friday, May 31, on their way to Atlantic City. They left their home town on Wednesday and went to Washington by way of Chambersburg, Shippensburg, Hagerstown and Frederick. They said they found the roads in bad shape, but were able to make fair time. They ran over from the capitol to this city on Friday and took the boat from here for Philadelphia, arriving in the Quaker City early Saturday morning. They proceeded to the City-by-the-Sea at once, spent the day and night there and returned home by way of Philadelphia on Sunday.



This Form of Game-Hunting is Very Popular in Rural Districts.

ASHLAND, PA., TO FREDERICK, MD.

HARRY M. DUSCH.—From Ashland go to Gordon (Schuylkill County), then to Buckley, Newcastle and Broad Mountain. From thence go to St. Clair and Pottsville. Roads rather poor and mountainous, distance about 25 miles. From Pottsville go to Seven Stars, Cressona, Adamsdale, Landingville, Auburn, Port Clinton, Hamburg, Five Locks, Mohrsville, Leesport, Berkley, Muhlenberg, and Reading. Distance 38 miles, fair to good hilly roads with some clay.

From Reading go next to Douglassville, Pottstown, Limerick, Collegeville, Fairview, Barron Hill, North Philadelphia Station, and then City Hall, Philadelphia. Distance, 57 miles, practically all macadam route. From Philadelphia go to Baltimore, following route 63 to Havre de Grace, Md.; then to Baltimore as follows: Havre de Grace, Churchville, Belair, Towson, Woodbrook Station, and Baltimore. The distance from Philadelphia to Baltimore is 108.4 miles. From Baltimore to Frederick, follow route 80; the distance is 47.5 miles. Total distance, Ashland to Frederick, about 228 miles.

Who recommended your lubricating oil? *That is vital*

Motorcycle lubricants are like motorcycle parts.

They must fit the machine they are used on.

The correct oil can't be determined by simple tests. Most motorcyclists must depend on advice.

Dealers who handle Gargoyle Mobiloil can give you the specific recommendations of the Vacuum Oil Company—the recognized leaders in lubrication.

We supply them with a guide chart (printed on the right). The chart was prepared after a careful analysis of every American motorcycle and practically every foreign make. It will show you the correct grade of lubricating oil for your machine (summer and winter).

GARGOYLE

Mobiloil

A Grade for Each Type of Motor

In power-engineering circles these recommendations from us would be accepted as authoritative. You may feel assured that, in quality, the oils specified on the chart set a world standard.

They are put up in barrels, half-barrels, and in 5 and 1 gallon sealed, white cans.

The oils for motorcycle use (refined and filtered to remove free carbon) are named:

Gargoyle Mobiloil "A"
Gargoyle Mobiloil "B"
Gargoyle Mobiloil "Arctic"

All are branded with the Gargoyle, which is our mark of manufacture.

This list shows the right oil for your motorcycle.

Explanation: In this schedule the letter opposite the name of motorcycle indicates the grade of Gargoyle Mobiloil that should be used. For example, "A" means "Gargoyle Mobiloil A." "Arc" means "Gargoyle Mobiloil Arctic." Recommendations cover all types of the same make unless otherwise stated.

MODEL OF MOTORCYCLE	1908		1909		1910		1911		1912	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
American					B	A	B	A	B	A
Apache	B	B	B	B						
Armac	B	A	B	A					B	A
Arrow									B	A
Augstin-Koch									B	A
Aurora									B	A
Auto-Bi	B	A	B	A						
Black Hawk									B	A
Bradley									B	A
Breed									B	A
Crouch	B	B	B	B						
Curtiss	B	A	B	A	B	A	B	A	B	A
C. V. S.					B	B	B	B	B	B
De Luxe (1 cyl)							B	A	B	A
De Luxe (2 cyl)							A	Arc.	A	Arc.
Detroit							B	A	B	A
Detroit Bi-Car									B	A
Eagle					B	B	B	B	B	B
Electra									B	A
Emblem (1 cyl)			B	B	B	B	B	B	B	B
Emblem (2 cyl)					B	A	B	A	B	A
Erie	B	B	B	B						
Excelsior (1 cyl)	B	A	B	A	B	A	B	A	B	A
Flanders									B	A
F. N.	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Geer	B	A	B	A	B	A	B	A	B	A
Gerhart									B	A
Greyhound					B	A	B	A	B	A
Harley-Davidson	B	A	B	A	B	A	B	A	B	A
Haverford							B	B	B	B
Hilaman	B	A	B	A						
Henderson									A	Arc.
Indian (1 cyl)	B	B	B	B	B	B	B	B	B	B
Indian (2 cyl)	B	A	B	A	B	A	B	A	B	A
Iver Johnson									B	A
Kokomo									B	A
Majestic									B	A
Manson	B	B								
Marvel					B	B	B	B	B	B
Mayo (1 cyl)	B	B								
Mayo (2 cyl)	B	A								
Merkel	B	A	B	A	B	A	B	A	B	A
Minerva	B	A	B	A						
Minneapolis			B	A	B	A	B	A	B	A
M. M.	B	A	B	A	B	A	B	A	B	A
Monarch									B	A
Motorette									B	A
New Era			B	A	B	A	B	A	B	A
N. S. U. (1 cyl)	B	B	B	B	B	B	B	B	B	B
N. S. U. (2 cyl)			A	Arc.	A	Arc.	A	Arc.	A	Arc.
Peerless							B	A	B	A
P. E. M.									B	A
Peugeot	B	A	B	A	B	A	B	A	B	A
Pierce (1 cyl)			B	A	B	A	B	A	B	A
Pierce (4 cyl)			A	Arc.	A	Arc.	A	Arc.	A	Arc.
Pope							B	B	B	A
Racycle							B	A	B	A
Reading Standard	B	A	B	A	B	A	B	A	B	A
Reliance	B	B	B	A	B	A	B	A	B	A
Royal	B	B	B	A	B	A				
Schickel							B	A	B	A
Scott									B	A
Theim	B	A	B	A	B	A	B	A	B	A
Thor (1 cyl)	B	B	B	B	B	B	B	B	B	B
Thor (2 cyl)	B	A	B	A	B	A	B	A	B	A
Torpedo	B	B	B	B	B	B				
Triumph	B	A								
Wagner	B	B	B	B	B	B	B	B	B	A
Yale (1 cyl)	B	B	B	B	B	B	B	B	B	B
Yale (2 cyl)					B	A	B	A	B	A

VACUUM OIL COMPANY, Rochester, U. S. A.

General Sales Offices, 29 Broadway, New York City

DISTRIBUTING WAREHOUSES IN THE PRINCIPAL CITIES OF THE WORLD

BOSTON TO LOUISVILLE, KY.

JOHN N. BURFORD—From our Touring Number see route 10, Boston to Pittsfield. Follow this to Worcester and Springfield. From Springfield go to Windsor Locks (13.5), then to Windsor (19.1), and Hartford (25.6), over macadam roads for the greater part of the way. From Hartford go to Farmington (9.2), Plainville (13.8), Southington (18.7), Plantville (20.1), and Waterbury (30.5). From Waterbury go to Watertown (5.8), North Woodbury (12.9), Southbury (18.2), Sandy Hook (24.2), Newton (25.7), and Danbury (35.1). Roads—Hartford to Waterbury, mostly State macadam, steep ascent on Southington Mt.; Waterbury to Danbury, fair to good dirt, with sand stretch near Sandy Hook. Distances in parenthesis are from local starting town in each case.

Follow last portion of route 33 to New York, beginning at 62.1, Danbury. The total distance from Danbury to New York is 74.5 miles. From New York follow route 38 to Lakewood, then reverse route 64, Philadelphia to Lakewood. From Philadelphia to Baltimore see answer to Harry M. Dusch in this issue (route 63, etc.). From Baltimore to Washington the route is over macadam except one poor sandy stretch. Baltimore (00.0), (11.9) Relay, (23.9) Laurel, (37.0) Blagdensburg, (44.0) Washington. From Washington to Richmond, Va., take either routes 97 or 98, the latter is to be preferred.

From Washington follow route 99 to Cumberland, 139.7 miles. From Cumberland go on to Oakland via Alleghany Grove (5.0), Clarysville (8.5), Vale Summit (10.5), Gilmore (14.0), Laconing (16.0), Phoenix (21.0), Westernport (23.0), Bloomington, Backbone Mountain (25.0), Wilson (40.0), Deer Park (43.5), Mountain Lake Park (47.0), Oakland (49.0). Roads fair to good, hilly and rolling. From Oakland go to Elkins via Gortner (8.5), Sunnyside (10.8), Aurora (17.0), White (24.0), St. George (33.0), Hobson (38.5), Montrose (44.5), Kerens (48.0), Gilman (51.5), Elkins (55.0). Fair to poor roads, hilly and rolling. From Elkins go to Lewisburg via Valley Bend (12.0), Huttonsville (17.5), Elkwater (24.0), Valley Head (32.0), Mace (40.0), Linwood (43.0), Cloverlick (53.0), Warwick (60.0), Marlington (65.0), Mill Point (72.5), Renick Valley (84.5), Falling Spring (89.0), Frankford (94.5), Maxwellton (100.0), Lewisburg (105.0). Fair to poor, level, rolling and hilly roads.

From Lewisburg go to Charleston via Alta (8.0), Clintonville (12.0), Meadow Bluff (15.5), Little Sewell Mountain (19.0), Ravenseye (32.0), Clifftop (35.0), Winona (39.5.), Lansing (42.5), Ansted (47.5), Ganley Bridge (55.5), Ferris (57.0), Harewood (63.5), Hugheston (69.0), Cedar Grove (70.0), Diamond (75.0), Belle (77.0), Malden (82.3), Black Hawk (84.7), Charleston (87.7). Roads mostly good, level, with fair rolling parts. From Charleston go to Guyandot via Arbutus (0.3), St. Albans (11.5), Edna (18.0), Culloden (25.5), Milton (32.0), Floding (36.0), Wilson (43.0), Guyandot (47.0). Roads rolling and good. From Guyandot go to Gallipolis via Proctorville, Ohio (1.5), crossing the Ohio river, then to Athalia (8.0), Crown City (13.5), Swan Creek (18.5), Bladen (24.0), Angola (26.0), Clipper Mills (31.0), and Gallipolis (35.0). Good, level roads.

From Gallipolis go to Chillicothe via Rodney (6.0), Adamsville (10.0), Thurman (16.0), Rocky Hill (24.5), Jackson (32.0), Leach (40.0), Brox Cors. (43.5), Richmondale (46.5), Peppers (51.5), Chillicothe (60.0). Fair to good level roads. Take route 127 reversed (Touring Number) to Cincinnati. Take route 129, Cincinnati to Lexington, Frankfort and Louisville, Ky.

CROSS AND BENNETT, at Pratt, Kan., ready to start on pathfinding trip for the summer tour of the Short Grass Club.

JAMAICA TO NEWTON, N. J.

H. M. MACK.—Come over to New York from Jamaica, via Richmond Hill, Woodhaven and Brooklyn, using the Brooklyn Bridge. Take the ferry to Jersey City and going to Five Corners in that town proceed out the Turnpike to Newark. From Newark go out Broad street to Bellevue, then go on to Bloomfield, Montclair, Caldwell, Franklin, Parsippany, Denville, Rockaway and Dover. From Dover go to Mine Hill, then to Kenvil, Ledgewood, Netcong, Stanhope, and Cranberry Lake Station. Continue on to Andover and Newton.

A Massachusetts license will be valid in New Jersey, but a New Jersey license is to be preferred. Get a yearly one from the Bureau of Tours, Automobile Club of America (New York City) at Fifty-fourth street near Broadway. For a Massachusetts license communicate with the State Highway Commission, Boston. The fee is $2.

GRAND RAPIDS TO WASHINGTON.

S. C. DE GROOT.—We refer to the route numbers in our Touring Number herewith. Follow route 107 backwards from Grand Rapids to Detroit. From Detroit take route 111 to Toledo. From Toledo take number 104 reversed to Cleveland. From Cleveland take route 105 to Canton (57.2 miles). From Canto go to (7.0) Louisville, (18.4) Alliance, (31.9) Salem, (40.6) Columbiana, (48.5) Unity, O., (57.2) Darlington, Pa., (66.0) Beaver Falls, (67.5) New Brighton, (70.5) Rochester, (79.4) Economy, (84.5) Sewickley, and (98.1) Pittsburgh. From Pittsburgh follow route 99 reversed to Washington.

ON THE RIGHT TRACK.

HOUSTON, Texas, has about 300 motorcyclists who are doing everything in their power to convince the general public that the power two-wheeler is not necessarily a noisy, evil-smelling contraption. So consistently have they labored that Houston is at last feeling a motorcycle boom, and it is expected that the city will have 500 riders before the summer is over.

JERSEY CITY TO ELMIRA.

WM. F. CLOSSEY.—Go from Jersey City to Newark, then to Irvington, Springfield, Summit, Chatham, Madison, Convent and Morristown. From the latter city go next to Mendham, then on through Chester, German Valley, Hackettstown, Vienna, Danville, Butzville, Bridgeville, to Delaware. From Delaware cross to Myers Ferry, then go up to Portland, Slateford, and Delaware Water Gap. Go next to Stroudsburg and Bartonsville; then to Tannersville, Scot Run, Swiftwater, Blakeslee, Stoddartsville, Bear Creek, Glen Summit and Ashley to Wilkesbarre.

From Wilkesbarre go to Luzerne, then to Kunkle, Bowman Creek, Tunkhannock, Wyalusing, Wysox, Towanda, Athens, Pa., Waverly, N. Y., Lowman and Wellsburg to Elmira. The middle section of this portion of the route is hilly, necessitating care in riding.

AN ENDURANCE WINNER.

M. J. TOEWS, of San Diego, Cal., appears in the accompanying photograph with the Pierce single on which he recently made a perfect score in the endurance run of the San Diego M. C. over a 386-mile course. The regulations called for 18 hours' continuous riding, and during 7½ hours it was necessary to have lamps lighted. A schedule of 20 miles an hour was maintained by both twins and singles. The course was heavy, and steep grades and patches of deep sand were encountered. Out of 18 entrants 13 finished with clean scores, only three of this number riding single-cylinder machines.

CHESAPEAKE OUTING.

BALTIMORE, Md.—With ideal weather the members of the Chesapeake M. C. went on a long hike to Harpers Ferry, W. Va., on Sunday, June 2. The boys thoroughly enjoyed the long ride over the Blue Ridge mountains and made excellent time going and coming. An early start was made because of the long grind, and although the riders returned home tired they were well pleased with their experience.

LONG TRIPS POPULAR.

THOUSAND-MILE trips by motorcycle are now almost as common as centuries were a year or two back. Not long ago John Gettman, of Pomona, Cal., started on a trip which will carry him through nearly every State in the Union, and close with a tour of Europe. From Milwaukee another motorcyclist, James Williams, started recently on a journey on which he expects to pass through all the Southern States, and about a dozen Pacific coast riders have more or less definite plans laid for transcontinental trips.

ANOTHER SNUB FOR CUPID.

AURORA (Ill.) police officials say that young motorcyclists of the city have developed a habit of spooning while they are chugging about the city with fair companions perched upon the handlebars of their machines. As a result a ban has been placed upon tank and handlebar riding in Aurora.

HALF PRICE FOR 1200 GOODRICH MOTORCYCLE CASINGS

"Goodrich" is a word to conjure with in the rubber trade and their product is the envy of all other tire manufacturers. Their inspection is so rigid that even so slight a defect as a mould mark on a casing won't pass muster and it is classed as a "second" though the intrinsic value may be in no way effected.

These casings, while not guaranteed, are, we believe, practically perfect and they carry our recommendation. This means much as our constant effort is to sell only satisfactory goods. The name is on every casing and the word "second" is inconspicuously stamped on the side, near the bead.

Single Clinch—White Tread

Priced Each Size, Inches	Corrugated	Bailey Tread	Large Stud
26 x 2¼	$4.00	$4.25	——
26 x 2½	4.50	4.75	$5.00
28 x 2	5.00	5.25	5.50
28 x 2¼	5 50	5.75	6.00
28 x 2½	6.00	——	6.50
28 x 2¾	——	——	7.00

Please give first and second choice when ordering.

Double Clinch—White Tread

Priced Each Size, Inches	Corrugated	Bailey Tread	Large Stud
26 x 2¼	$4.25	$4.50	——
26 x 2½	4.75	5.00	$5.25
*28 x 2	5.25	5.50	——
28 x 2¼	5.75	6.00	6.25
28 x 2¾	6.75	——	7.25

*Size 28 x 2, Double Clinch, can also be furnished in smooth tread.

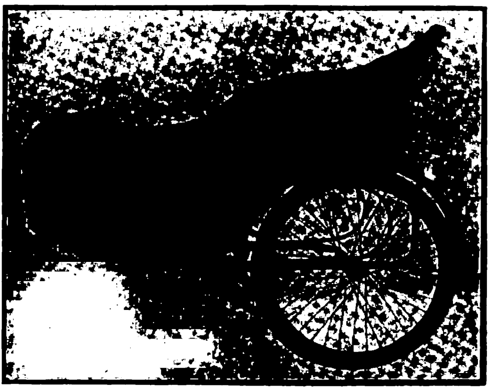
IF IT DOESN'T SUIT YOU—DON'T HESITATE—SEND IT BACK!

Select the style and size you want, send our low purchase price any way you like with the distinct understanding that you are free to examine them thoroughly upon receipt, and return them if they do not in every way come up to your expectations

Let Us Send Our 1912 Motorcycle Supply Catalogue No. 526

NEW YORK SPORTING GOODS CO.

15 and 17 Warren Street, Two Entire Buildings, near Broadway, New York, N. Y.



THE STRONGEST, LIGHTEST MOST COMFORTABLE SIDE-OAR IN THE WORLD

Body of Indian rattan, designed along the popular English model. Roomy, comfortable and commodious.

THE BAXTER SIDE-CAR

Chassis of seamless steel tubing, double truss frame construction; rigid mudguard; double tension spring absolutely absorbing all shocks.

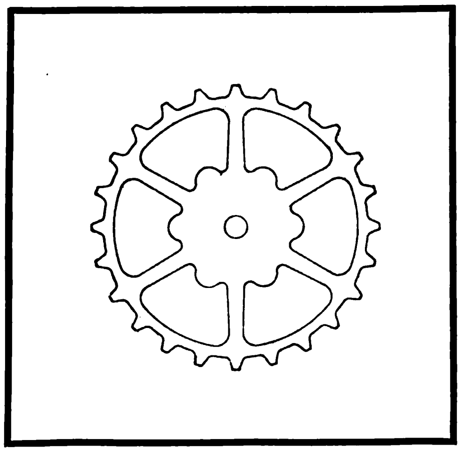
Can be attached to any motorcycle. All parts quickly detachable and can be obtained separately.

Write for details.

JAMES S. R. BAXTER

OFFICES AND SALESROOMS, 2304 BROADWAY, N. Y.

SPROCKETS



Hydraulic Pressed Steel Co.

Cleveland, Ohio

A STRAIGHTFORWARD LETTER.

ROBERT E. TOWNSEND, an R. F. D. carrier out of Davenport, Iowa, writes the following thoughtful letter in support of the motorcycle as an economical means of distributing mail:

"I have been using a motorcycle on my trips for the last five years and am well acquainted with the ups and downs of the machine as a mode of transportation. They are not practicable where roads are very stony or sandy, yet they will do better in such places than you would really imagine. If you have fairly good roads and do not average over 50 to 60 pounds of mail per trip, the motorcycle is altogether the best and cheapest way of getting over your route. If you have more mail than you can pack in a No. 2 mail sack you have about the limit of a motorcycle.

"As for cost, the motorcycle has it on any other mode of conveyance. If you will not tinker with it, it will be as faithful as any horse and not likely to 'get sick,' and it always goes at its duty cheerfully. It requires less than half the length of time required to cover your trip with a horse, and, furthermore, the department will give carriers a shorter schedule for as much of the year as it is practical to use their machines."

TO WILMINGTON, N. C.

HENRY D. W. REICHART—In our list of tours you will find the following: 79, Baltimore to Washington, D. C.; 98, Washington to Richmond, Va.; 91, Richmond to Raleigh, N. C.; 85, Raleigh to Pinehurst, etc., continuing on to 117.8 Rockingham. There turn east to Hamlet, going on to Laurinburg, Lumberton, Clarkton and finally reaching Wilmington. The roads from Rockingham are poor, the distance is somewhat over 100 miles. Other road conditions are poor, as seen by reference to the information at the head of each tour. Allowing about 100 miles per day, and not including stops for sight-seeing tours, you should take eight days. The comparison between the New York-Philadelphia section and the roads in the South is very much to the detriment of the latter.

SEYMOUR'S RECORD.

A READER—Ray Seymour holds the world's record for 25 miles. His time for this distance, made recently on the Playa del Rey saucer in California, is 16:27. This is a mile track. Carslake's time of 17:15⅗, made on the four-lap track in Cleveland, may be regarded as a record for a track of those dimensions.

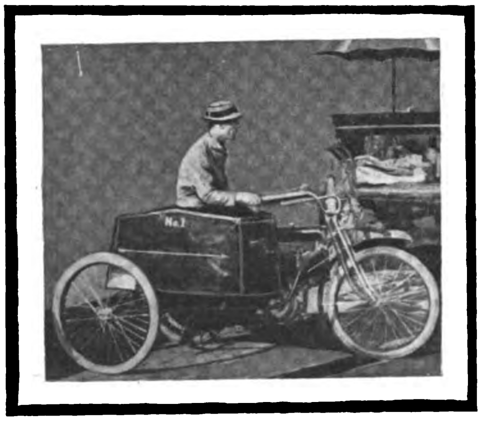
LOSS OF COMPRESSION.

"IN your Manual Trouble Chart you do not mention the fact that a scored cylinder may be, as it sometimes is, the cause of loss of compression."—Albert H. Seekt, Northam, Nev.

MOTOR-COP ON DUTY.

LIMA, OHIO.—The twin cylinder motorcycle which was purchased by the Lima police department last year to stop automobile speeding has again been placed in service and Detective Armstrong has been assigned to ride it.

W. E. KLUG, a well-known rider of Jefferson, Ind., is working hard in the interest of a local club which he hopes to announce presently.



IN the accompanying photograph is shown a type of commercial side-van which is rapidly coming into favor in Los Angeles, Cal.

A MOTORCYCLE PARADE.

WASHINGTON, D. C.—The Capitol Motorcycle Club featured a motorcycle parade during the festivities here in connection with the unveiling of the Columbus statue, when probably 40,000 visitors were in the city. Fifty machines, all decorated, were in line, and the procession of motor vehicles attracted much attention. The start was at 908 Pennsylvania avenue, the route leading along historic Pennsylvania avenue to the Capitol; north to Union Station via New Jersey avenue; west to the Treasury building via Massachusetts and New York avenues, and thence to the clubrooms at the starting point.

USED BY SOLICITORS.

KESSLER & MILLER, Rochester (Ind.), agents for The Home Insurance Company, are proving to their satisfaction that the motorcycle is a practical necessity to their business, and that at the same time it affords a measure of relief from the tediousness of business and injects fresh inspiration and pleasure into the daily routine. These boosters are making excellent progress in forming a 100 per cent. F. A. M. club.

MOONLIGHT RUNS.

WASHINGTON, D. C.—Sociability trips are making a great hit this season with members of the local motorcycle clubs. The Washington Motorcycle Club has inaugurated moonlight runs which are proving very popular. One a few nights ago, to Glen Echo, over the Maryland line, and on to Bridgeport and return, was very successful. It will be repeated in a short time.

SCOTHORN PAID A FINE.

SECRETARY FRED SCOTHORN, of the Coffeyville (Kan.) Motorcycle Club, is the first member of that club to be arrested and fined for riding without a light. Hale Fletcher, vice-president of the club, is the assistant chief of police of Coffeyville and he saw Scothorn riding without any light or number. Fletcher arrested Scothorn who was fined five dollars.

MANY FARMERS IN RANKS.

ST. PAUL, Minn.—That Minnesota is becoming more and more of a motorcycle State is the report of Julius A. Schmahl, Secretary of State, who in his last schedule shows that the State has 3,200 machines registered this year as compared to 2,800 last year. Mr. Schmahl also states that 25 per cent. of the machines belong to farmers.

MOUNTS FOR DEPUTY SHERIFFS.

MINNEAPOLIS, Minn.—No longer will deputy sheriffs in Hennepin County be satisfied with the old horse-drawn vehicle in which to make their rounds, for Sheriff Joe Langum has announced that he is going to modernize his department and is in the market for motorcycles. Deputies in the Lake Minnetonka district will be equipped with the machines in order to aid in quieting any night revelers or tramps at the summer resort.

RUBBING IT IN.

JUDGE FOSTER, of the City Court in Bridgeport, Conn., gives notice that motorcyclists who break traffic ordinances in his bailiwick need expect no judicial mercy. A motorcyclist of the city was recently fined $25 and costs for passing a trolley car on the wrong side.

STOLEN MACHINE FOUND.

C. J. HENDRICKSON, of Middletown, N. J., who reported the theft of his 4 Excelsior machine from his place of business in Red Bank now states that the mount has been recovered. It was found about two miles outside Red Bank in a condition which indicated that the thief was unable to ride it farther owing to lack of mechanical knowledge. It had not been seriously damaged, however.

READY FOR THE TOUR.

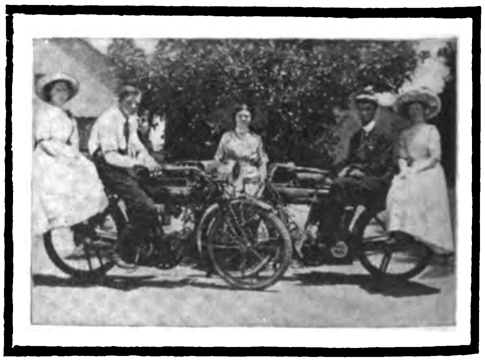
MISS HELEN WHITE, of Indianapolis, purchased a Pope motorcycle from the George C. Detch Wheel Company a few days ago for the express purpose, she said, of going on the southwestern F. A. M. tour to Columbus next month.

YALE CLUB IN TOLEDO.

J. W. SCHROEDER, of 246 Wasam street, Toledo, Ohio, has just completed the organization of the Yale Motorcycle Club and will bring it into the Federation during the current month.

IN SAN DIEGO COUNTY.

FROM San Diego County, Cal., where tandems and good weather are equally plentiful, comes the accompanying photograph. It shows Harold Carmalee and his tandem passenger on the left, another feminine enthusiast in the center and George Loekyer and his road companion on the right. Loekyer forwards the picture and explains that the girls of his district never need a second invitation to make use of a passenger attachment. The photograph was obtained on an outing near Hill.



MACK BROTHERS, of Reno, Nev., who recently entered into the motorcycle business, have sold over twenty machines so far.

The chief qualifications tires must possess are

Low { **Original Cost**
Up-Keep Expense

and

Service-giving qualities;—their ability to take you over all kinds of roads—through sand, mud, snow, over stones and slippery pavements.

Kokomo Tires

are built with a view to meeting the requirements of the most exacting motorcyclist. Sixteen years' experience in the making of good tires has resulted in the production of a low-cost, durable, efficient tire that has been proven by many tests to have longer life, to require less attention and to be more adaptable to the severest conditions than any other motorcycle tire on the market today.

Literature sent upon request.

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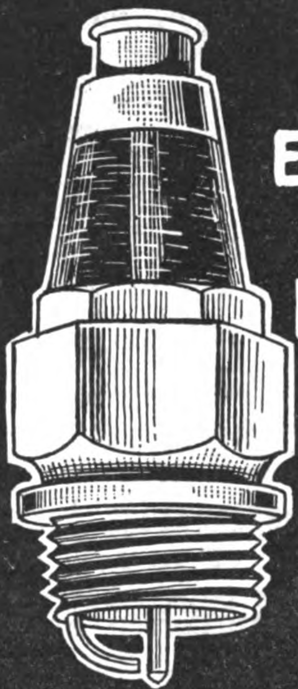
MOTORCYCLE PLUGS



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have been adopted by the leading motorcycle manufacturers of the United States.

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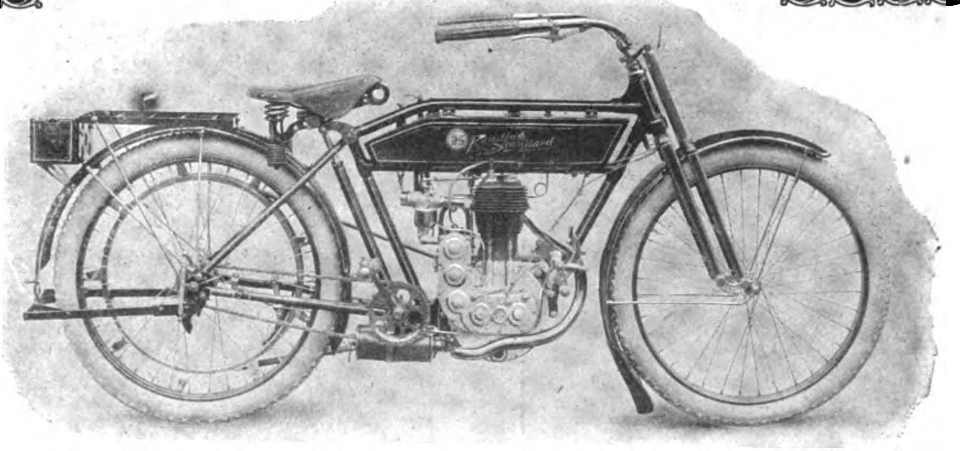

"That Willing Winning Worker"

Actions speak louder than words.

Here's a little action. At Seattle, the other day, an R-S Tourist, single cylinder, belt drive, won first in the ten-mile open and third in the five-mile open, against **special racing machines. The R-S was the only stock machine to win.**

R-S

Another.—Our agent, **W. E. Dewey, at Omaha,** Nebraska, in an accident **broke his open port racing machine and had nothing to enter but our regular twin.** He stripped his machine and put it up against five or six other **machines, some** open port. He won **second in the 15 and 25-mile** events.

It's a cinch for the R-S—this trick work. It doesn't surprise us in the least—nor the thousands of other R-S riders with whom such things are everyday occurrences. ***Write for complete literature.***

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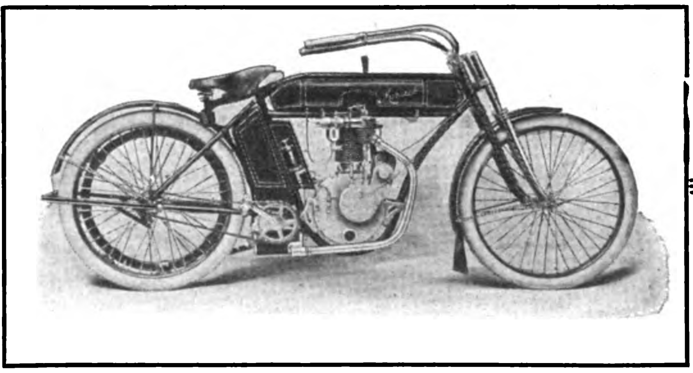

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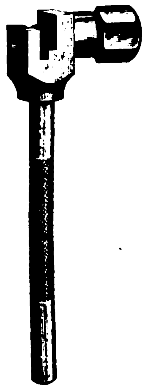

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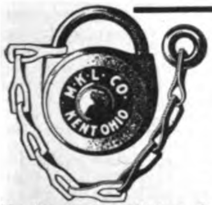

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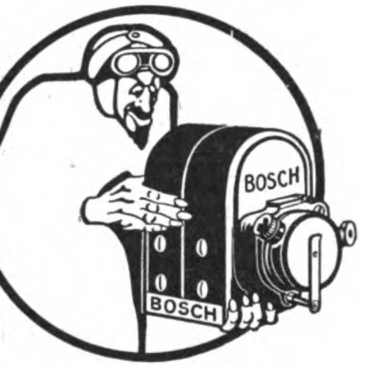

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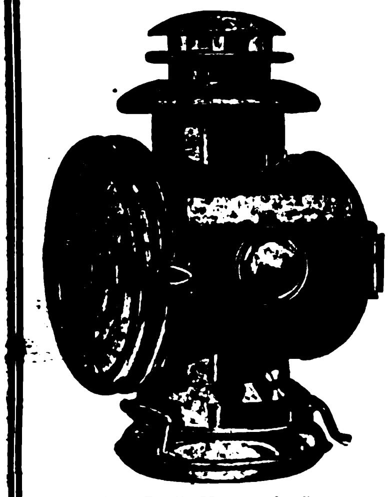

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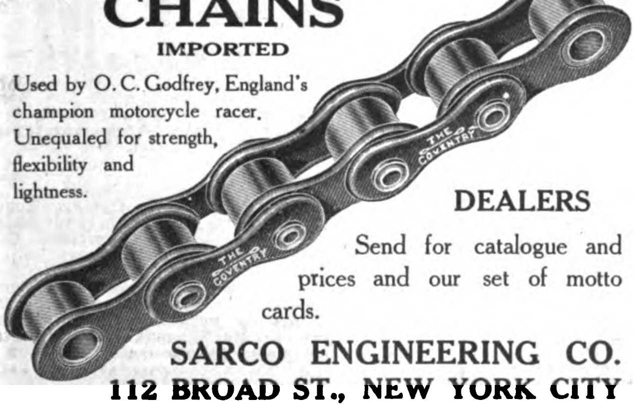

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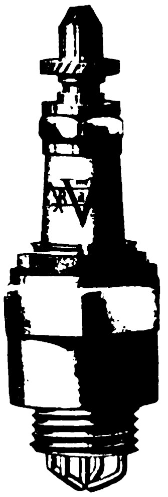

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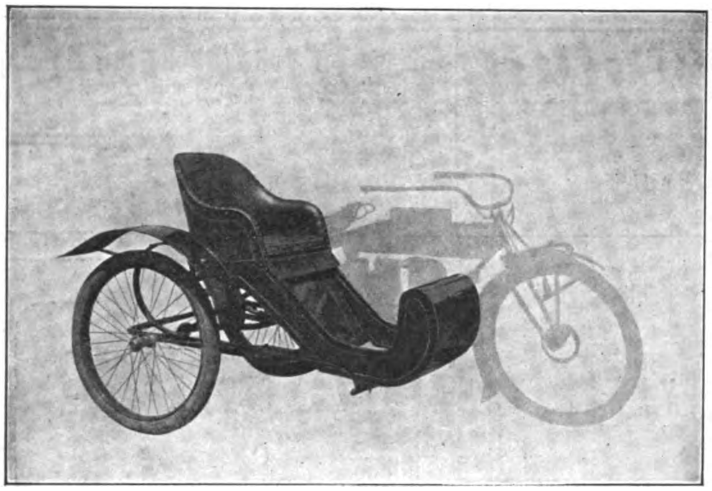

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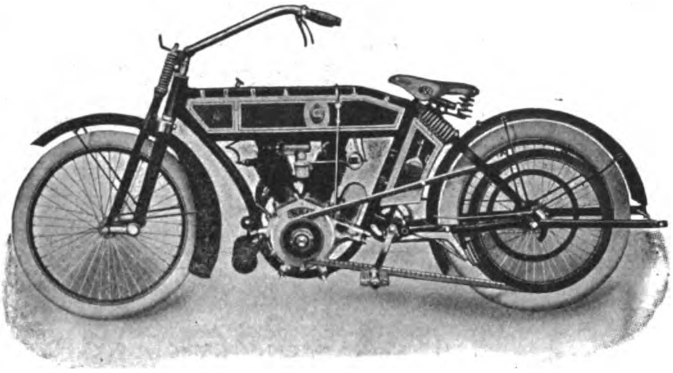

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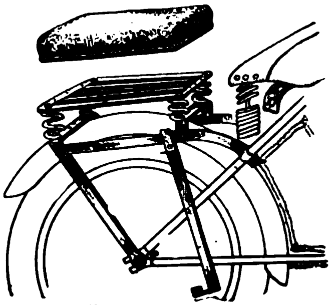

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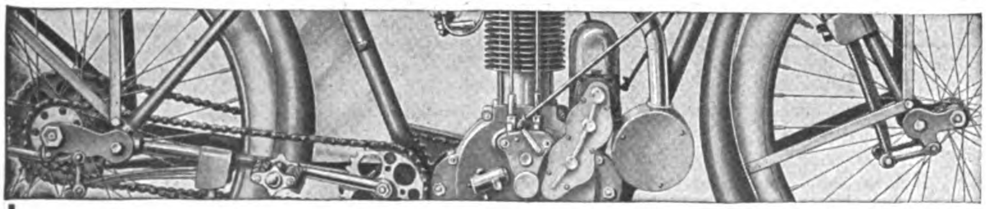

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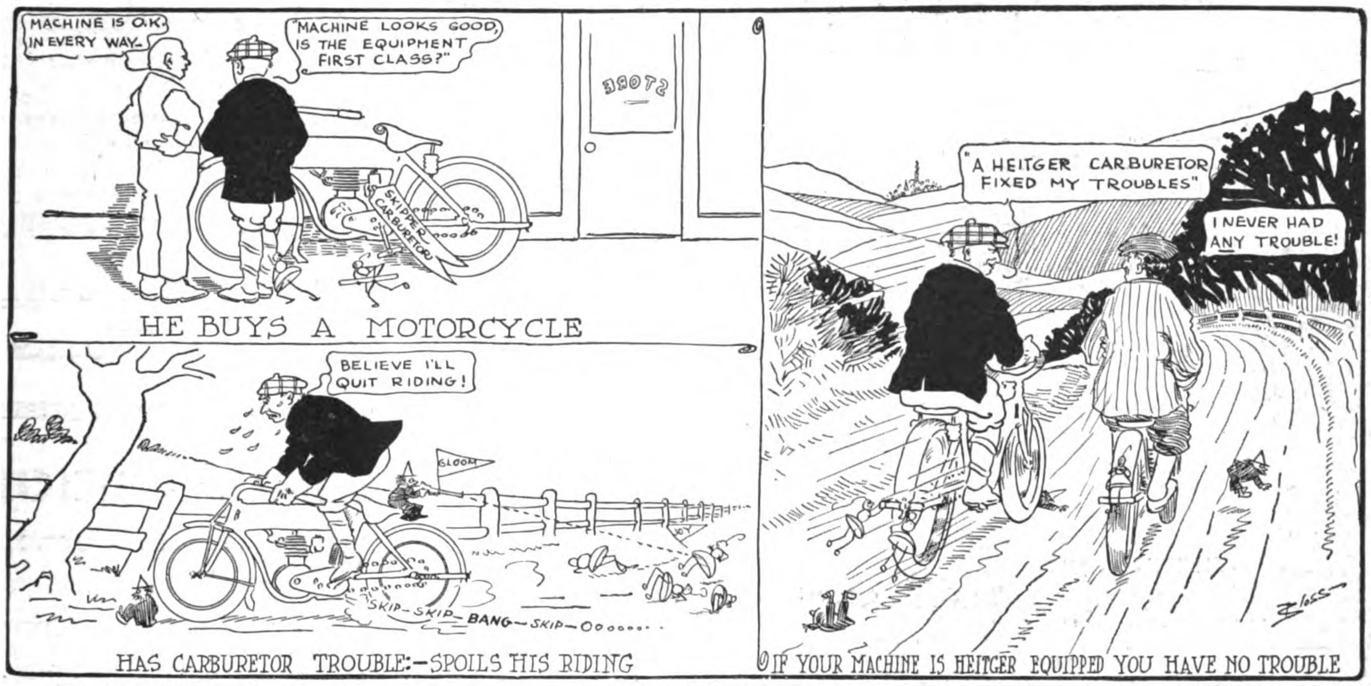
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We furnish "Intake Pipes" for almost all machines that do not use Heitger carbureters because the riders of those machines are continuously ordering our carbureter. Write for full particulars and catalog.

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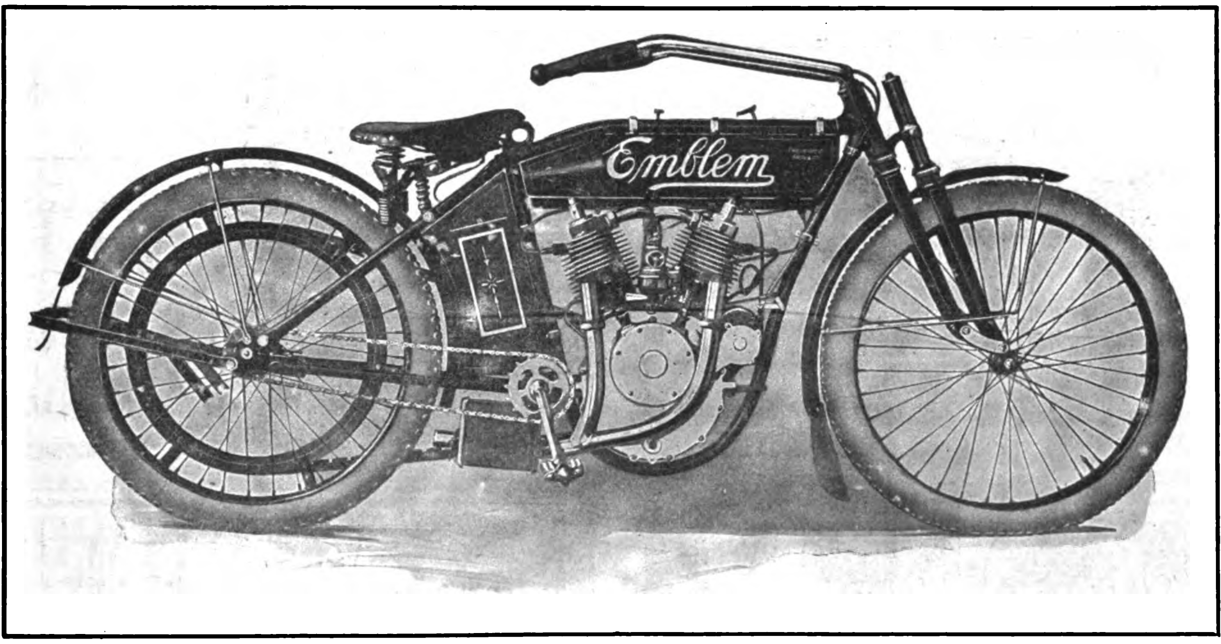

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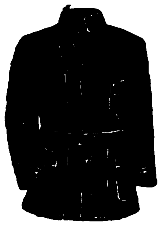
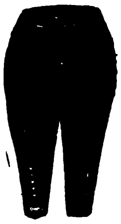




Nathan's Motorcycle Suits

Not the ordinary kind, but a suit in which the combination of style, perfect fit, wearing qualities, and comfort will agreeably surprise you. Made specially for motorcycle use by expert cutters and tailors.

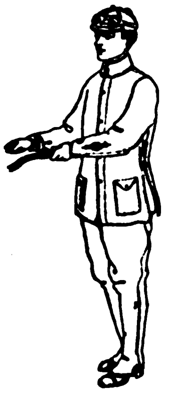
Quality.	Style.	Retail Price.
Neverleak	Norfolk coat	$6.00
"	Riding breeches	5.50
Khaki	Norfolk coat	4.50
"	Riding breeches	4.00
Covert Cloth	Norfolk coat	3.75
" "	Riding breeches	3.25
Lightweight Khaki	Norfolk coat	3.00
" " "	Riding breeches	2.50

In ordering give waist, chest and inside leg measurements.

THE FAMOUS KOVERAUL NATHAN

Patent Pending

GARMENT

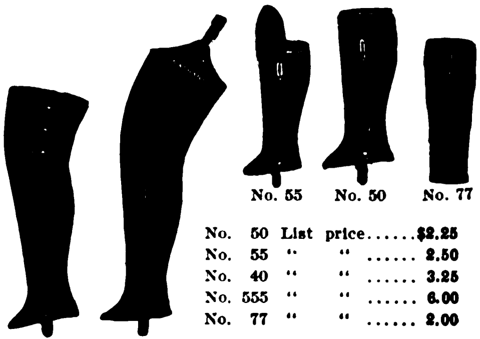


IS A BIG SUCCESS BECAUSE it is the only garment permitting the motorcyclist to make a trip over muddy or dirty roads without soiling his clothing. At a hotel, restaurant or home he may remove his **KOVERAUL** in a moment and his clothing will be as neat and clean as when he started.

Quality.	Style.	Retail Price.
Neverleak	Coat	$6.50
"	Trousers	5.50
Mackintosh	Coat	8.00
"	Trousers	7.00
Khaki	Coat	4.50
"	Trousers	4.50
Covert Cloth	Coat	3.75
" "	Trousers	3.75

In ordering give chest, waist and inside leg measurements.

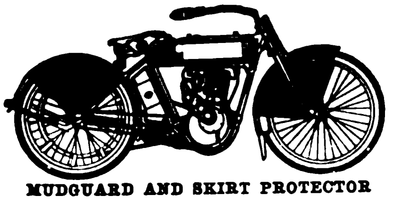
LUGGAGE CARRIER.



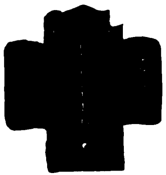
No. 55 No. 50 No. 77

No. 40 No. 555

No.		List price
No. 50	List price	$2.25
No. 55	" "	2.50
No. 40	" "	3.25
No. 555	" "	6.00
No. 77	" "	2.00



MUDGUARD AND SKIRT PROTECTOR



TOOL ROLL BAG

MAGNETO COVER

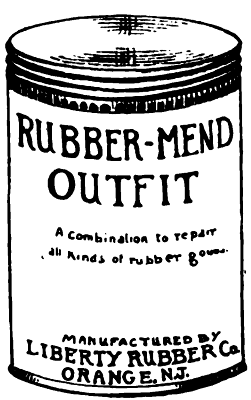
TRADE NATHAN MARK

OUR TRADE MARK APPEARS ON ALL OUR GOODS.

BEWARE OF IMITATIONS

NATHAN NOVELTY MFG. CO.

84A READE STREET, NEW YORK CITY


RUBBER-MEND OUTFIT
A Combination to repair all kinds of rubber goods
MANUFACTURED BY LIBERTY RUBBER Co. ORANGE, N.J.

Large size, $1.00 Small size, $.35

RUBBER-MEND, Motorcycle Outfit. It makes its own patch —repairs punctures in the tube and repairs cuts or blowouts in the outer casing. It will also repair football and basketball bladders, or ANY KIND OF RUBBER ARTICLES.

Philadelphia Distributors

HAVERFORD CYCLE COMPANY

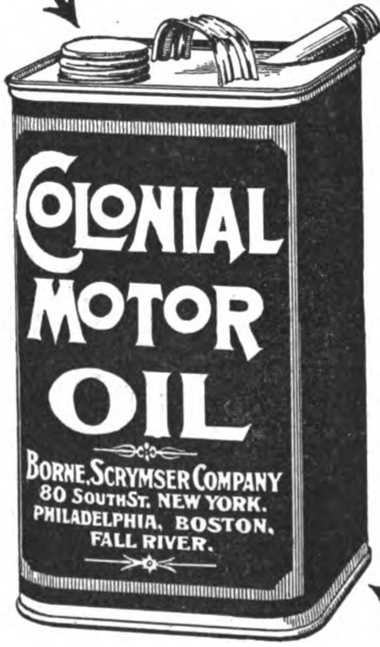
Manufactured by

LIBERTY RUBBER COMPANY

Orange, N. J.

Efficient Lubrication

is more important than what the lubrican costs. That is why you should always say Colonial—because it is a high-class product and can always be depended upon.


COLONIAL MOTOR OIL
BORNE, SCRYMSER COMPANY
80 SOUTH ST. NEW YORK.
PHILADELPHIA. BOSTON.
FALL RIVER.

COLONIAL MOTOR OIL

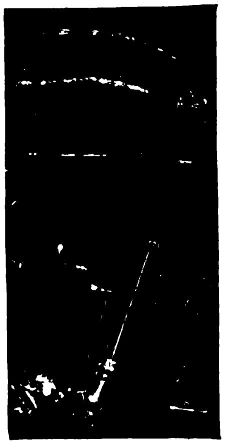
Medium Grade

is expressly prepared to meet the conditions of motorcycle lubrication, which differ radically from automobile lubrication.

SILEX GREASE

The greasiest grease made

The real test of a grease is not its looks or the feeling but its lubricating properties. SILEX is made to lubricate and last.



PURDY WHISTLE

"THAT LOUD ONE"

Now used on the Chicago police motorcycles and by other police and fire departments in all parts of the country —Recognized everywhere as the "King of Road Clearers."

Lever or Handle Bar Control.

PRICE COMPLETE, $6.00

Descriptive booklet of "Purdy Specialties" free on request.

Dealers: Ask for our proposition.

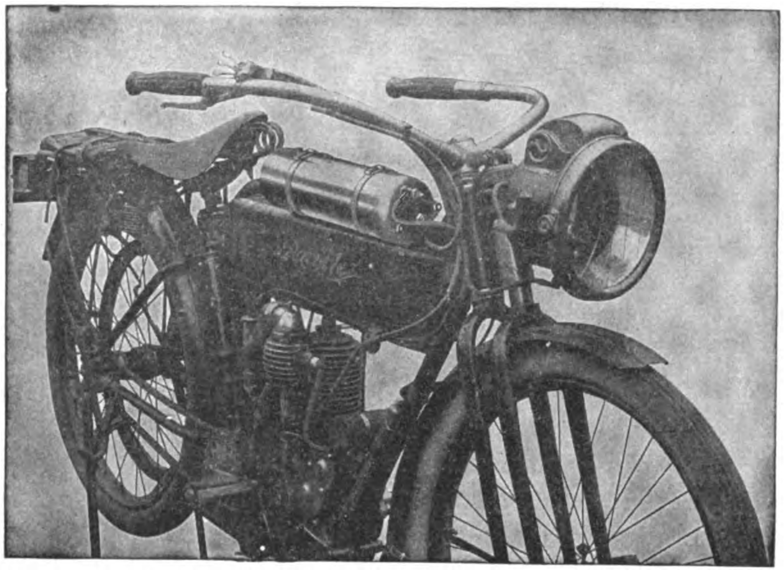
PURDY BROTHERS

941 West 55th Blvd.

Chicago

JUNIOR CARBO-LIGHT TANKS

FITTED ON ANY MOTORCYCLE ANY POSITION



THOUSANDS IN USE

UNIVERSAL SATISFACTION

Beautifully nickeled tank, 4 x 12 inches. User recharges it himself at cost of ten cents for 25 hours of white clear flame. Write for booklet and find out what users say about the CARBO-LIGHTS. Dealers' offer.

CARBO-LIGHT CO. - - ANDERSON, IND.

"Simplex" Metercycle Specialties

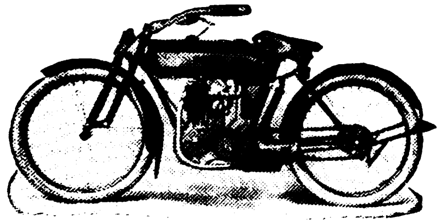
WRITE FOR CATALOG

DEALERS—OUR PROPOSITION IS A GOOD ONE—WRITE TODAY—NOW

ANGSTEN-KOCH COMPANY 360 W. Garfield Boulevard, CHICAGO

HAVE YOU TRIED OUT THE MOST POWERFUL TWIN BUILT?

10 H P. Chain Drive Minneapolis DeLuxe



5 H. P.—CHAIN DRIVE—2-SPEED

The owner of this model never worries! Two-speed chain transmission takes care of him on hills and through sand and mud. The spring frame removes ALL road shock.

"Ride one and see."

Minneapolis

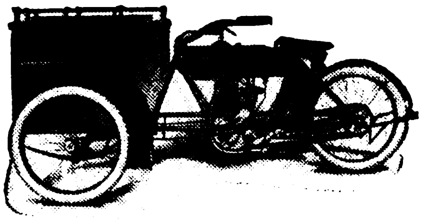
IMMEDIATE DELIVERIES

are now being made on orders for

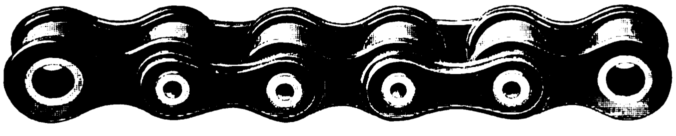
10 H. P. DeLuxe Twin Chain Drive
5 H. P. 2-Speed Single " "
5 H. P. Standard " Belt "
Tri-Car, 5 H. P., 2-Speed, Single, Chain Drive

WRITE FOR NEW ILLUSTRATED CATALOG

THE MINNEAPOLIS MOTORCYCLE CO., ∴ MINNEAPOLIS, MINN.



DEALERS How many retail merchants in your locality are looking for just such a DELIVERY CAR? 2-speed, chain drive, clutch; QUICK—ECONOMICAL—SATISFACTORY Write for tri-car literature.



"DUCKWORTH"

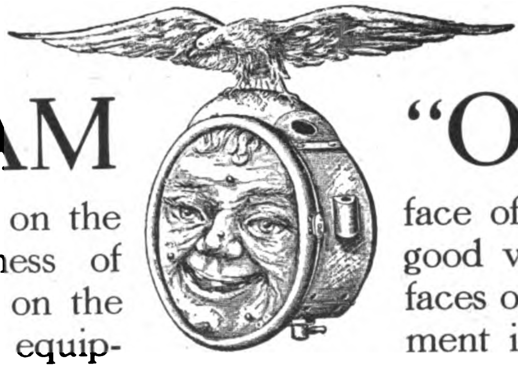
CHAINS AND REPAIR LINKS

IN A CLASS BY THEMSELVES

Do Not Accept Any of the Just as Good Kind

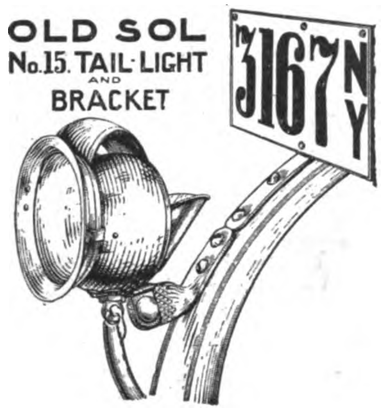
THERE IS ONLY ONE DUCKWORTH

DUCKWORTH CHAIN & MFG. CO. - - - Springfield, Mass.

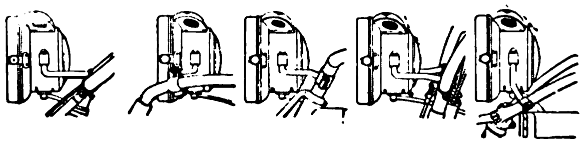


I AM "OLD SOL"

The smile which is usual on the face of "Old Sol" is a manifestation of the consciousness of good work. This same expression may usually be seen on the faces of all users of my product, that is, if the rest of their equipment is also all right.



"Old Sol" Tail Lamp No. 15
Price, with bracket and bolts, $2.00
We do not furnish number plate bracket

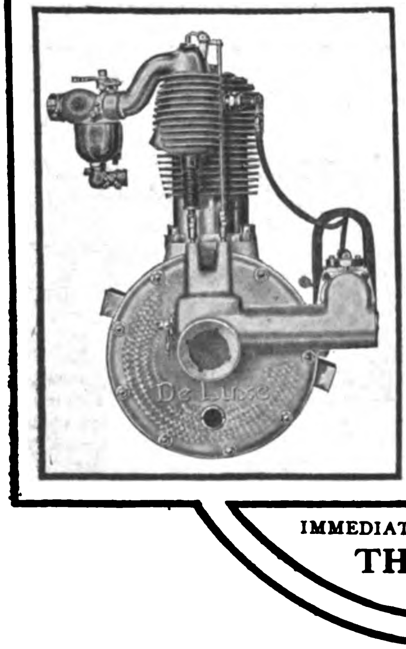


All motorcycles may be fitted with "Old Sol" Lamps in one or more of the above positions. Send for Copyrighted Lamp and Handle Bar Chart, giving all details.

MANUFACTURED BY

HAWTHORNE MFG. CO., Inc.
BRIDGEPORT, CONN. :: :: :: :: :: U. S. A.
AND BY
POLLOCK MFG. CO., Ltd., Berlin, Ontario. Canada

A REVOLUTION IN MOTORCYCLE MOTOR DESIGN



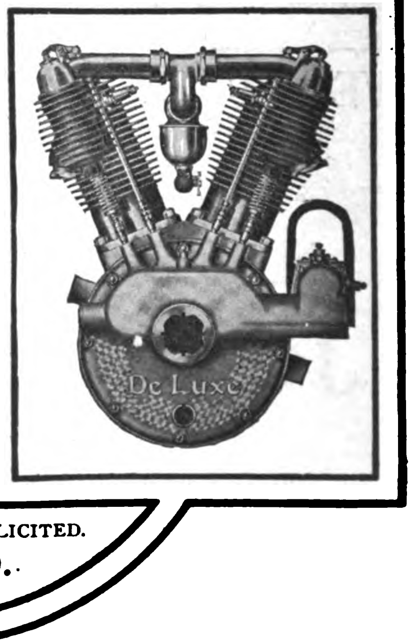
In bringing out our DE LUXE line of motorcycle motors, we have introduced a large number of improvements, and offer these motors as the most advanced now before the trade.

NOTEWORTHY IMPROVEMENTS.

- One-piece crank shaft.
- One-part crank case with cover.
- Improved cam and magneto drive.
- Oil tight motor.
- Large Valves.
- Simplified design throughout.
- Reduced number of parts.
- Silent Motor.
- Large ball bearings mounted in steel lined pockets.
- Equipped with Bosch Magneto.

These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.

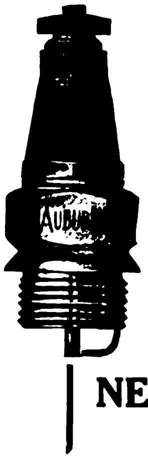
FOUR SIZES
Four H.P. Single Cylinder. Five H.P. Single Cylinder.
Seven H.P. Twin Cylinder. Nine H. P. Twin Special.
PLAIN OR TWO-SPEED MODELS.



IMMEDIATE DELIVERY. CONTRACTS SOLICITED.

THE F. W. SPACKE MACHINE CO.
INDIANAPOLIS, IND., U. S. A.

Patents Pending.



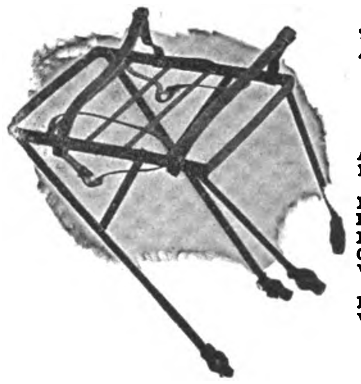
Get An Auburn Plug

It Insures a Good Spark

We are just conceited enough to claim that in the Auburn you will find the

Most Efficient, Durable and Lasting Motorcycle Plug on the Market

NEW YORK MICA & MFG. CO.
AUBURN, N. Y.



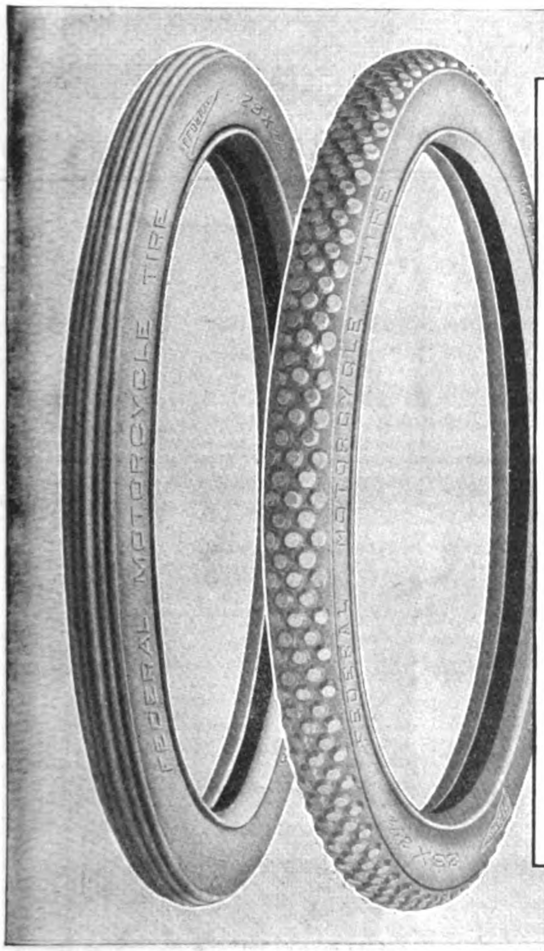
THE "STAR" LUGGAGE CARRIER
$3.50

Universal Attachment for the Motorcycle—
Sold by the

Aurora Automatic Machinery Co., Chicago
Motorcycle Equipment Co., Hammondsport, N. Y.
Beckley-Ralston Co., - - Chicago, Ill.
Ira Enmark, - - - Minneapolis, Minn.
Edwards-Crist Mfg. Co., - Chicago, Ill.
Oberwegner Motor Co., - - Toledo, Ohio
Whipple, The Motorcycle Man, Chicago, Ill.
Excelsior Autocycle Co., - Detroit, Mich.
Walthour & Hood, - - - Atlanta, Ga.

Manufactured by the

STAR ELECTRIC CO.
18 North May St., CHICAGO, ILL.



FEDERAL TIRES

MOTORCYCLE RIDERS who want the greatest tire mileage and the least tire trouble are using Federal Tires because their tire experience has proven that these tires really give extra service and afford a decided reduction of upkeep expense.

Uniform high quality and extreme care in the making of these exceptional tires are responsible for their unusual durability and the satisfactory service they render. Federal Motorcycle Tires are wonderfully resilient—comfortable and safe to ride. They will fulfill your expectation as to what constitutes good motorcycle tires.

Federal Tires come in both Corrugated and Studded Treads in all sizes and in single and double clinch types. They are supplied through leading dealers everywhere. Interesting tire book mailed on request.

Federal Rubber Manufacturing Co. Milwaukee

BRANCHES AND AGENCIES: *New York, Boston, Chicago, Kansas City, Minneapolis, Denver, Indianapolis, Columbus, St. Louis, Louisville, Omaha, Houston, San Antonio, Little Rock, Atlanta, Los Angeles, San Diego, Pasadena, New Orleans, Portland.*

JUST OUT

SRB New Catalog 24A which fully describes our line of Ball and Roller Bearings. Send for it. **SRB**

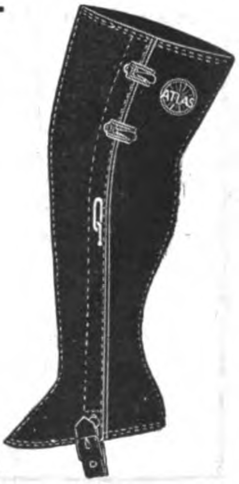
STANDARD ROLLER BEARING CO.
Philadelphia

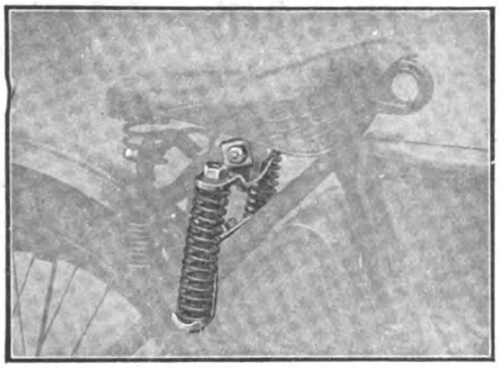
The Wheel ATLAS of Perfection

Atlas Metal and Fabric specialties are worth while having, and sold by all up-to-date dealers. All styles of Leggins, Tool Rolls, Magneto Covers, Tail Lamps and many other useful articles to comfort the motorcycle public are manufactured by

ATLAS SPECIALTY MFG. CO.
558-561 W. Jackson Blvd. CHICAGO, ILL.

Catalog for the asking





The Y-A Shock Absorber

Equip your motorcycle with a Y-A Shock Absorber "That absorbs the shock."

Make every ride a pleasure ride.
The last word in shock absorbers.
An absolute necessity for real comfort.
Demand the only real "jolt-killer."
Refuse all make-shifts they tell you are "just as good."
Made for Indian, Yale, Thor, Excelsior and Harley-Davidson.
A grand selling proposition for live dealers.
Write for literature today.

THE CONSOLIDATED MANUFACTURING COMPANY, 1730 Fernwood Ave., Toledo, Ohio

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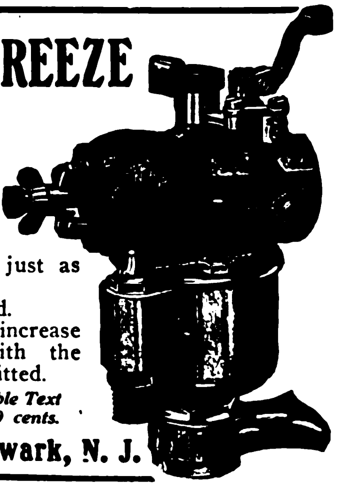
The New "N. A." BREEZE



Delivers a larger volume of properly mixed gas than any other motorcycle carbureter in the market.

Works Perfectly When Throttled Down to 230 Revolutions Per Minute.

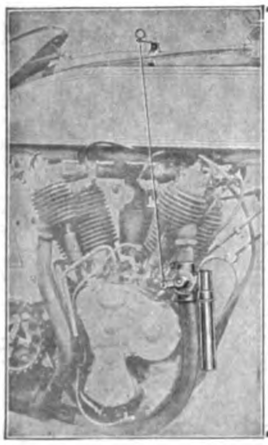
At over 3,500 revolutions it is just as effective.

All air ports have been enlarged.

A perfect mechanical device to increase gasoline supply automatically with the opening of the throttle has been fitted.

Send for free catalog. Our Engine Trouble Text Book, 54 pages, will be mailed for 10 cents.

BREEZE CARBURETER CO., Newark, N. J.



Barco Motorcycle Chimes

The illustration shows the extreme simplicity and compactness of the New Barco Motorcycle Chime, and the ease with which it is attached to the machine.

The chime has three clear loud tones (copied after the Barco Automobile Chimes). The outfit is easy to operate and is made to fit any machine.

NO PARTS TO SHAKE LOOSE.

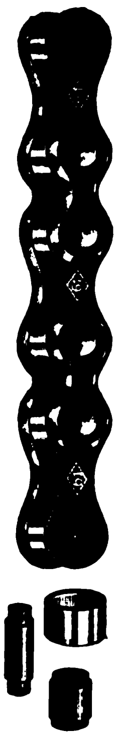
Order from your dealer or direct from us.

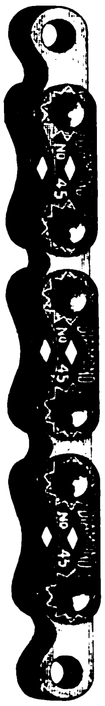
Send for catalogue and full directions.

BARCO BRASS & JOINT CO.
230 N. Jefferson St.
CHICAGO, ILL.

DON'T FORGET THE CONNECTING LINK

WHEN BUYING A NEW CHAIN





You know this is important for quick repairs on the road.

Diamond Chains have absolutely the simplest connection ever offered—one that can be made or broken in an instant. The chains themselves are right up to scratch in every way too.

Ask your dealer.

TRADE ◇ MARK
Diamond Chain & Mfg. Co.
227 W. GEORGIA STREET, INDIANAPOLIS, IND.

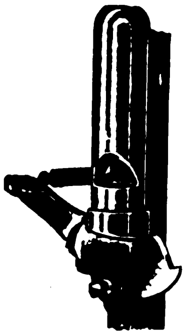
8,000,000 FEET PER YEAR

105

G and J, M and W and Goodrich Casings

28 or 26 x 2½ Shoes will Fit 2½ Rims

$3.50



Price Complete, $3.00

MODEL No. 2. Price, $10.00

INFALLIBLE SPEEDOMETERS

Model No. 1, $7.50 **No. 2, $10.00** **No. 3, $12.50**

BAKER'S INFALLIBLE EXHAUST WHISTLE. This signal is the simplest and most perfectly designed whistle on the market. Very easy to attach. Held securely by two bolts. Absolutely free from clogging by carbon. Gives an intense piercing sound. Made of brass, highly nickeled.

BAKER'S INFALLIBLE SPEEDOMETER. A perfectly adjusted and constructed instrument tested for accuracy. Guaranteed for satisfactory service. Steady registering hand. Made in three models: No. 1, registering speed only, price $7.50; No. 2, measuring season's mileage and speed, $10.00; No. 3, season and trip mileage and speed, $12.50. Mention make of motorcycle when ordering. Rear attachments furnished unless otherwise specified.

F. A. BAKER & CO., 10½ Warren Street, New York

IMMEDIATE DELIVERIES ON MAJESTIC SIDE-CARS

OBERWEGNER MOTOR COMPANY.
Per A. Oberwegner, Mgr.
139-141 Michigan St., Toledo, O.

MAJESTIC MFG. CO., Worcester, Mass.

Gentlemen: After putting your Majestic Side-car through three months of continual hard usage, attached to a 1912 EXCELSIOR AUTO CYCLE, we have nothing but praise to offer.

This car has withstood the severe conditions without a particle of trouble. It is a big hit with the ladies, and we have sold a large number of machines on the strength of this Side Car.

The writer has had considerable experience with both former American and foreign made Side Cars, but your Majestic Side Car proves to us that you have studied the conditions carefully before you marketed same. Very truly yours,

OBERWEGNER MOTOR CO.

Havermeyer Place, Greenwich, Conn., 4/26/12.

TO THE MAJESTIC MFG. CO.

Gentlemen: Yours of the 22nd received and contents duly noted. I take pleasure in offering my approval of your meritorious Side-Car. It has filled a long-felt want, and I consider it all the makers claim for it. I am riding a Twin M M and attain a maximum speed of 45 miles per hour; furthermore, my friends all aver "The ride exceeded their most sanguine expectations." Yours truly,

GEO. BARNES.

THE MAJESTIC MANUFACTURING CO.
Worcester, Mass., U. S. A.

Dear Sirs: Yours of 20th received some days ago. In regard to side car I cannot say very much yet as I have not had much time to use same. But I can say that car certainly is a dandy. I had it attached to a 4 H. P. 1910 Indian; went along good with about 165 lb. passenger; made long steep grade with very little throttle. Of course I had to gear machine about 8 to 1 on account of several bad hills. No trouble to get anybody to ride in it either. If there is anything in this letter that you can use you are welcome to do so.

Yours very truly, D. L. SANDRETTO.

Lancaster, Pa., April 24, 1912.

THE MAJESTIC MFG. CO., Worcester, Mass.

Dear Sirs: Replying to yours of April 16th would say I have tried the Majestic Side-car, first on Single Cylinder Motorcycle, and it worked well on good roads. Then I attached the Side-car to a 1912 twin Reading Standard, and making an extra arm of tubing from under the seat of the Motorcycle to the tandem attachment and, connecting the rocker arm of the Side-car to the extra tube under seat of motorcycle, have run over good and bad roads fifty miles on one gallon of gasoline, carrying three men—one operator—one on Side-car and one on Tandem attachment—taking all hills and at different times speedometer registered 38 to 40 miles per hour. Yours truly,

JOHN H. TRAGESSER.

THE BIGGEST BUSINESS BRINGER IN THE MOTORCYCLE FIELD

Orders taken from **Live Dealers** for prompt shipment in Standard Colors. Write today and state your requirements

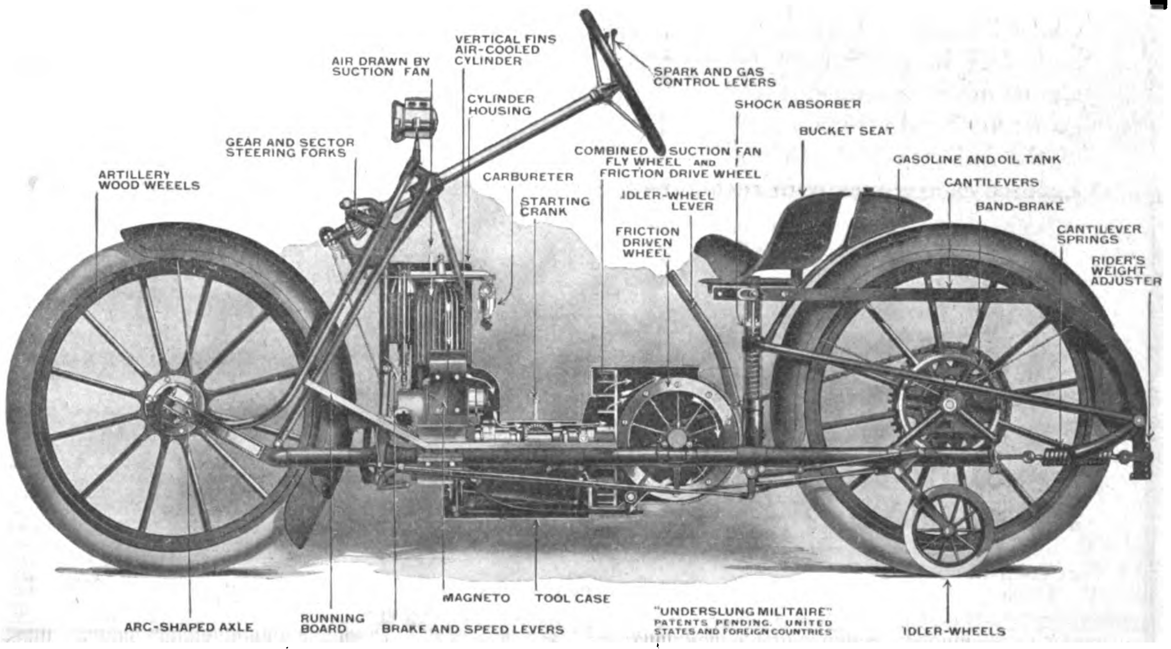
"DON'T FORGET THE GIRL"

MAJESTIC MANUFACTURING CO., WORCESTER, MASS.

THE "MILITAIRE" is built in *anticipation* of the logical evolution of the motorcycle. It is the result of keen study of traffic and other conditions in this country, and we unhesitatingly affirm that the "MILITAIRE" is better fitted to cope with road conditions than any other motorcycle on the market. It is radical, we admit, but so was Fulton's steamboat, and Marconi's wireless, and Westinghouse's brake.

Give yourself a chance to learn more about

The "Militaire"


VERTICAL FINS AIR-COOLED CYLINDER
AIR DRAWN BY SUCTION FAN
SPARK AND GAS CONTROL LEVERS
CYLINDER HOUSING
SHOCK ABSORBER
BUCKET SEAT
GEAR AND SECTOR STEERING FORKS
COMBINED SUCTION FAN FLY WHEEL AND FRICTION DRIVE WHEEL
GASOLINE AND OIL TANK
ARTILLERY WOOD WEEELS
CARBURETER
CANTILEVERS
STARTING CRANK
IDLER-WHEEL LEVER
BAND-BRAKE
FRICTION DRIVEN WHEEL
CANTILEVER SPRINGS
RIDER'S WEIGHT ADJUSTER
MAGNETO
TOOL CASE
ARC-SHAPED AXLE
RUNNING BOARD
BRAKE AND SPEED LEVERS
"UNDERSLUNG MILITAIRE" PATENTS PENDING. UNITED STATES AND FOREIGN COUNTRIES
IDLER-WHEELS

THE MILITAIRE AUTO CO.
(Inc.)
CLEVELAND
OHIO

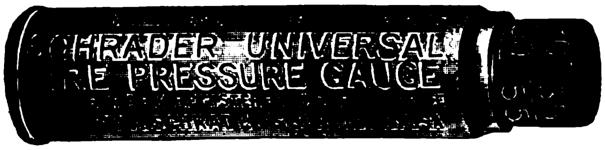
Have You Had Trouble With Your Tires?

A very large percentage of all punctures and blow-outs occur from improper tire inflation.

WOULD YOU PAY $1.00 TO OVERCOME

delays, difficulties and expense resulting from these misfortunes?

Schrader Universal Tire Pressure Gauge



(Made under patent dated March 1, 1898.)

Accurately registers at all times the exact air pressure in tires.

Simply hold gauge to tire valve for a second and recording sleeve will indicate air pressure and remain fixed until pushed back into place by the finger.

Carried easily in vest or change pocket, being only 2½" long. So simply constructed as to almost never become out of order, and if it does go wrong it will immediately tell by the action of the indicating sleeve that it needs repairs. Leather case comes with it.

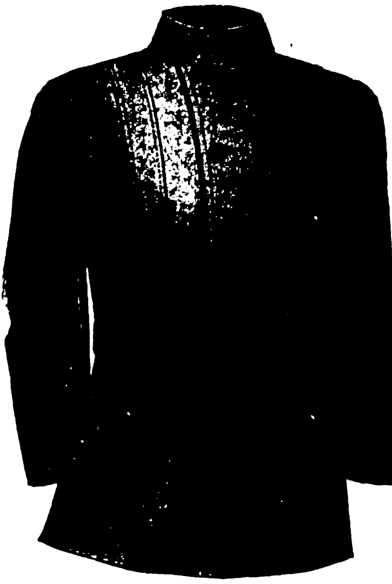
PRICE $1.00 EACH

Guaranteed Simple and Absolutely Accurate

Can be obtained from all tire manufacturers, jobbers and dealers, or

A. SCHRADER'S SON, Inc.

28-30-32-33 Rose Street NEW YORK CITY



How Do You Look on a Motorcycle?

Are you thoroughly satisfied with your appearance? Is your suit all that you think it should be? Does it fit well? Is it comfortable? Was it made to **your** measure? Does it wear well? If you can't answer these questions satisfactorily, it's time you knew more about

AURORA MOTORCYCLE CLOTHING BRAND

Strength in Every Fibre Quality in Every Thread

Aurora Brand clothing is made to fit you. Durability, style, fit and comfort are our "long suit." Made to withstand the hardest kind of service.

The illustration shows our natty, comfortable and durable Norfolk cut coat. It can be made to your measure in the latest style and in the following materials:

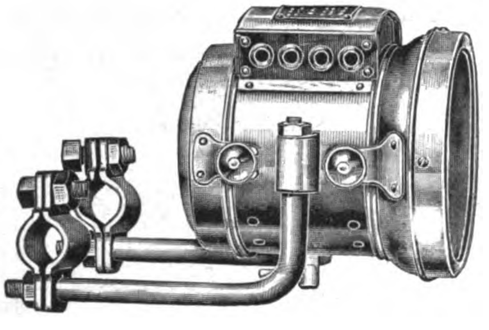
English Roseberry, English Whipcord, Fustian, Petrels and Khaki.

Dealers—get on the "Aurora" wagon—the selling's fine.

Fowler-Carnes Company

Aurora, Ill.

20th Century Lamps



SEARCHLIGHT No. 102
Showing Back Closed

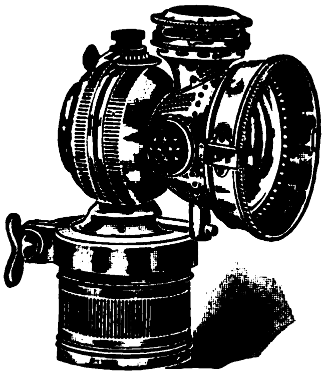
are constructed on the same principle as the big Naval Searchlights—they project a ray of light **directly ahead.** By this means great distance is obtained and danger ahead is perceived in ample time to be avoided.

The "open-door-to-the-lens" feature of Model 102 permits easy access to the interior for cleaning purposes. The Model 10 generator with special locking device is noteworthy.

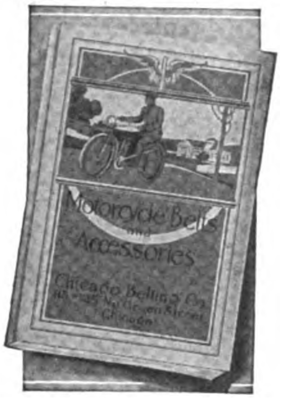
20th Century Bicycle Lamps remain the world's leaders.

Send for Catalogue

20th Century Mf'g Co **420-422 Ogden St., Newark, N. J.**



BICYCLE No. 2
Combined Lamp and Generator



YOU will forget this advertisement in a day or so but our catalogue will be of use all the year.

We furnish these books to dealers free. This is one of the ways we assist our agents to sell our belts.

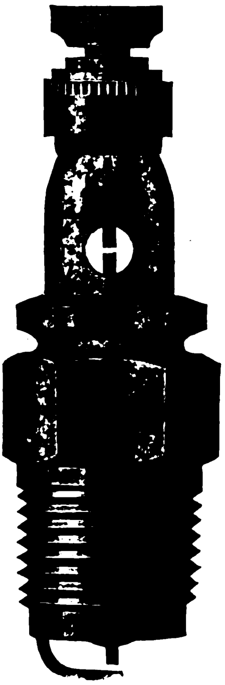
Do you want to learn more?

Chicago Belting Co.

124 N. Green St.
Chicago

New York **New Orleans** **Portland, Ore.**

Let this Spark Plug solve Your ignition troubles



$1.00

The ***J. D.*** Visible Spark Plug lays bare all ignition trouble. The "visible gap" is an open window, giving you a full view of the internal workings of your spark plug. If the spark is seen jumping the gap, look for your trouble between the gap and the sparking point. If there is no spark in the gap, your trouble lies behind. This new great plug also facilitates timing, intensifies spark, uses only minimum current, and cleans itself when you widen the gap by turning knurled adjusting nut. Gap can also be entirely closed.

One look tells everything

The "visible gap" feature, so far as being incorporated in a plug, has always seemed as far away as perpetual motion. The visible feature has been marketed as a separate device for years, but this is the only plug embodying the visible feature in a practical manner. It is simple—merely a hole in the porcelain, and a spiral action to regulate length of gap in the central electrode which carries the current. The hole in no way lessens the strength, and the current in jumping the gap loses nothing of its intensity.

Every part is made in our own factory—even the porcelain being produced in our potteries from imported clays and other ingredients. This unequivocal guarantee goes with every one: ***"Your money back or a new plug if you are not satisfied."***

If your dealer hasn't the J. D. Visible yet, send your money direct to us for a set, specifying size wanted, and we will ship them prepaid. Remember, the price is only $1 for this plug.

JEFFERY-DEWITT CO., 555 Butler Ave., Detroit

TEN THOUSAND RIDERS READ

THE MART

Our Classified Advertising Page

THREE CENTS A WORD

Everything You Need
The LIVE STORE
OF NEW ENGLAND
Large and Complete Stock of
BICYCLE AND MOTORCYCLE SUPPLIES
Reasonable Prices Prompt Shipments Catalogue Free
The Hub Cycle Co., Portland St., Boston, Mass.

GIVE US A CHANCE

you good dealers, when you next order your supplies We'll treat you as an old friend, giving you our very best goods and our very best prices.

Supplies of Every Nature for

Motorcycle and Bicycle

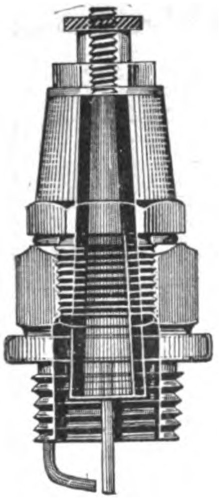
GUARANTEED GOODS IMMEDIATE DELIVERIES

Pass the word along, boys

CATALOGUE YOURS

SIDNEY B. ROBY CO.

208-214 South Ave., Rochester, N. Y



Price 60c. each.

ATTENTION

Motorcyclists

Don't throw away your money for ordinary Spark Plugs.

Buy the Best

at a reasonable price

The Monarch

Every part of which is made at our own factory and under our strictest supervision. That accounts for its perfect efficiency and low selling cost.

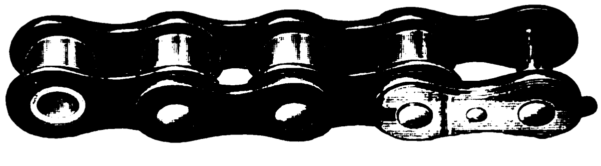
Send a Dollar Bill for Two

plugs. Each is guaranteed for one year. Cut shows why this plug is so efficient.

Manufacturers and Dealers Write for Prices

THE BENFORD MFG. CO.
Mount Vernon, N. Y.

WHITNEY



High-Grade Motorcycle Chains

ARE accurate, strong, durable and dependable, because they are made from material selected for quality regardless of cost, and are made by specialists in a factory especially equipped for the making. When making replacements, try a "Whitney" and get acquainted with its merits.

"WHITNEY" CHAINS

Are Built for Strains

THE WHITNEY MFG. CO.
HARTFORD, CONN.

IS THERE ANY SATISFACTION?

ANYWHERE UNDER ANY CONDITION

In knowing you can go WHEN and WHERE you please?

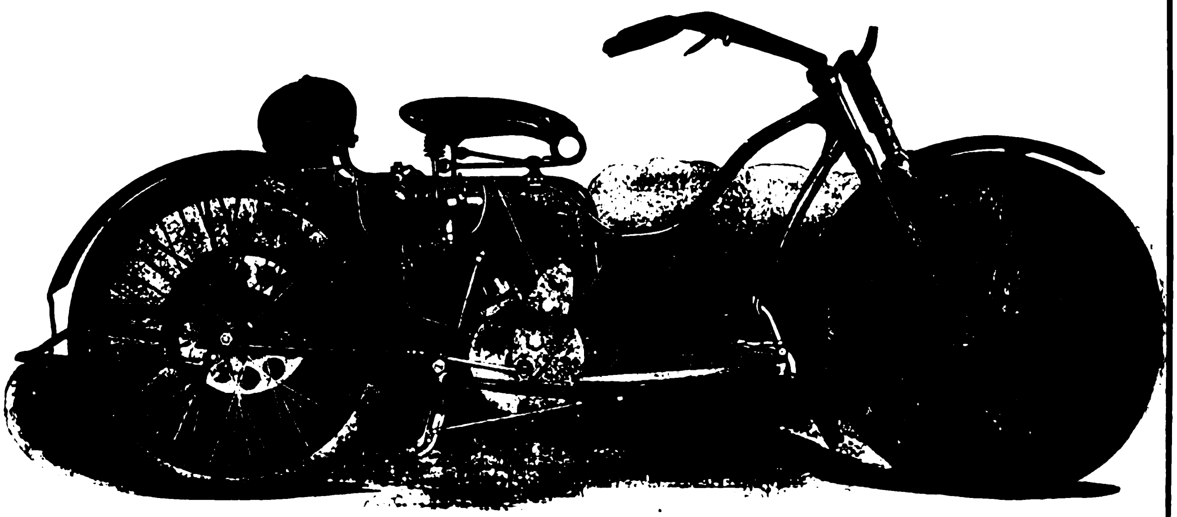
In riding comfortably?

In not having to stop for repairs?

In owning a motorcycle that responds to your every wish?

In riding a motorcycle that is chuck full of energy?

In knowing that you have the very best motorcycle that money can buy?



4 H. P. ROADSTER.

We build machines for the man who requires all of these. Write for Agency proposition.

For the man who is critical. For THE MAN WHO KNOWS.

This year's model of THE NEW ERA satisfies a long-felt want in the motorcycle world. LET US SEND YOU OUR CATALOGUE.

THE NEW ERA AUTO-CYCLE CO., 22 Dale Ave., Dayton, Ohio

The Neverout

TRADE MARK

MOTORCYCLE OIL LAMP

(*Patented*)

SHOWING A RED REAR LIGHT

THE ONLY RELIABLE MOTORCYCLE OIL LAMP

LAMP WEIGHS ONLY 12½ OUNCES.

The Neverout complies with the laws of the various States and Municipalities.

The Neverout burns kerosene ten hours with one filling, and will stay lighted under any and all conditions. All riveted—will not rattle or jar apart over roughest roads.

Made in gun metal, brass or nickel finish. Double clamp bracket furnished; fastens lamp securely to fork of motorcycle. No danger of shaking off, and *shows red rear danger signal.* Sold by leading jobbers and dealers everywhere. The Neverout is equipped with a *Patent Glass Covered Reflector of German Silver,* instantly removable; never loses its original brilliancy.

The Neverout
NOTE REAR SIGNAL
FOR MOTOR CYCLES
PATENTED

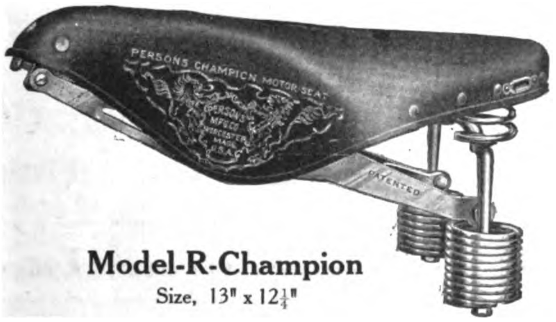
Guaranteed to stay lighted or money refunded

FOR SALE BY LEADING DEALERS.

Made Only by **ROSE MANUFACTURING COMPANY**
933 Arch Street, Philadelphia, U. S. A.

Every Rider Wants Low Position

SUPERIOR QUALITY



Model-R-Champion
Size, 13" x 12¼"

This saddle gives you the lowest possible position with good wide seating surface.

The Only Saddle

With genuine compound springs that absorb all the shocks

The Persons Mfg. Co.

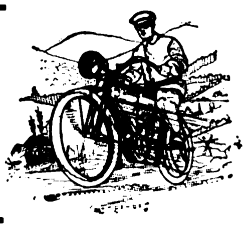
Worcester, Mass.

FOR ALL-ROUND
CONTINUOUS SATISFACTION

Ride the Good Old **M·M** 4 to 8 H. P. $140 to $225

Send for Catalog and Booklet.

AMERICAN MOTOR COMPANY
716 Center St. BROCKTON, MASS.



Capacity — Experience

STEEL

RIMS

MOTORCYCLE
Single and Double Clinch—also Belt.
BICYCLE
G & J, Crescent and Drop Center.
AUTOMOBILE
Clincher, Q. D., Demountable and Channel.
AND

GUARDS

MOTORCYCLE AND BICYCLE
Raised Center and Crescent.

MOTT WHEEL WORKS
Manufacturers
UTICA, N. Y.
R. B. ABBOTT SALES CO., Sales Agents
Majestic Building, Detroit

Quality — Price

Save One-Quarter

the purchase price of motorcycle accessories and parts. We sell guaranteed goods twenty-five per cent cheaper than any other house

THE MOTOR CYCLE CO-OPERATIVE COMPANY
654 Woodward Ave. Detroit, Mich.

CYLINDERS

Are our Specialty
(From Customers' Patterns Only)
Also Pattern Work
WRITE FOR PRICES
RACINE FOUNDRY CO. Racine, WIS.

CASH

for your motorcycle. Nothing too old, nothing too new for us to buy. We will buy one or a hundred. Box 13, Station G. New York City

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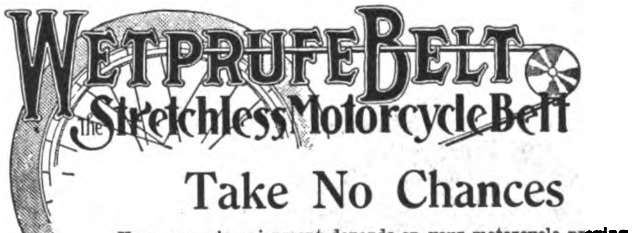
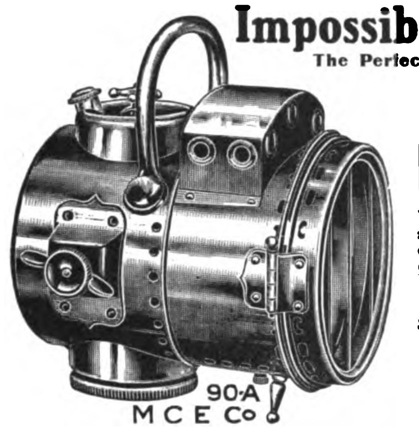


Take No Chances

Your season's enjoyment depends on your motorcycle proving dependable in every part. You know what an unreliable belt would mean to you. It will pay you to equip with the belt which never stretches or shrinks and has the life of two ordinary belts. Wetprufe belts are pliable, not affected by grit—are absolutely waterproof.

THE HIDE, LEATHER & BELTING CO.
227 South Meridian St., Indianapolis, Ind.

When writing to advertisers, please mention MOTORCYCLE ILLUSTRATED.



Impossible to Overlook

The Perfect Features Embodied in Our

No. 90-A with Side Brackets
and
No. 90 with Rear Bracket

Motorcyclist's Lamp

With its powerful Searchlight and Generator combined to increase strength, efficiency and durability. Highly nickel plated. Weighs 24 oz. Size, 4 x 5 inches

Price, $6.00

Secure same from your dealer

MOTOR CAR EQUIPMENT CO.

Manufacturers, Importers
and Wholesalers only

55 Warren Street Dept. M NEW YORK

Economy Is The Keystone Of Success

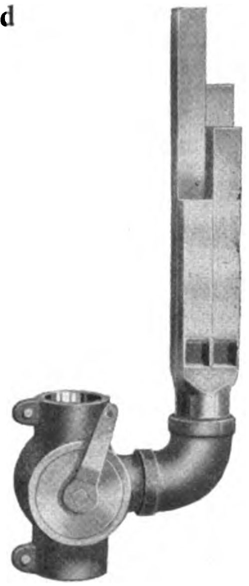
If you want to make the first long step toward true economy in the purchase of guaranteed motorcycle supplies and accessories, send for our large illustrated catalog. It will save YOU Money.

OBERWEGNER MOTOR CO.
Toledo, O.

TRINITY CHIMES

An Exhaust Horn with a Musical Tone
Warns Without Giving Offense
A Hair-Raiser When Needed

There is absolutely nothing about the Trinity Chimes to get out of order—no moving parts, no batteries, no wire connections. It never fails. It costs nothing to operate. It is operated by a three-way valve which is supplied with the horn. Its four tubes give a perfectly blended chord of pleasing harmony. Its body is a brass casting. The tubes are brass-wedged into slots in the casting, and instead of being of flimsy construction and supported separately, they are carefully brazed together, building up a unit of such strong construction as will last a lifetime. It is furnished in triple nickel-plate, highly polished.



Get the best horn at a lower price; don't spend more for one not so good.

EVERY DEALER SHOULD CARRY A STOCK OF TRINITY CHIMES

Send for description and prices.

NEW ERA MANUFACTURING COMPANY
645 Railway Exchange, Chicago, Ill.

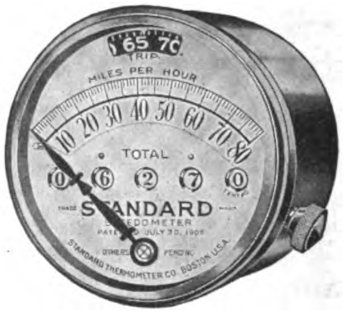
STANDARD SPEEDOMETER

"THE INSTRUMENT of PERMANENT ACCURACY"

Guaranteed for One Year

SOLD AND RECOMMENDED BY ALL THE BEST DEALERS

$15.00 Fittings
$18.00 For All
$20.00 Machines



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AUTO EQUIPMENT CO.
Philadelphia, Pa.
BROWN & KANE
Chicago, Ill.
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Cleveland, Ohio

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Los Angeles, Cal.
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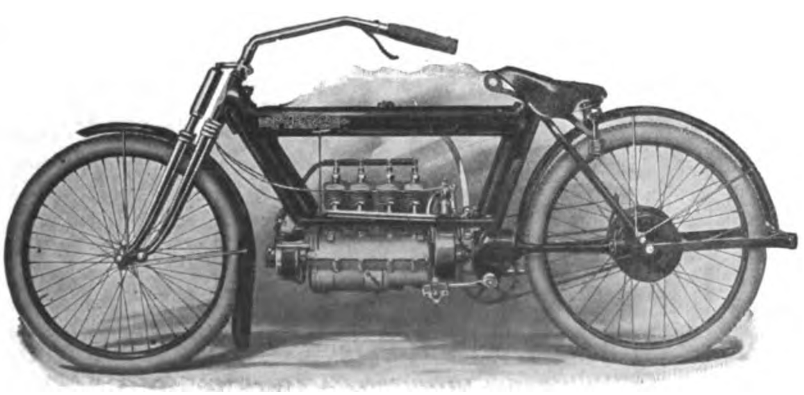
Portland, Oregon

Standard Thermometer Co.
BOSTON, MASS.



THROWING AWAY PROFITS

Dealers who sell machines on which they can not secure deliveries are throwing away their profits.

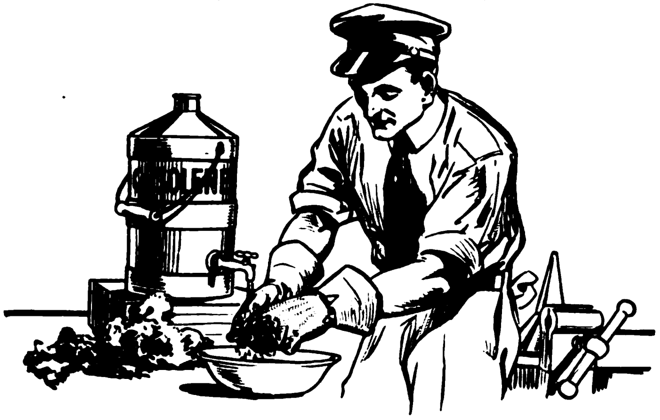
Over a year ago we commenced to make parts for our 1912 models, other makers started six months later. We are prepared to make deliveries; they are not.

PIERCE

Single and Four-Cylinder Motorcycles are so far ahead of all other makes in strength, power and speed, that comparisons are impossible.

The only 1912 riders who are wholly satisfied are Pierce riders. Send for complete catalog.

The Pierce Cycle Company, Buffalo, N. Y.



These Motorcycle Gloves are Washable

You don't have to be careful of Grinnell Gloves. Wear them when you tinker around your Motorcycle. Keep your hands clean. They are easily washed in soap water or gasoline, drying out soft and pliable.

Grinnell "Rist Fit" Gloves

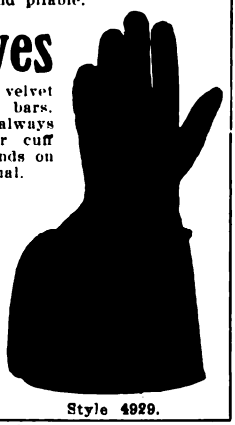
increase the pleasure of cycling. They are made of velvet coltskin, that insures a non-slip grip on handle bars. Cuffs of smooth stiff leather. These gloves are always comfortable. Our patented "Rist-Fit" keeps your cuff from sagging. Our **Ventilated Back** insures cool hands on hottest days. For style and class they have no equal.

GET A PAIR ON APPROVAL

See Grinnell Gloves at your dealers. If he hasn't them, write us his name—tell us the size, style glove you wish and color—black or tan. We'll send a pair on approval, prepaid.

Write for samples of leather and catalog showing our up-to-date styles.

Morrison-Ricker Mfg. Co.
27 Broad St. Grinnell, Ia.



Style 4929.

MOTORCYCLE TRIP CYCLOMETER

Veeder

Specially constructed to withstand hard motorcycle usage

It adds more pleasure to the sport. Registers accurately both total and trip mileage; miles in white, tenths of miles in red.

Cut ½ Size.

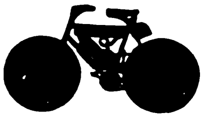
Easily adjusted to any motorcycle. Made for 24, 26, 28 and 30-in. wheels.

Sold everywhere—or write us
Price complete with bracket and striker **$3.00**

Also makers of Odometers, Tachodometers, Counters and Fine Castings

THE VEEDER MFG. CO.
42 Sargeant St. Hartford, Conn., U. S. A.

MAKE A MOTORCYCLE OF YOUR BIKE



at small cost by using our attachable outfit. It fits any bicycle. Motorcycles, all makes, new and second-hand, $35.00 and up. Send stamp for catalog and bargain list. Keller's new 104-page booklet, "Construction, Management and Care of Motorcycles," is now ready. Price, postpaid, 25c.

SHAW MANUFACTURING COMPANY, Dept. 26, Galesburg, Kansas

ACME ALUMINUM SOLDER

Marks a discovery in methods of working Aluminum.

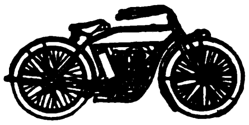
IT IS AN ALLOY OF ALUMINUM

You can do as satisfactory work with this solder and a soldering iron as you could with an Autogenous Welding Outfit, with no danger from expansion cracks.

SAMPLE FOR A STAMP

We manufacture all kinds of Brazing, Welding and Soldering Fluxes, Solder Spelter, etc. Write for booklet on methods.

UNIVERSAL FLUXINE CO., 532-4 E. Water St., URBANA, OHIO



SPRING RIDING SEASON

is about here

BE READY FOR IT

Motorcycles and Automobiles

AT 1/4 to 1/3 THE PRICE WHEN NEW

We specialize in selling standard makes of motorcycles and automobiles in slightly used condition.

Large assortment of used motorcycles, single, two and four cylinders; chain, belt or shaft driven—**Indian, Pierce, Reading Standard, Curtiss, F. N., N. S. U., M. M., Reliance, Thor, New Era, Merkel** and other high-grade makes from $35 up.

Practically all styles and makes of automobiles at $100 up.
We guarantee each purchase to be in perfect running condition.

Agents wanted everywhere. ***Write for price lists and descriptions.***

GREEN'S PURCHASING AGENCY (Dept. M. I.)
1587 Broadway, (Cor. 48th Street), New York City

Shock Absorbing
SADDLE ATTACHMENTS

The original and best shock absorbers in new models and at lower prices. The riding season is on. Get our catalog.

C. M. FRINK
831 South Olive St. - LOS ANGELES, CAL.

Complete Line Motorcycle Accessories

QUALITY, THE BEST — PRICES, THE LOWEST

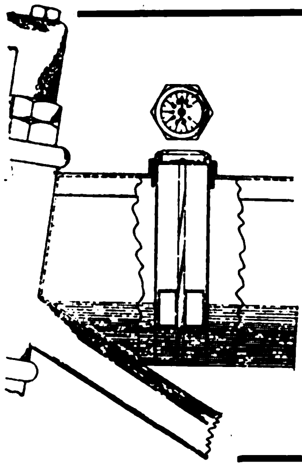
Write for Catalog

W. D. ANDREWS **632-634 Main Street**
BUFFALO, N. Y.

All Sizes and Styles $1

Red Head
TRADE MARK
SPARK PLUG

Emil Grossman Co., Mfrs.
254 W. 54th St.
NEW YORK
FACTORY AND BRANCH
844 Woodward Av.
DETROIT



WEISS GASOLINE AND OIL GAUGES

FOR ANY MOTORCYCLE

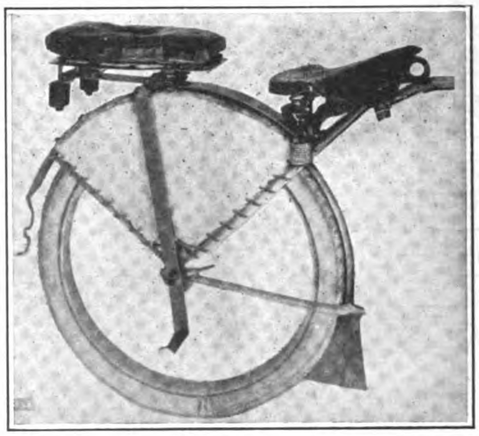
Amount of gasoline in tank shown at a glance. Can be seen while riding

$1.50 each postpaid

CIRCULARS ON REQUEST

Give depth of tank when ordering

Weiss Manufacturing Co.
TORRINGTON, CONN.



Our 1912 Fox Seat

(Pat'd & Pats. Pending)

AN INCOMPARABLE TANDEM SEAT, LUGGAGE CARRIER, BACK REST AND INNER TUBE RECEPTACLE.

It will fit your Motorcycle.

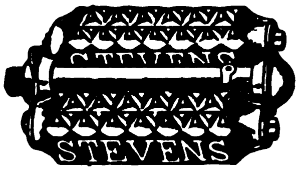
Built by
FOX MFG. CO.
SEATTLE, WASH.

Write for Prices

STEVENS

CELEBRATED MOTORCYCLE PEDALS

Strong, High Quality, Beautiful Finish, Full Size.



BLUEMEL'S CELLULOID FRAME PUMPS

The Standard of the World.

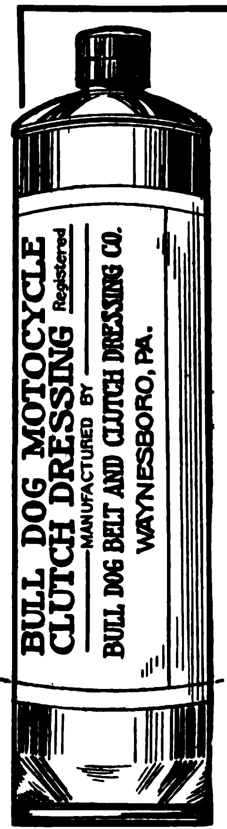
THE STERLING.
Embossed handle, trade mark in gold.
15 ins. long, $\frac{7}{8}$ in. dia.

THE RELIABLE.
Embossed handle, 15 ins. long x $\frac{11}{16}$ in. dia.

Far superior to brass pumps in every respect. Handsome, Indestructible, Perfect. Order through your jobber.

STEVENS & CO.,
375 Broadway, - NEW YORK

STEVENS


BULL DOG MOTOCYCLE CLUTCH DRESSING Registered
MANUFACTURED BY
BULL DOG BELT AND CLUTCH DRESSING CO.
WAYNESBORO, PA.

Clutch Slipping Now A Thing of the Past

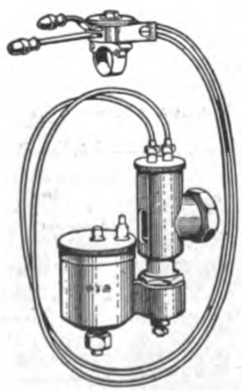
Bull Dog Clutch Dressing makes your clutch hold up to its job, without incessant applications. In collapsible tubes, by mail, 25c. postpaid.

BULL DOG BELT DRESSING

is the only belt dressing ever produced which will prevent belt slipping and at the same time increase the life of the belt.

From dealers 50c. per can, or by mail 10c. extra.

BULL DOG CLUTCH AND BELT DRESSING CO.
WAYNESBORO, PA.



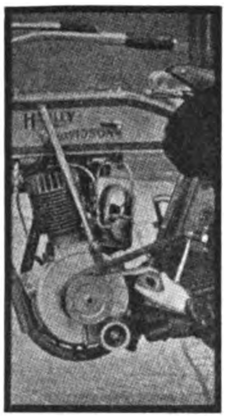
Imported Single-Jet B & B Motorcycle Carbureter

Fits Any Machine—Entirely Controlled from Handle-Bar

The B & B carbureter affords simplicity, efficiency and ease of control at all times. With a B & B you needn't bend down and take your hands from the bars in order to adjust your mixture. Instead, adjustment of the flow of gas and air to fit changing speeds is possible without the rider changing his upright position. Price is low, and material and workmanship the finest.

Write for catalog, price and agency terms

A. J. MUSSELMAN, IMPORTER, 1305 Wells Street, CHICAGO



ARE you troubled with belt slipping, Mr. Rider? Do the screws in your lagging cut grooves in your belt? We can overcome this for you, also prevent your belt from getting glossy. The only cure today is

ABESTO PULL-E-TAPE

Applied in a minute, self vulcanizing. Dealers, this is something for you, get our proposition—it is as good as our Tape. 50c per Roll—send for some today and save your belt. State width.

KRAFT KNITTING COMPANY
150 East Exchange Street Akron, Ohio

Insist On Standard Pedals

Our products for the Cycle Trade include:

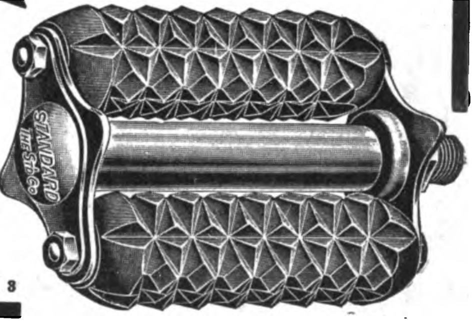
Emergency Axles, Sager Motorcycle Toe Clips, Diamond E Spokes, Bridgeport and Standard Pedals, Sager and Standard Toe Clips.

No other pedals give that "turkish carpet" feeling to the feet. The deep rubber corrugations in the big cushions keep the feet where they are put—they eliminate jars, bumps and other disagreeable features when negotiating rough roads.

With one eye to *durability* and the other to *comfort* we have succeeded in producing the ideal motorcycle pedal.

Write for our catalog. Standard quality plus Standard output mean big business for you, Mr. Dealer.

THE STANDARD COMPANY
Torrington, Conn.



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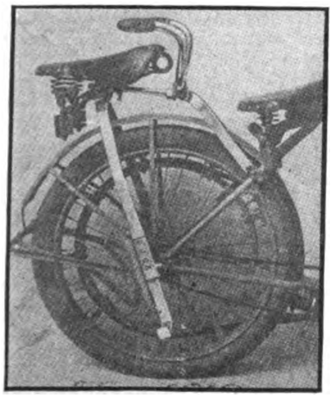


1912 DUCK 1912
TANDEM ATTACHMENT
Smoothes the Way
THE ASSURANCE OF LUXURY

by the addition of this tandem attachment has been unquestionably demonstrated. Always perfectly adjusted as to leverage, whether saddle be moved forward or backward. Permits of low riding position.

Particularly safe on account of extra handle bars.

Complete with Saddle and Handle Bars $16.50
Without Saddle and Handle Bars $11.50

FREED MFG. CO.
1438-40 Market St., San Francisco, Calif.
804 So. Spring St., Los Angeles, Calif.

INVADER OIL for MOTORCYCLES

A lubricant tested for this special use and found to be A1. Tell us your particular make of motorcycle and we will advise which is the most suitable grade.

CHAS. F. KELLOM & CO.
113 Arch Street Philadelphia, Pa.
New England Branch, 284 Columbus Ave., Boston, Mass.

GET WHIPPLE'S NEW "DATED" SECOND HAND LIST

Prices have "TUMBLED"—Are you "HIP" to "WHIP"? He's handing them out fast. Ask for DATED LIST. If you delay you lose, if decisive you win. Now's the time to buy a good, used machine (and buy it right). We ship to all points. We are RESPONSIBLE; if you don't know "Whip" ask any real motorcycle man or any large dealer.

WHIPPLE THE MOTORCYCLE MAN
WHIPPLE MOTORCYCLE BUILDING
1227 West Jackson Boulevard CHICAGO (West of Centre Avenue)

MOTORCYCLE

WE know Spartan Belts are the ultimate refinement of perfect power transmission. So do 80 per cent. of the motorcycle manufacturers. Do you? If you don't, you will if you'll just try them.

SPARTAN BELT DRESSING

To keep Spartan Belts up to the maximum of their efficiency, we recommend Spartan Belt Dressing. Easy to apply—an ideal belt preservative.

The Graton & Knight Mfg. Co.

Franklin & Norfolk Sts., Worcester, Mass.

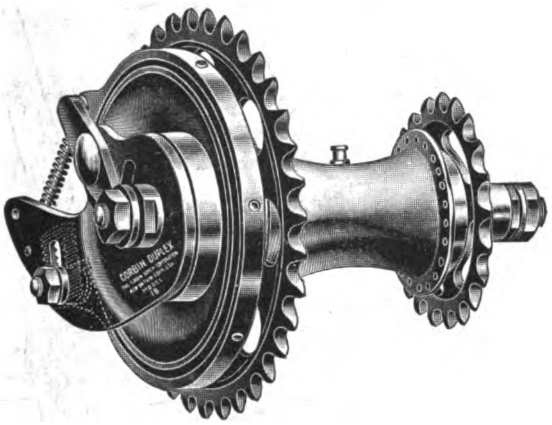
Dealers, Order Through Your Jobber Or Any Of These Branches:

ATLANTA, GA......93-95 South Forsyth Street
BOSTON, MASS................33 Lincoln Street
CHICAGO, ILL.........32-34 South Jefferson Street
CLEVELAND, O.........1604-1608 West Third Street
MILWAUKEE, WIS............103 West Water Street
MINNEAPOLIS, MINN............310 Third Ave., North
NEW YORK, N. Y.......................72 Warren Street
PHILADELPHIA, PA....132 North Third Street
PORTLAND, ORE...............51 First Street
SAN FRANCISCO, CAL....30-32 Fremont Street
SEATTLE, WASH........219 Occidental Avenue
ST. LOUIS, MO.........619 North Eighth Street
DALLAS, TEXAS.......309 North Austin Street

Distributors for Province of Ontario, Chas. F. Orr, 141 King St., East, Toronto, Canada.

BELTS

40% OF ALL MOTORCYCLES IN USE IN THIS COUNTRY ARE EQUIPPED WITH THE



Corbin Duplex Motorcycle Brake

Its use increases the safety and pleasure of motorcycling.

Confidence, Reliability and Control are the chief advantages of being Corbin equipped.

The most careful and expert rider cannot afford to ignore this thoroughly efficient braking device.

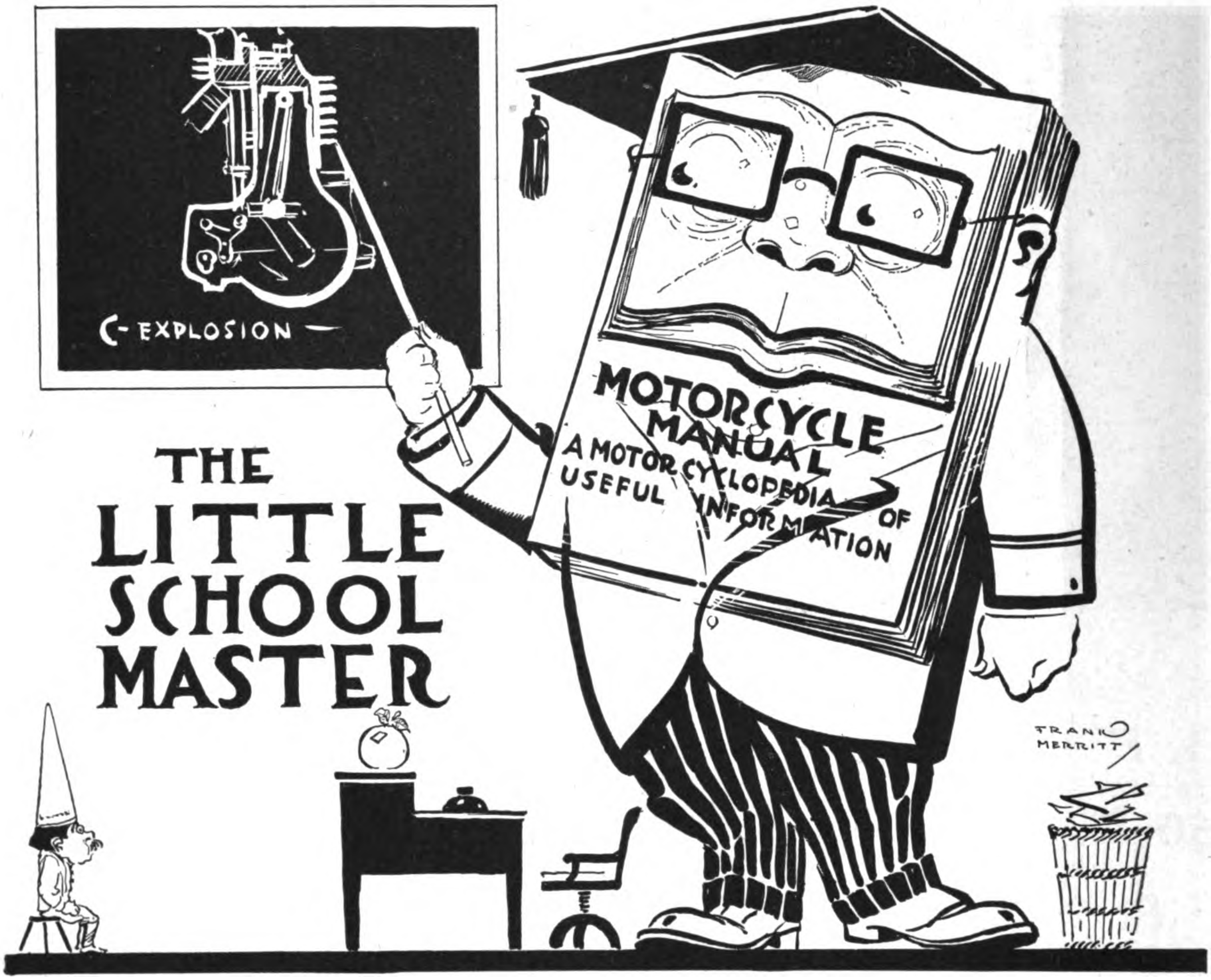
For sale by the trade.

Send for free 1912 catalog describing all models

THE CORBIN SCREW CORPORATION
(Division of the American Hardware Corporation)
NEW BRITAIN, CONN.

WESTERN DEPARTMENT: 65-67 Lake Street, Chicago, Ill.

Licensed Coaster Brake Manufacturers


EXPLOSION
THE LITTLE SCHOOL MASTER
MOTORCYCLE MANUAL
A MOTORCYCLOPEDIA OF USEFUL INFORMATION
FRANK MERRITT

The Motorcycle Manual

Is the *last word* on the subject of a publication giving comprehensively and in a handy form *all* the information required by a motorcycle rider or dealer. 104 pages, printed on coated paper.

Motorcycle engine and frame parts illustrated and fully described—their functions fully explained, with a remedy for every possible trouble.

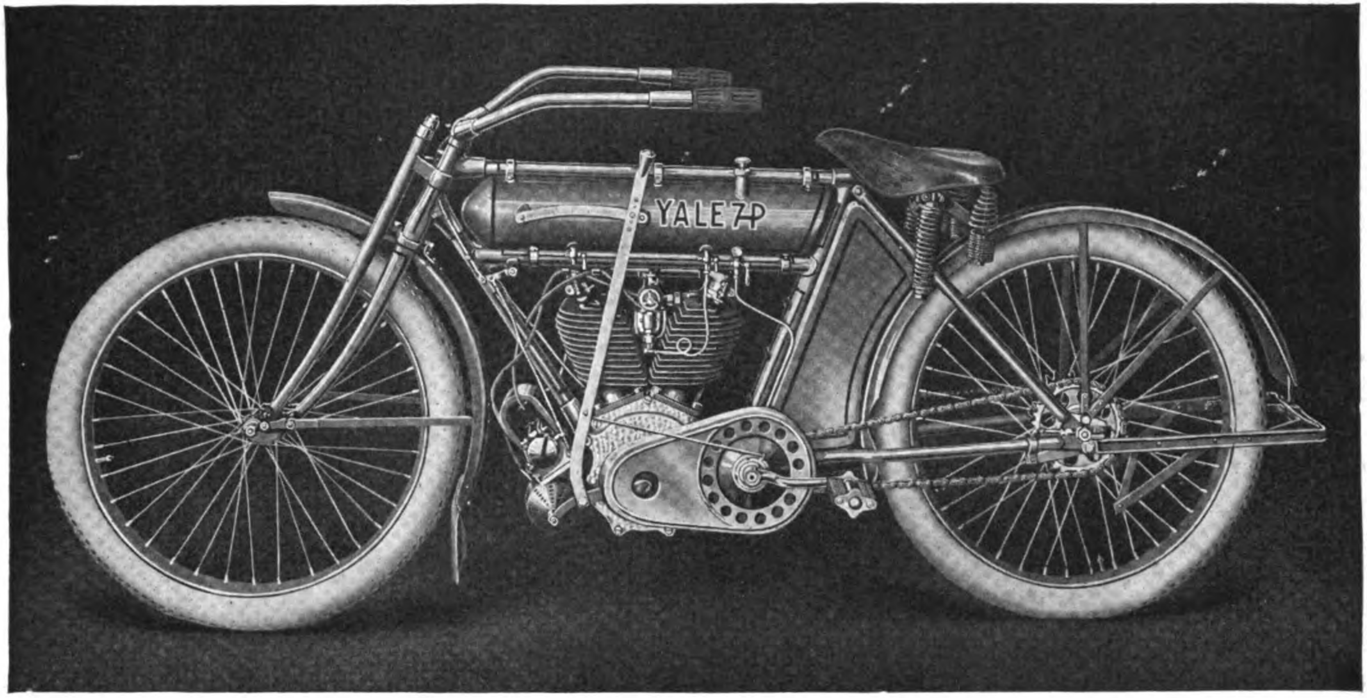
YOU NEED THIS BOOK

For it also tells you how to tour; gives the motorcycle laws of every state; official racing records, hill climbing, horsepower and other formulae, and a complete directory of the motorcycle trade. Pages are magazine size, 7x9 inches.

Paper covers, 25 cents, postpaid. Cloth bound, 50 cents, postpaid. Special prices on lots of 10 or more.

For $1.25, we will send you a copy of the Motorcycle Manual and also enter your subscription to Motorcycle Illustrated for one year.

MOTORCYCLE ILLUSTRATED, 51 Chambers Street, New York



This Is The Chain Drive

5 H. P.

$260.00

YALE

7 H. P.

$285.00

The most flexible chain driven twin motorcycle made. Speed six to sixty miles per hour. The result of actual road tests.

MOTORS—	Regular Yale, full 5 and 7 H. P. with horizontal flanges, cooling perfectly.
IGNITION—	Latest armored type Bosch magneto.
TRANSMISSION—	Twin roller chain ¼-in. wide, ⅝-in. pitch, made especially for this type of motorcycle, running over sprockets made from best material obtainable and milled to a thousandth part of an inch; fully protected by metal guard.
CLUTCH—	Improved disc, operated by positive lever control.
TIRES—	29x2¾-in. studded tread tires, 10 per cent oversize, giving perfect tire service.
SHOCK ABSORBER—	The Y-A Shock Absorber, the ORIGINAL Jolt-Killer, eliminating all vibration. Mechanically perfect, lasts forever, a positive necessity for real comfort. Gives low, easy saddle position.
WHEELBASE—	57½ inches.

Write for Literature Today

Agents Wanted in Open Territory

Orders Shipped Same Day Received

THE CONSOLIDATED MANUFACTURING COMPANY

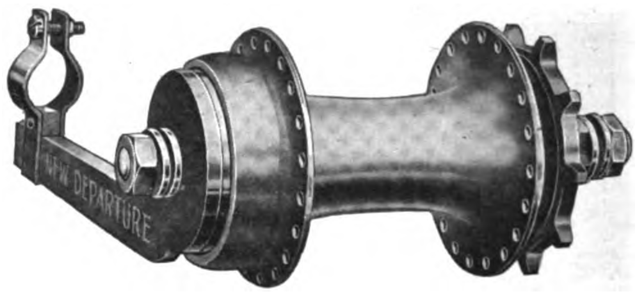
1730 Fernwood Ave., Toledo, Ohio

F. C. CORNISH, Eastern Representative, 219 Clinton Ave., Newark, N. J.
We also make Yale and Snell Bicycles, Hussey Handle Bars, and Drop Hammer Forgings of every description.

NEW DEPARTURE

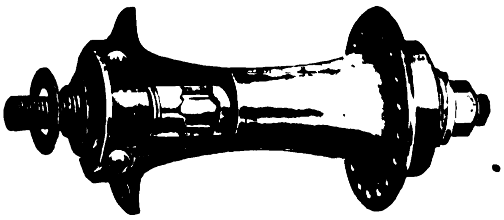
Motorcycle Specialties

INTERNAL EXPANDING BAND COASTER BRAKE



The internal expanding band type, employing exactly the same principle as the emergency brake in the automobile. It operates against the forward movement of the wheel, hence, cannot lock, wind or bind. Riders prefer it because of its superior efficiency, reliability and strength. It is built for service beyond extreme requirements of riding. The 1912 model is absolutely the last word in a coasting and braking device for motorcycles of modern type.

"KNOCK-OUT" AXLE HUBS FOR FRONT WHEELS



The ideal front hub, constructed entirely of specially treated steel and gives maximum strength and wear. The axle is in a sheath and can be removed instantly without disturbing the adjustment or removing any other part of the hub. It runs on eighteen ¼-inch steel balls and is highly finished throughout. Motorcycle dealers and repairers should stock this hub. It has behind it the New Departure guarantee.

SUPERIOR BALL BEARINGS

New Departure ball bearings are an American product of guaranteed merit and offer advantages over the foreign-made bearings in price and other considerations. This bearing is made in standard sizes and can be used to replace any single row bearing of standard bore, diameter and width. Automobile garages and motorcycle repair depots should stock this bearing and save money.

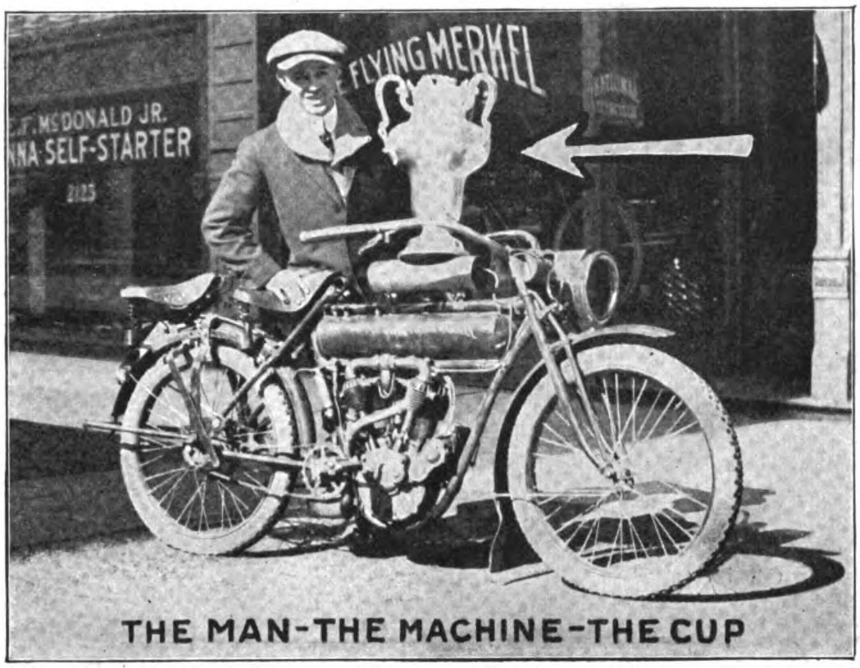
Write Today for Literature

THE NEW DEPARTURE MFG. CO., Bristol, Conn.

COASTER BRAKE LICENSORS

COMFORT

POWER



THE MAN-THE MACHINE-THE CUP

—Wait a minute!!

The cup goes to the winner—not to the fellow who "thought" he won, or the one who could "if"—

The interesting fact is that Fred Huyck on

THE FLYING MERKEL

won the Chicago-Milwaukee Endurance Run and has the cup.

So much printers' ink has been wasted in connection with this big run, that "Freddie's" smile is large enough to express our satisfaction also.

MAM

The Miami Cycle & Mfg. Co.
MIDDLETOWN, OHIO
MEMBERS OF M.M.A.

MAM

California Distributors	**The Appeal Mfg. & Jobbing Co., Los Angeles.**
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SAFETY

RELIABILITY

The **BROOKS B250**—a low-built seat specially designed for Motorcycles of the non-pedalling type. The leather top is beautifully moulded to shape and of extremely comfortable proportions.

It's the same with saddles as with all things else—the BEST will never fail to prove itself to be "the best" by service.

Merit will always tell its tale, and the merit of the

BROOKS

THE ORIGINAL AND ONLY GENUINE COMPOUND-SPRING SADDLE

—has spread its fame throughout both hemispheres.

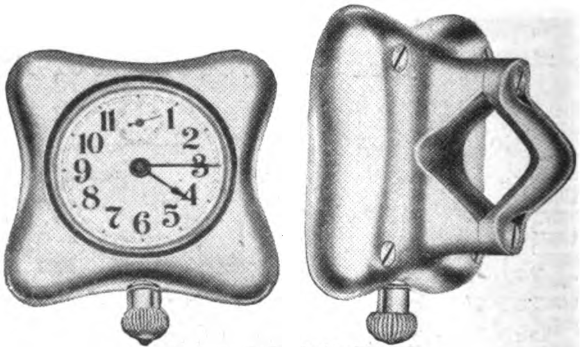
You can prove that merit by a simple test—comparison—the test that will invariably reveal the difference between the BROOKS ("the best") and—the others.

J. B. BROOKS & CO., Ltd., 75 Criterion Wks.
BIRMINGHAM, ENG.

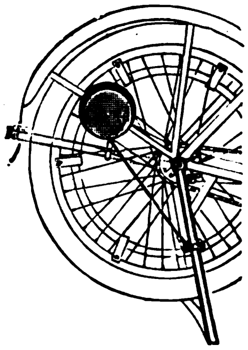
Distributing Agents for U. S. A.
The D. P. Harris Hardware Co.
48 Warren Street
New York

The BROOKS B170—seat part consists of carefully moulded steel base, comfortably cushioned and covered over all with substantial leather, and—you sit IN it rather than ON it.

Motorcycle Supplies

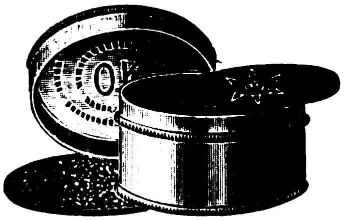


CLOVERLEAF M. C. CLOCK
movement is standard and guaranteed. Case is solid brass casting, nickel plated. List, Each $3.50.

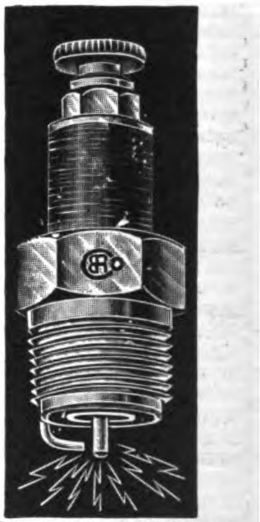


MOTORCYCLE STAND LIFT
avoids necessity of dismounting after machine is started on stand. Simply give machine forward push and lift raises stand to proper position in guard clip.
List, Each $4.50.

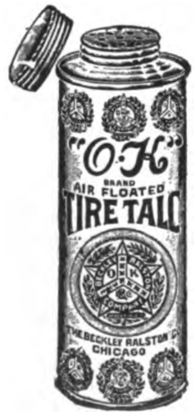
SPARK PLUG UMBRELLA
should be used on all exposed engines where water is likely to come in contact with plug and cause short circuit.
List, Each .20.

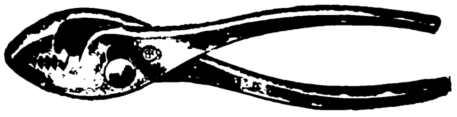


"C" PATCH ASSORTMENT
contains 10 Ready-to-Use Patches, which require no cement. Patches are 1⅝ inch—just right for punctures. Contained in air tight brass box moisture and rust proof.
List, Each .60.



EAST INDIAN MICA PLUG,
made of best East India mica. Lateral winding instead of mica washers. Best motorcycle plug made.
List, Each .70.





5 INCH MOTORCYCLE PLIER.
High Grade. Finely nickel plated.
List, Per Pair, .50.

O. K. JUNIOR TIRE TALC.
Handsome lithographed sifter top metal can, with friction bottom, which can be opened when empty for refilling. Measures 1½ by 5 inches. Best quality talc. Highest grade package for purpose ever put out.
List, Each .10.

WHOLESALE ONLY.
Order through your dealer. Positively no correspondence or orders handled in any other way. Dealers, ask for 500 page catalog of motor and cycle material. Most complete line ever shown.

THE BECKLEY-RALSTON CO.
MICHIGAN AVE. AND RANDOLPH ST., CHICAGO.

Triumph

MOTOCYCLE

DEALERS

"NOJOLT" CONTRACT

Dates from *NOW* until October 31, 1913

You will become part of our organization when you sign. All those troubles you have and those you think you will have we wipe out.

When the mail man hands you that RED and BLACK package this week don't fail to look it over with care. We will surprise you with our Triumph Motocycle and our dealers' contract. No Knocks or Jolts in our Policy or Product.

TRIUMPH MANUFACTURING CO.

51-55 East Woodbridge St. **DETROIT, MICHIGAN**

DEALERS

are you still buying by the "hit and miss" plan—that is—do you buy one article here and another there and let Express rates eat up your profits?

You don't have to do this any more, for the 773 articles which we are pleased to call

MECO SUPPLIES

include every well advertised Accessory as well as about all guaranteed articles not advertised. We quote same or lower prices than the manufacturers. Being distributors with a $20,000 stock on hand at all times, we make shipment same day the order is received. Back orders are a rarity with us.

1200 dealers are now saving money and time by getting from us

WHAT YOU WANT WHEN YOU WANT IT

Isn't it about time YOU looked into this proposition? What's good for the multitude is good for the individual.

If you haven't our dealers' yellow price list, write for it. If our catalog hasn't stopped with you, invite it on your letterhead and state which Motorcycle agency you control.

ORGANIZED 1904 INCORPORATED 1910

MOTORCYCLE EQUIPMENT CO.

LARGEST MOTORCYCLE SUPPLY HOUSE IN AMERICA

HAMMONDSPORT NEW YORK

P.E.M. LEADS THEM ALL!

In every race meet in which the P.E.M. has been entered this year, its first season, this wonderful motorcycle has captured the big end of the first and second places. Just read this record—Deeds talk louder than claims.

JANESVILLE, WISC.—Big Decoration Day Meet. Six events, The P.E.M. took four firsts. In event 5, A P.E.M. "single" won by over 13 seconds a 10 mile race against a field of "twins."

MILWAUKEE, WISC., June 8th—The P.E.M. took first in novice, first in Private Owner and Second for Stock Machines (in this latter event the winner was a stripped machine with a trade rider).

OSHKOSH, WISC., June 9th—In Six events on a half mile track P.E.M. won five firsts and two seconds.

There is a reason of this regular consistent winning—and that is the superiority of the P.E.M.—Easy riding on bad tracks because of the "leaf-spring" hung frame.
High powered Engine because of high compression due to overhead valve mechanism. Positive chain drive with free engine clutch.
If you want to be a winner on the track or on the road—you must ride a P.E.M.
Write today for booklet and special rider agency offer.

WAVERLEY MFG. CO., Waverley Place, JEFFERSON, WIS.

Don't buy a Motorcycle in too big a hurry

Take your time. You don't have to purchase a Motorcycle every month or every season, so don't rush in and take any old make simply because you can get ***immediate*** delivery. Buying in a hurry often means repenting at leisure.

Excelsior Auto-Cycle dependable and well-built

A really good motorcycle can't be built in a hurry—that's why we refuse to sacrifice quality for quantity. To *know* what a machine can and will do demands constant care, skilled workmanship, exhaustive tests and sharp inspection. Every bearing on the whole Excelsior Auto-Cycle is either hardened and accurately ground or is a reamed bronze bushing. Any material showing the slightest flaw is instantly rejected by our careful inspector. Every motor is put through four rigid tests—including our famous dynometer test—all under expert attention.

Thousands of Excelsiors making good

When you receive an Excelsior Auto-Cycle you know beyond the shadow of a doubt that it is absolutely *right* and *dependable*—ready to take rank with the thousands of other Excelsiors that have stood the test of time and service.

Excelsior excels in competition

In the last month our record for *Reliability* and *Speed* was proved in the races at Hawthorne,—*Economy* in the test at Washington, D. C. Besides,—on June 15th the Excelsior "7" won the Stanley Hill Climb at Cincinnati by 5 fat seconds over its nearest competitor, and *on the very same day* the Excelsiors ran away with every race at Shenandoah, Iowa. It's not a case of *one lone Excelsior* winning, they're all doing it—and they've been doing it consistently from Washington, D. C., to Los Angeles, Cal.

Your problem is not how *soon* you can get a Motorcycle, but how to get the *best*. Don't buy your Motorcycle in a hurry and regret it afterwards—insist on an EXCELSIOR—there is no machine "just as good"—your dealer can make a reasonably prompt delivery.

Write today for our free catalog illustrating and describing the full line of Excelsior models. Let us hear from *you at once.*

EXCELSIOR MOTOR, MFG. & SUPPLY CO.

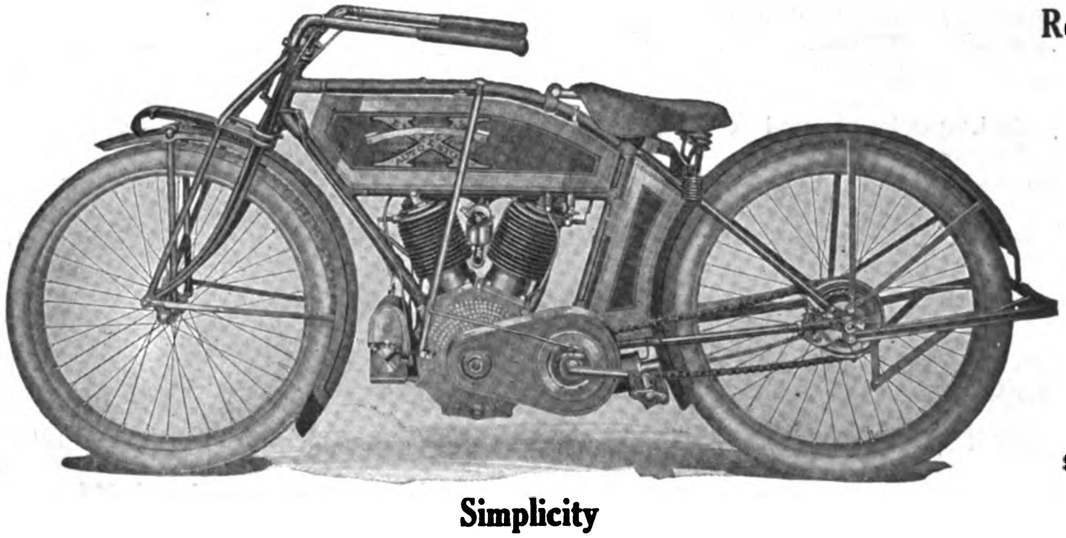
2201-2259 UNION STREET, CHICAGO

DISTRIBUTING AGENTS

W. H. WHITESELL, Los Angeles, Cal.
MEAD AUTO-CYCLE CO., Denver, Col.
S. R. KELLOGG, Bridgeport, Conn.
J. W. GRADY & CO., Worcester, Mass.

6 Models

Reliability



Comfort

Speed

Economy

$175-$250

Simplicity

Continental-Erie

TRADE
Non-Slip-Lag
MARK

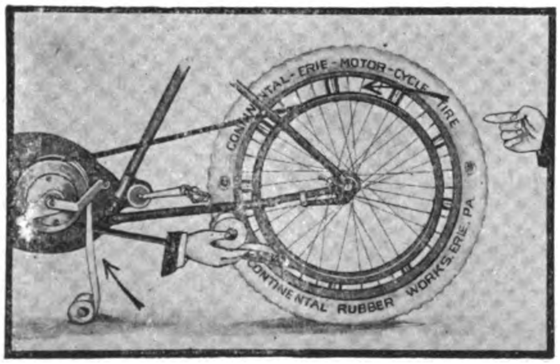
No More Torn Belts

TRADE
NON-SLIP-LAG
MARK

The new lining for pulleys. NON-SLIP-LAG prevents tearing of belts, increases their life and affords additional power.

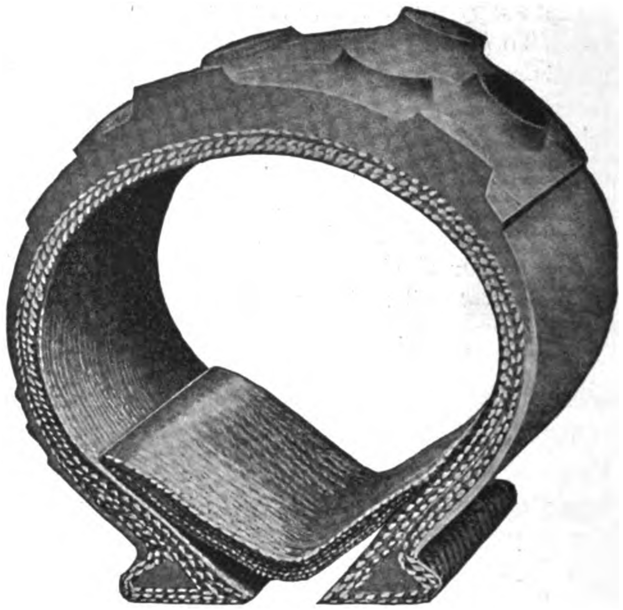
Doubles the life of the belt and adds 25% to the life of the machine

Greatest advancement in covering for belt pulleys ever made


CONTINENTAL-ERIE-MOTOR-CYCLE-TIRE
CONTINENTAL RUBBER WORKS, ERIE, PA

Non-Slip-Lag is being used exclusively by the Eclipse Machine Co., for use on the Eclipse Free Engine Pulley.

Motor Cycle Tires



White Studded Tread

Are Built for Service

Made of Sea Island Fabric, highest grade of Friction, and a tough and resilient tread.

Made only by experienced tire makers.

Specify Continental-Erie Motorcycle Tires when ordering your next machines.

Ask Your Jobber—HE KNOWS

DEPARTMENT "T"

Continental Rubber Works, Erie, Pa.

New York Branch: 35 Murray St. **Chicago Branch: 131 N. Canal St.**

Cleveland Branch: 1551 Columbus Road, N. W.

The Proper Mount for One or Two Riders

POPE MOTORCYCLES

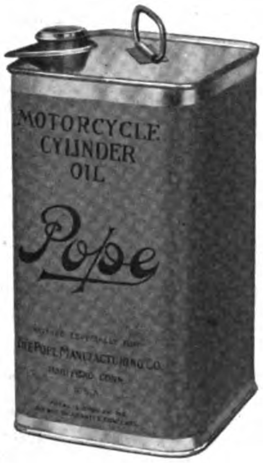
Model H, with Imported Magneto, $165

The pleasure of tandem riding depends upon a motorcycle's reserve power and durability of construction.

A motorcycle must not only be strong enough to support the combined weight of two riders, but it must have the reserve power to carry them anywhere a motor vehicle could reasonably be expected to go.

Pope Motorcycles have the reserve power and strength to carry two riders up steep hills and over rough roads without faltering. The pleasures of tandem riding can be realized to the fullest extent by Pope riders. This is how a Pope Motorcycle, ridden by Forrest Layne, of Lenox, Iowa, stands the test of tandem riding:

> "I took a 174-lb. passenger and myself, weighing 140 lbs., on a 100-mile trip through some of the hilliest country, where the slopes were very near straight up and down. We did not have to walk one hill or pedal to keep the engine going."



ALL POPE DEALERS SHOULD CARRY POPE MOTORCYCLE CYLINDER OIL

Refined especially for lubrication of Pope machines. Attractively put up in fancy cans.

The best results are always obtained by selecting an oil adapted to the particular motor in which it is to be used. This oil has been selected after exhaustive tests and has been found to meet the requirements of the Pope Motorcycle. Its exclusive use is strongly recommended.

1-Gal. cans for rider's use.

5-Gal. cans for shop use.

The Pope Manufacturing Company, Hartford, Conn.

PACIFIC COAST DISTRIBUTORS

F. P. KEENAN CO., Portland, Ore. **Northwest**	**KIMBALL-UPSON CO., Sacramento** **Northern California and Nevada**	**C. L. SMITH, Los Angeles** **Southern California**

Be Sure It Is

PREST-O-LITE

"The Light Universal"

Ask Any Experienced Motorcyclist

He will tell you the advantages of Prest-O-Lite on your machine.

One accident on the road at night, due to poor light, costs many times the price of Prest-O-Lite.

If you are going to ride after dark, don't trust to the poor, unsatisfactory, unreliable light of a generator.

Don't get any "imitation" lighting system that is not backed by complete service.

Don't experiment. Don't take chances. Profit by the experience of thousands and get Prest-O-Lite—

When you buy your machine

Insist Upon Prest-O-Lite!

It is the ONLY gas tank that is backed by universal service

If you are a "stay-at-home," the chances are you don't need *any* light on your machine.

But if you are going out on the open road—if you are really to realize the joys of your motorcycle—you must have service.

You will find Prest-O-Lite Exchange Stations in practically every city, town and village in the country. 15,000 agencies that guarantee you service no matter where you go.

And one point more—the best time to get Prest-O-Lite is when you buy your machine.

Ask the dealer how much it will cost you to have Prest-O-Lite put on.

If you want any further information about Prest-O-Lite we will gladly send you our Motorcyclist's Booklet, showing how the small tank is easily attached to any machine. Ask for it today.

Price of Tank $10

EQUIPPED WITH GAUGE.

PREST-O-LITE

Dimensions: Length, 13¼ inches; diameter, 4 inches; weight, 3¾ pounds.

Our Handy Rule and Gasoline Gauge sent on request. Measures gasoline in tank; flexible for measuring tires, etc.

The Prest-O-Lite Company

246 EAST SOUTH STREET INDIANAPOLIS, INDIANA

BRANCHES AT: Atlanta, Baltimore, Boston, Buffalo, Chicago (2), Cincinnati, Cleveland, Dallas, Detroit, Denver, Indianapolis, Jacksonville, Kansas City, Los Angeles, Milwaukee, Minneapolis, New York, Omaha, Philadelphia, Pittsburg, Providence, St. Louis, St. Paul, San Francisco, Seattle.

CHARGING PLANTS: Atlanta, Cleveland, Dallas, E. Cambridge, Hawthorne, Ill., Indianapolis, Long Island City, Los Angeles, Oakland, Omaha, Minnesota Transfer, Waverly, N. J., and Seattle.

FOREIGN AGENCIES: Honolulu, H. I.; Manila, P. I.; San Juan, P. R.; Toronto, Ont.; Vancouver, B. C.; City of Mexico; London, Eng.; Berlin, Germany; Australia.

EXCHANGE AGENCIES EVERYWHERE

On June 13th we contracted to deliver a large quantity of EMPIRE CHECKERED tread tires to HARLEY-DAVIDSON MOTOR COMPANY, between that date and May 1, 1913.

Specify EMPIRES when you order your machines. SIMPLY TELL your dealer you want EMPIRE TIRES and EMPIRE RED inner tubes. Then you know you have the best, because

Empire Tires
WEAR LONGEST

They give more mileage and less trouble than any other tire made.

Empire Tire Co.

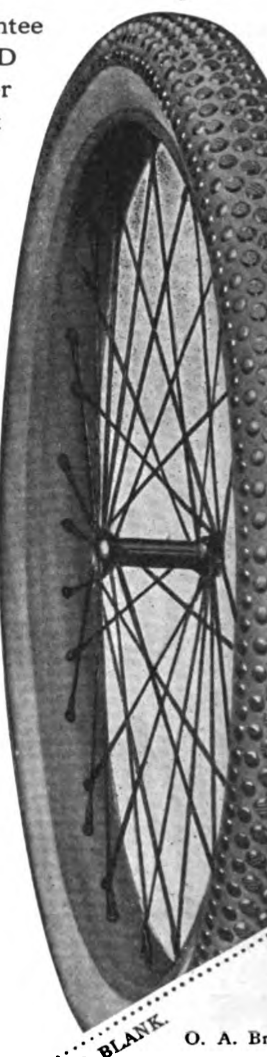
Factories: Trenton, N. J.

TIRE PROTECTION WITH A GUARANTEE

No longer is it necessary for motorcyclists to worry about PUNCTURES, BLOW-OUTS, GLASS CUTS, SKIDDING and unnecessary tire expense, which heretofore has MARRED the pleasure of all motoring—"BRICTSON" DETACHABLE TREADS will eliminate all this.

10,000 Mile Guarantee

SEND FOR COPY OF SAME



Yes, we will give you a 10,000 mile written guarantee with every "BRICTSON" MOTORCYCLE TREAD on a daily mileage basis of twenty-five miles per day. Can you get this kind of a guarantee on your rubber tires? Figure this guarantee out and you will see that it covers a period of 400 days.

Design and Construction

Made of select, specially prepared chrome tanned leather, soft and pliable, which gives with the "BRICTSON" the full benefit of the pneumatic tire. Studded on the surface with small neat-looking steel studs, designed to give perfect traction as well as a perfect "non-skid." There are layers of the best tire fabric between the layers of leather, which add strength and keep the tread from stretching. In addition to all these important features, the "BRICTSON" is lined perfectly smooth on the inside so there are no rivets or studs in contact with the rubber casing, making it impossible for the tread to injure the casing in any way.

The "BRICTSON" is the only scientifically constructed tread in that it CANNOT slip or slide on the rubber casing in ANY direction, owing to the patented, scientific method of fastening. It is held in position on the rubber casing by equal tension from all points of the circle, and for this reason may be adjusted to PERFECTLY fit the casing over which it is applied, which CANNOT be accomplished with any other method of fastening, and also envelops the entire casing, excluding sand, stones, mud, or even water from coming in contact with the rubber casing.

The "BRICTSON" is the ONLY TREAD THAT HAS PERFECT TENSION ADJUSTMENT FROM ALL POINTS OF THE CIRCLE, which other tread manufacturers have tried to imitate with metal contrivances that only detract from the appearance of the tread, add weight, and destroy the pneumatic feature, but still do not accomplish the desired result.

The "Brictson" Exclusive Patented Way of Fastening

The "BRICTSON" has no HOOPS, HOOKS, BUCKLES, SPRINGS, or any other unnecessary metal contrivances to add weight, break or eat into the rubber casing; neither is it cemented, laced, vulcanized, riveted or fastened to the rubber casing in any way—NATURAL INFLATION OF THE TIRE DOES THE TRICK—Simply clamped between the head of casing and rim—strictly Quick Detachable.

PRICES: One-half the price of a rubber casing and guaranteed three times as long. Compare the following prices:

26 x 2¼	$5.50	28 x 2¼	$6.50	28 x 2¾	$7.00
26 x 2½	6.00	28 x 2½	6.75	28 x 3	7.25
		29 x 3	7.50		

Other sizes on application.

Ask Your Dealer for "Brictson" Detachable Treads

Ask the best dealer in your town to show you the famous "BRICTSON" Guaranteed Detachable Tread. If for any reason he cannot supply you, fill out the attached ORDER BLANK, pin your check to same, mail it, and I will ship you the treads on TEN DAYS' FREE TRIAL, and if you don't find them perfectly satisfactory within 10 days from receipt of treads, return them and I will cheerfully refund your money. Remember, I take all the risk.

O. A. BRICTSON, President

The Brictson Mfg. Co.

2562 Brictson Building
Brookings, South Dakota

DEALER'S COUPON.

O. A. Brictson,
President,
The Brictson Mfg. Co.,
2562 Brictson Bldg.,
Brookings, So. Dak.

Without obligation on my part, send me your Dealer's Prices Catalogue and full particulars.

Name.....................................

City......................... State.............

County...

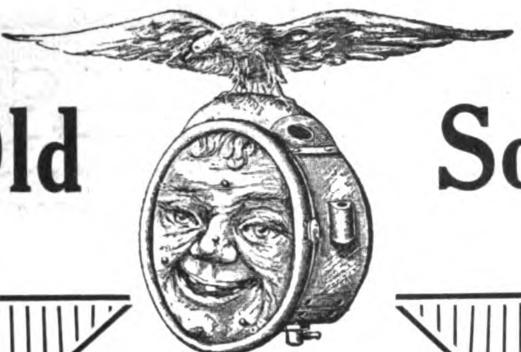
MOTORIST'S COUPON ORDER BLANK.

O. A. Brictson,
President,
The Brictson Mfg. Co.,
2562 Brictson Bldg.,
Brookings, So. Dak.

Enclosed please find..................
in the sum of $....................for which
ship by ex. or fgt......(quantity)...........Brictson
Motorcycle Treads, size........with the understanding if they are not perfectly satisfactory I may return them within 10 days from receipt of shipment and you will refund my money.

Signed...

"Old Sol"



I AM HAPPY—I am smiling. I am the vanquisher of darkness. Perched on your handlebars, I beam out into the night and lo! the darkness flees before me.

I unerringly guide you through rain and storm. I point to the rough bumps, the treacherous ditches. I warn you in time.

The powerful gleam of my smile goes far ahead, cutting through the darkness like a knife.

I am well made. My frame is made of heavy gauge brass.

My face is a Mangin Mirror lens, accurately ground to my maker's specifications.

I do not rattle or jar loose. I grip my seat firmly, no matter how fast or how roughly we are going.

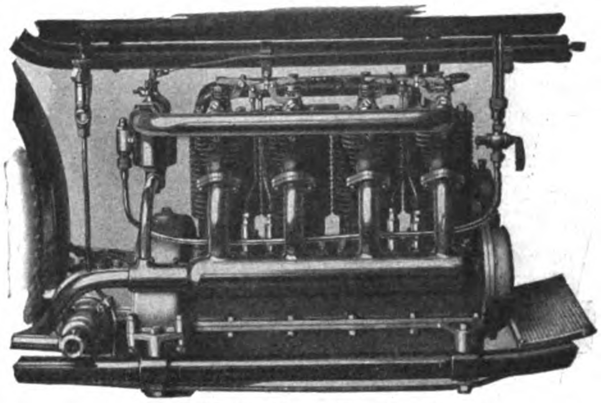
I have many brothers — some stronger and some not so strong. My big brother, "Old Sol" No. 8, has a light throwing capacity of 1,500 candlepower.

I am the motorcyclist's ideal lamp.

Hawthorne Mfg. Co., Inc.
BRIDGEPORT, CONN., U. S. A.

Pollock Mfg. Co., Ltd.
BERLIN, ONT.

The Henderson asks nothing but the chance to "show"



The 4-Cylinder, 7 H. P., Free Engine Henderson—$325

HENDERSON MOTOR CYCLE

The Henderson asks you to take nothing for granted.

See for yourself. Prove to yourself that the Henderson is, as we say, the last limit of comfort, silence, flexibility and general efficiency in a motorcycle.

Test out the vibrationless power of its four-cylinder motor.

See how it takes the hills; how it never lets up pulling, even when throttled down to five miles an hour.

Make yourself the judge. Make the Henderson "show."

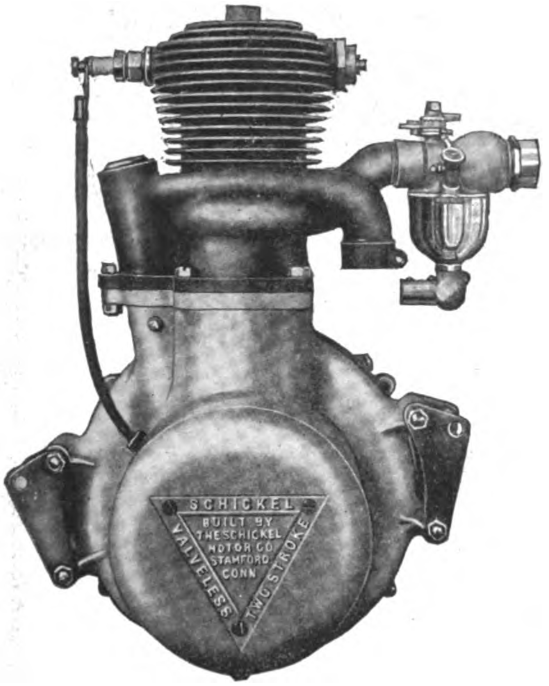
See the local dealer; or write for his name.

Henderson Motorcycle Co.
Jefferson Avenue
Detroit - - Mich.

MOTORCYCLE TALKS

Service No. 8

(NOTE: This is the eighth instalment in the series of talks now appearing in the motorcycle papers dealing with those practical features that you should look for in the machine that you require for everyday service.)



A TEN SECOND LOOK

Time yourself and take a ten second look at this motor. Describe accurately what you saw.

Take a ten second look at any other motor. How much of it can you describe?

"Simplicity is the keynote of mechanical perfection."

Service Builders

Efficiency ***Reliability*** ***Simplicity***

All Found in the Schickel

The Perfect Oiling System

The oil is mixed with the gasoline in the tank and together they enter the crank case where the separation takes place. Incorporated with the gasoline filler cap is a cylindrical receptacle to measure the proper amount of oil to be used. There are no pumps, sight feeds, tubes nor gearing to look after on this oiling system and under or over oiling is impossible.

The Completely Enclosed Magneto

The direct-connected Eisemann high-tension magneto is completely enclosed in a dustproof, waterproof and oilproof case. An exclusive feature with the Schickel Valveless Two-stroke Motor, is the rocking magnetic field. The timing of the spark is regulated by rotating the magneto about the armature shaft, which produces a maximum spark for any position of the spark lever.

The Valveless Motor

The SCHICKEL is mechanically quiet when delivered to you and remains so forever. The entire absence of gears, valves, cams, rocker-arms, etc., eliminates any chance for wear with attendant noise and trouble.

He Asked for Service

A man asked for a machine for service, but he didn't get it. They sold him a machine that did stunts—remarkable ones too.

But STUNTS are accomplished at an extravagant waste of money and time. They call for specially tuned machines and trained riders.

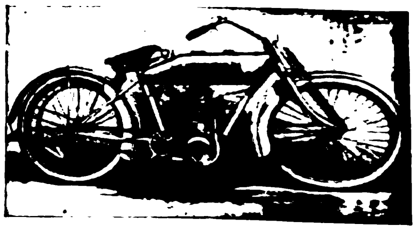
SERVICE is realized only when the greatest economy is effected, both in money and time—without sacrificing quality.

EVERY 1912 SCHICKEL MOTORCYCLE IS EQUIPPED WITH A 5 H. P. VALVELESS TWO-STROKE MOTOR—DESIGNED AND BUILT FOR SERVICE.

The thought has been uppermost in the mind of the man who designed the Schickel motor that service must be the first consideration. In harmony with the motor, every Schickel feature has been designed for service.

DEALERS
WRITE FOR FURTHER
INFORMATION

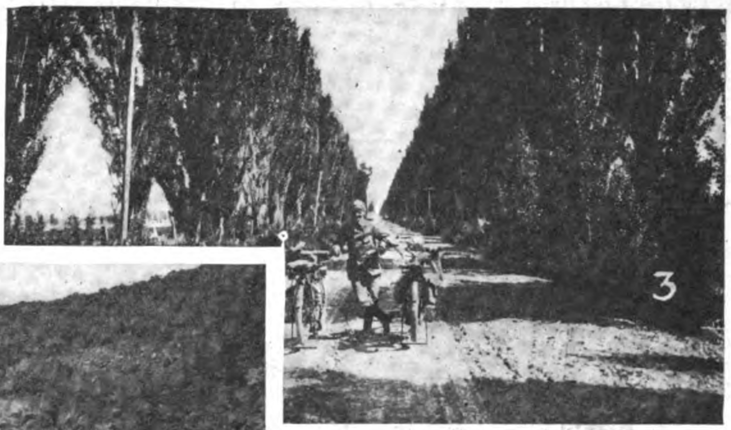
Send postal for literature describing all features



THE MASTER MOTORCYCLE

The Schickel Motor Company, 59 Garden St., Stamford, Conn.

Distributor for Southern California, L. E. French, 16th and Hill St., Los Angeles

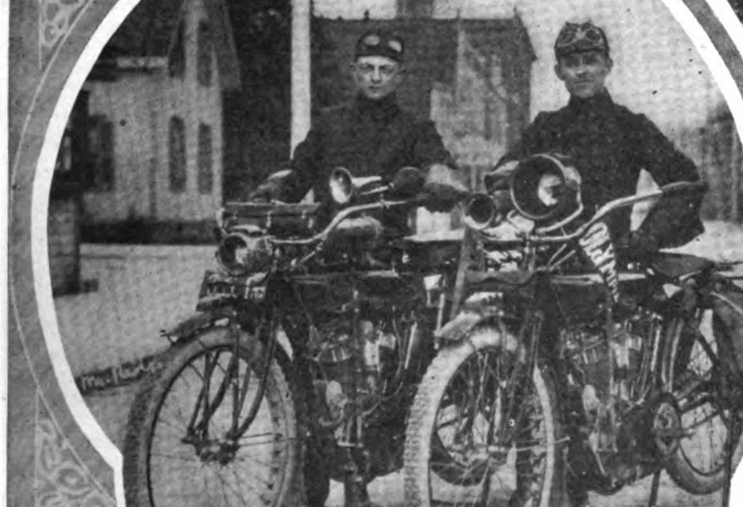


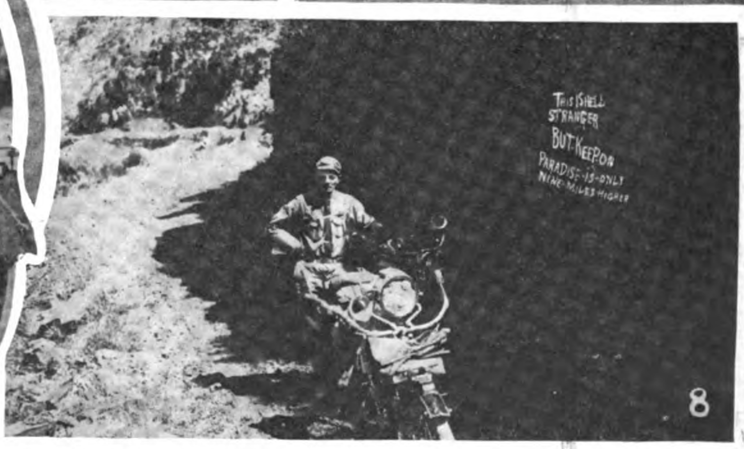
TOURING IN THE NORTHWEST

THE unusually interesting photographs on this page were obtained by J. C. Jeffers, president of the Olympia (Wash.) M. C., on a recent tour of 2,025 miles through Washington, Oregon and Idaho. Mr. Jeffers was accompanied by Coelburn Westover, another Olympia rider. They were three weeks on the road, enduring all kinds of hardships and climbing rough grades which ranged from 8 to 40 per cent. Some of the hills encountered were five miles long, and the stages which cross them are drawn by eight and ten horses. President Jeffers and his partner mounted 1912 Indian sevens.

Picture No. 1—A road near La Grande, Ore., not at all an unusual type. 2—Slippery going near Boise City. 3—One of the few good roads. 4—Near Waterville, Wash. 5—Log "hotel" at Paradise. 6—Getting rid of some of the mud at Baker, Ore. 7—The start from Olympia. 8—On a grade near Paradise; note the inscription on the rock.

Getting rid of some of mud at Baker Ore.
6




THIS IS HELL
STRANGER
BUT KEEP ON
PARADISE IS ONLY
NINE MILES HIGHER
8

66⅔ %

of all perfect scores recorded in three-day endurance run held by the Los Angeles Motorcycle Club were made on

UNITED STATES TIRES

Here is the record:

PROFESSIONAL CLASS.

Names.	Machine.	Tire.	Points.
Paul J. C. Derkum	7 Indian	United States Tires	1000

AMATEUR CLASS.

W. C. Vaughn	7 Merkel	United States Tires	1000
W. S. Bryson	6 Merkel	A Competitor's Tires	1000
A. J. Menegay	7 Indian	United States Tires	1000
H. Bosshart	7 Indian	United States Tires	1000
Jas. Leonett	7 Indian	United States Tires	1000
T. Johansen	7 Indian	United States Tires	1000
E. Knappe	7 Indian	United States Tires	1000
L. T. Clarke	7 Indian	United States Tires	1000
G. L. Ledbetter	7 Indian	United States Tires	1000
C. Biggs	6 Excelsior	A Competitor's Tires	1000
R. D. Bissett	4 Excelsior	United States Tires	1000
K. Verrill	5 Yale	A Competitor's Tires	1000
H. Shafer	5 Thor	A Competitor's Tires	1000
J. Johnson	6 Excelsior	A Competitor's Tires	1000

Notice how United States Tires Predominate?

Fifteen perfect scores and ten of them made on tires produced through our co-operative method of manufacture.

The riders who participated in this long, monotonous grind characterize it as the "hardest endurance run ever laid out." Nine rivers, three deserts and fourteen mountain passes were crossed.

Every inch of the way was a severe test of the staying qualities of the tires with which the machines were equipped. This was indeed a survival of the fittest.

Doesn't the big majority of United States four-factory-tested tires at the finish of such a contest strike you as being convincing proof of their dependability and all-around superiority?

'Tirely Satisfied
Thank You

UNITED STATES TIRE COMPANY

New York

MOTORCYCLE
ILLUSTRATED

THURSDAY, JUNE 27, 1912

COMPLETE ROUTES FOR THE F. A. M. TOURS

Tourmaster Ellett, of Northeastern Division, Rounds Out the Plans by Publishing His Itinerary—Choose Party You Can Join Most Conveniently and Forward Entry Blank to Your Tourmaster at Once.

SOUTHWESTERN

**Louisville, Ky.
to
Columbus, Ohio
338 Miles**

E. G. BAKER, TOURMASTER
920 HUME-MANSUR BUILDING
INDIANAPOLIS

ROUTE

Monday, July 15.

Leave Louisville, Ky. (Seelbach Hotel), 6 a. m.; through Jeffersonville, Ind., Salem, Bedford, Bloomington (dinner); Gosport, and Martinsville to Indianapolis. 150 miles.

Tuesday, July 16.

Leave Indianapolis (Soldiers' and Sailors' Monument) 6 a. m.; through Greenfield, Knightstown, Cambridge City, Richmond, Eaton, Dayton, O., (dinner); Fairfield, Enon to Springfield. 145 miles.

Wednesday, July 17.

Leave Springfield (Public Square), through Vienna, Summerford, West Jefferson to Columbus—arriving at 11 a. m. 43 miles.

NORTHWESTERN

**Chicago, Ill.
to
Columbus, Ohio
372 Miles.**

J. A. CAMPBELL, TOURMASTER
1709 FERNWOOD AVE.
TOLEDO, O.

ROUTE

Monday, July 15.

Leave Chicago (New Southern Hotel, 13th and Michigan Ave.) 6 a. m.; through Hammond, Hobart, Valparaiso, LaPorte, South Bend (dinner); Elkhart, Goshen, Churubusco to Fort Wayne (Ind.). 182 miles.

Tuesday, July 16.

Leave Fort Wayne 7:30 a. m.; through Van Wert (O.), Delphos, Lima (dinner); Wapakoneta, Sidney, Piqua, Troy, Vandalia to Springfield. 147 miles.

Wednesday, July 17.

Leave Springfield (Public Square) 7 a. m.; through Vienna, Summerford, West Jefferson to Columbus—arriving at 11 a. m. 43 miles.

SOUTHEASTERN

**Baltimore, Md.
to
Columbus, Ohio
397 Miles**

J. A. ROBISON, TOURMASTER
1810 WEST MOSHER ST.
BALTIMORE, MD.

ROUTE

Sunday, July 14.

Leave Baltimore (Madison Avenue entrance to Druid Hill Park) 6 a. m.; through Ellicott City, Ridgeville, Frederick, Braddock, Middleton, Boonsboro, Hagerstown (dinner); Clear Spring, Indian Springs, Hancock to Cumberland. 138 miles.

Monday, July 15.

Leave Cumberland 6 a. m.; through Eckhart Mines, Frostburg, Grantville, Keyser (West Va.), Addison, Uniontown (Pa.) (dinner); Brownsville, Beallsville, Washington to Wheeling (West Va.). 132 miles.

Tuesday, July 16.

Leave Wheeling 6 a. m.; through Bridgeport and Cambridge (O.) (dinner); to Zanesville. 72 miles.

Wednesday, July 17.

Leave Zanesville, through Brownsville, Etna and Reynoldsville to Columbus—arriving at 11 a. m. 55 miles.

NORTHEASTERN

**Albany, N. Y.
to
Columbus, Ohio
644 Miles**

FRED S. ELLETT, TOURMASTER
224 LORMORE STREET
ELMIRA, N. Y.

ROUTE

Saturday, July 13.

Leave Albany, Albany Motorcycle Club, 336 Central Avenue, 7 a. m.; through Schenectady, Amsterdam, Herkimer (dinner); Utica, Oneida to Syracuse (Onondaga Hotel). 158 miles.

Sunday, July 14.

Leave Syracuse at 8 a. m.; through Auburn, Geneva, Canandaigua, Rochester (dinner); Batavia to Buffalo (Hotel Statler). 150 miles.

Monday, July 15.

Leave Buffalo at 6:30 a. m.; through Fredonia, Westfield, Erie (Pa.) (dinner); Conneaut, Ashtabula to Cleveland (Hotel Euclid). 183 miles.

Tuesday, July 16.

Leave Cleveland at 8 a. m.; through Medina, Wooster (dinner); Mt. Vernon to Newark (Hotel Sherwood). 123 miles.

Wednesday, July 17.

Leave Newark at 8:30 a. m.; through Granville to Columbus—arriving at 11 a. m. 30 miles.

WITH the appointment of F. S. Ellett, of Elmira, N. Y., as tourmaster of the Northeastern division, to succeed R. S. Morton, who found it impossible to serve, the plans for the four national tours to the Columbus convention are practically complete. Immediately after being notified of his appointment Tourmaster Ellett started work upon the itinerary for his division, and it is printed in full with the routes for the three other tours, on this page. As the full itineraries have been printed and sent broadcast from the office of National Secretary Gibson it only remains for motorcyclists to fill out the entry blanks, which accompany the touring directions, and forward them without delay to the tourmasters in charge of their respective divisions.

S. J. Chubbuck, of Toledo, has been appointed a lieutenant in charge of the Detroit and Toledo riders, and those who will join the division between Toledo and Lima. This squad will leave Toledo at 6.30 a. m. on Tuesday, July 16, and will reach Lima at noon to join the main body of Chicago riders. W. W. Ingram has been appointed as lieutenant to Tourmaster Campbell for the Chicago division. During the last week interest in all the tours has been enlivened and the officials in charge are of the opinion that surprisingly large squads will be turned out for the trips to the convention city. Entry blanks can be obtained from any tourmaster; from Secretary G. B. Gibson, 24 Main street, Westboro, Mass., or from Guernsey Van Riper, tour secretary, 920 Hume-Mansur building, Indianapolis, Ind.

ROBISON IS HUSTLING.

BALTIMORE, Md.—J. A. Robison, of the Maryland M. C., tourmaster of the Southeastern division of the F. A. M. National Tour, is working hard to make this end of the trip a success. Seven riders have stated positively that they will go. They are: Messrs. Fisher, Stubbs, Congdon, Sprecker, Hepbron, Horn and Ambach, all well-known local riders. A score or more of Baltimore boys will probably be added to this squad before the start is made, while the indications are that others will join at Hagerstown.

The journey from this city over the Alleghenies will be anything but a joy ride, but after Pittsburgh is reached the going will be ideal. A section of the road—about fifty miles—this side of Pittsburgh is in miserable condition. This is the road on which so many of the cars in the Glidden tour came to grief.

OUTLINE OF F. A. M. ASSEMBLY PROGRAM

Business and Amusement Schedule, as Arranged at Conference in Buckeye Capital, is Well Balanced—Morton Resigns as Tourmaster of Northeastern Division and is Succeeded by F. S. Ellett, of Elmira—The Chicago Itinerary.

OFFICIALS of the F. A. M., tourmasters for the national tours and Columbus motorcyclists are working hand in hand to perfect plans for the great gathering of riders in the Buckeye capital July 17-21, at the annual meet of the Federation. The routes for two of the national tours have been announced, and Jesse A. Campbell, head of the Chicago-Columbus division, has now completed his itinerary. His route, as were those of Tourmasters E. G. Baker and J. A. Robison, has been arranged with a view to reaching the convention city about 11 o'clock Wednesday morning, July 17. Those who will participate in the big trip from the Windy City to Columbus will start from Chicago Monday morning, July 15. The riders will make South Bend, Ind., by noon, and ride to Ft. Wayne for the night control. Tuesday, July 16, they will depart from the Indiana city and go via Van Wert to Lima, O., where they will stop for lunch. Then they will travel through Sidney, Piqua and Troy and make the second night control at Springfield, O. On Wednesday morning they will ride from Springfield to Columbus.

Some racing and other entertainment will be on tap for the riders when they reach Columbus to stay from Wednesday to Sunday. During the past week F. I. Willis, chairman of the F. A. M. press committee, and Chairman J. P. Thornley, of the competition committee, met at Columbus with the motorcyclists and completed a number of important arrangements. At this meeting the tentative program for the convention was gone over and outlined as follows:

July 15, 16 and 17—Tourists en route to Columbus.

July 17—Arrival of riders in Columbus at noon. Afternoon: registration, distribution of badges and assignments, at the Virginia Hotel. Night: smoker at the Motordrome.

July 18—8:30 to 10:30 a. m.: organization of business sessions. 10:30 a. m. to 12:30 p. m.: parade of all riders; photographs. 1 p. m.: barbeque at Alentangy Park. 8 p. m.: races at the Motordrome.

July 19—9 a. m. and 1:30 p. m.: business sessions. 5 p. m.: dinner to manufacturers and F. A. M. officials. 8 p. m.: races at Motordrome.

July 20—9 a. m.: final business session. Afternoon: open. 8 p. m.: races.

July 21—Sunday afternoon: races.

Secretary Van Riper has received word from the Albany (N. Y.) Motorcycle Club to the effect that the club is anxious to cooperate with the riders who start from that city on the northeastern tour. Albany motorcyclists expect to provide entertainment, information and assistance for the riders in every possible way. Although the Albany club is the first to make known officially its desire to co-operate, motorcycle organizations in practically every city through which the tourists will pass will be of great assistance to the tourists. This is expected to add greatly to the pleasure and enjoyment of the big tours.

F. A. M. RACING SCHEDULE

Chairman Snyder, of Columbus Committee, Announces Program for Four Days of Racing

COLUMBUS, Ohio, June 22.—The complete race program for the F. A. M. meet has been announced by W. H. Snyder, general manager of the Columbus Motordrome, where the events will be staged. The races will be held on the half-mile board track which is being erected at Arlington, on the outskirts of the city. The work of construction is progressing rapidly and assurances are given by Jack Prince that it will be ready for testing in a few days. The full race program follows:

FIRST DAY.

Five-mile Novice, 61:00 cu. in. limit, stripped stock machines open to private owners who have never won a first prize. One prize, gold medal.

Ten Miles for the F. A. M. Amateur Championship, 61:00 cu. in. limit. Qualifying heats.

Ten-mile Professional, 61:00 cu. in. limit, free-for-all. Prizes, cash; first, second and third.

Five Miles for F. A. M. Amateur Championship, 61:00 cu. in. limit. Qualifying heats.

Ten-mile Amateur, 61:00 cu. in. limit, open to trade riders and private owners; restricted to belt-driven machines. Prizes, first, second and third.

One Mile for F. A. M. Amateur Championship, 61:00 cu. in. limit. Qualifying heats.

In all events for stock machines drop handlebars may be substituted, and mufflers and muffler pipe removed. Brakes must be loosened so as not to hold, and pedals may be made stationary. No other alterations from the stock model will be allowed. In stripped stock events all parts may be changed with the exception of the engine and frame, which must not be altered in any way, and must be strictly up to stock specifications.

SECOND DAY.

Five Miles, Stripped Stock Machines, 30:50 cu. in. limit, open to private owners. Prizes, first, second and third.

Five-mile F. A. M. Professional Championship, 61:00 cu. in. limit, qualifying heats.

Five Miles for M. M. A. Amateur Trophy, 61:00 cu. in. limit; cup presented by the Motorcycle Manufacturers' Association; to be won three times in succession before becoming permanent property of rider; open to trade riders and private owners.

Ten-mile F. A. M. Professional Championship, 61:00 cu. in. limit, qualifying heats.

Ten Miles for Trade Riders, 30:50 cu. in. limit, stripped stock machines.

25-Mile Professional Championship, 61:00 cu. in. limit, qualifying heats.

THIRD DAY.

Five-mile Novice, 61:00 cu. in. limit, stripped stock machines only, open to private owners who have never won a first prize.

Ten-mile F. A. M. Amateur Championship, 61:00 cu. in. limit; final heat; prizes, gold, silver and bronze medals.

Ten-mile Professional, 61:00 cu. in. limit. Cash prizes, first, second and third.

Five-mile F. A. M. Amateur Championship, 61:00 cu. in. limit, stripped stock machines.

Ten Miles, trade riders, 30:50 cu. in. limit, stripped stock machines.

One Mile for F. A. M. Amateur Championship; final heat.

FOURTH DAY.

Five Miles, Private Owners, 61:00 cu. in. limit, stock machines. Three prizes.

Five-mile F. A. M. Professional Championship, 61:00 cu. in. limit; final heat. Prizes, gold, silver and bronze medals.

Ten Miles, Trade Riders, 61:00 cu. in. limit. Three prizes.

Ten Miles for F. A. M. Professional Championship, 61:00 cu. in. limit; final heat. Prizes, gold, silver and bronze medals.

Ten Miles, Trade Riders, 61:00 cu. in. limit, restricted to belt driven machines. Three prizes.

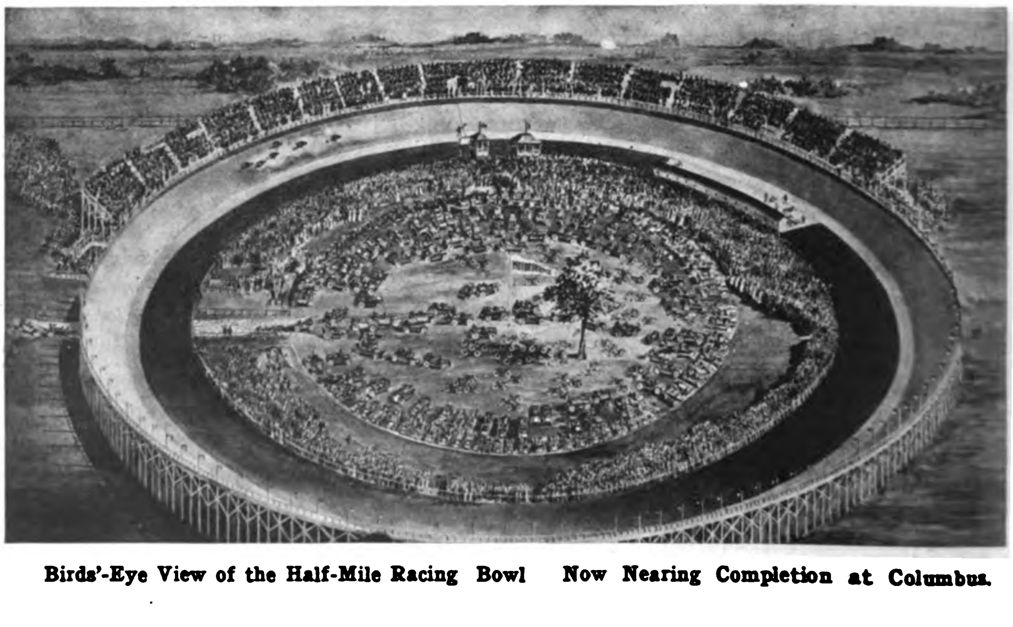
Twenty-five Miles for F. A. M. Professional Championship, 61:00 cu. in. limit; final heat. Three prizes.

READY FOR BIG CANADIAN MEET.

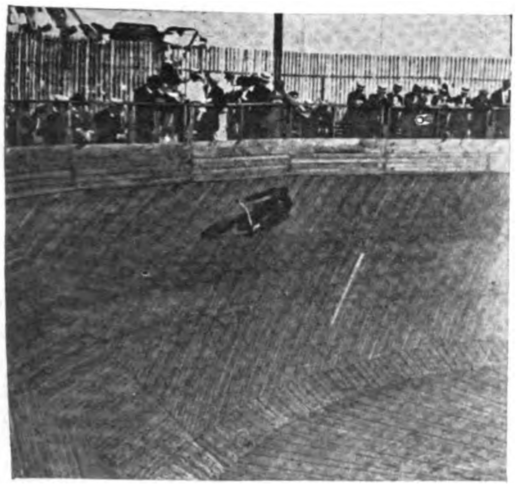
THE official ratification of the nomination of Dr. G. B. Gibson, secretary-treasurer of the F. A. M., to an honorary membership in the Toronto M. C. was duly made at a rousing meeting of that club on Wednesday evening, June 15. Fifty members were present at the meeting, and eight new riders were admitted.

The program of events for the club's next race meet, to be held on the Exhibition half-mile track on Saturday, July 6, was announced. There will be nine events, including a twenty-mile grind, a side-car race and an unknown distance contest. In all there will be about 100 miles of racing. Entries for this meet close on Tuesday, July 2.

The club will tour to Hamilton on Monday, July 1, for the National meet there. A number of American stars, including "Shorty" Matthews and Don Klark, have entered for this tournament.



Birds'-Eye View of the Half-Mile Racing Bowl Now Nearing Completion at Columbus.



A HAIR-RAISING FEAT.

"DOC" Campbell is shown above, speeding about the diminutive board saucer at Dreamland Park, Coney Island. The track is twenty laps to the mile, and several times daily Campbell amuses himself by chasing and passing an automobile on its treacherous surface.

AN AMENDMENT

Under Proposed Change F. A. M. Officials Will Be Elected by Majority Vote of Directors Present.

NOTICE is hereby given that at the coming F. A. M. assembly the chairman of the National Committee on Legal Action will propose an amendment to Article 5, Section 4, of the constitution, relative to the election of officers. This section in its present form simply states that the candidate who "has received the highest number of ballots cast shall be declared elected," etc. It is the intention to amend the section so that it will read as follows:

"In the election of the president and secretary-treasurer a *majority* vote of the *total* number of directors present shall be required. In the election of directors simply the highest number of votes cast shall determine the result."

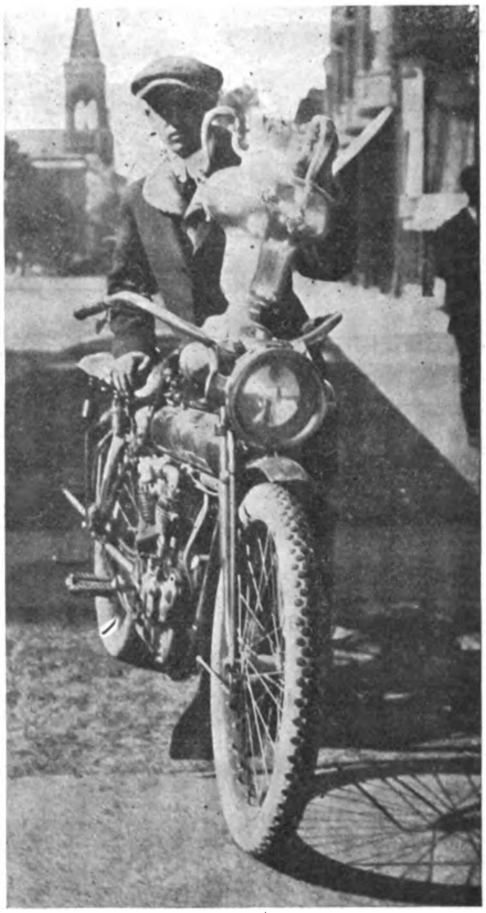
This change is advisable and necessary because of the fact that with two or more candidates in the field for president or secretary-treasurer a contestant might receive the highest number of votes cast and still stand as the choice of the minority.

HUYCK AND HIS CUP.

IF Fred Huyck were a little more compact in build and the cup awarded him for the recent Chicago-Milwaukee endurance run were a bit taller, Freddie and the trophy would just about break even as to bulk. This is proved by the accompanying photograph, which shows Huyck, the handsome cup and the Flying Merkel machine on which he won it.

AERO-MOTORING.

OF course, this is a freak photograph, showing Arthur Shaw apparently flying through the air on his Eagle, a natural occupation for a machine so named.



Fred Huyck, His Huge Cup and Trusty Merkel.

KERR AND HIS EMBLEM.

IN the accompanying photograph Fred T. Kerr, Emblem agent in Toronto, Can., appears on the Emblem flier, with which he competed in the races held recently at London, Ontario. Kerr was snap-shotted before the anxious expression had left his face after the close of an exciting contest.

CLEVELAND BULLETINS

Seliga Springs Surprise by Refusing to Let Carslake Shake Him in Special Race.

CLEVELAND, Ohio.—Saturday, June 22.—For the first time at the Luna Motordrome, Carslake was beaten tonight—beaten by a Cleveland boy, Frank Seliga. Seliga took the honors of the night with his victory over the Australian in the feature event, and by his capture of first place in the invitation race. A five-mile amateur race was the feature event on the bill-of-fare, Carslake attempting to finish one-half lap ahead of his closest competitor. Not only did he fail to lead by the necessary one-half lap, but Seliga and Smiley were continually at his wheel. Summaries:

Three-mile amateur for 7 h. stock machines—Roehl (Indian), Henikman (Indian), Norton (Indian); time, 2:56.

Five-mile free-for-all, professional—First heat, Carslake (Indian), Smiley (Indian), Huttinger (Indian); time, 1:30; second heat, Gibson (Indian), Knapp (Indian), Hunter (Indian); time, 1:31; final, Carslake, Smiley, Knapp; time, 3:51⅖.

Three-mile invitation, professional—Seliga (Indian), Smiley (Indian), Knapp (Indian); time, 2:19; this race went one lap over three miles, and was interesting throughout.

Two-miles against track record of 1:30—Seliga; time, 1:29⅗; Carslake; time, 1:29 flat.

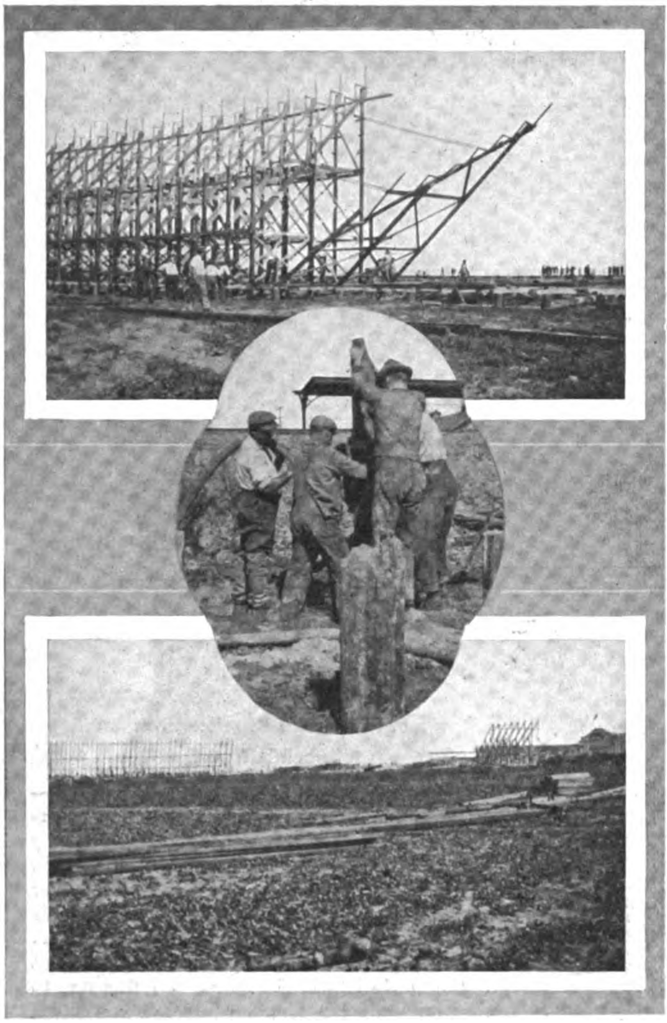
Five-mile handicap, professional — Seliga (Indian), Smiley (Indian), Gibson (Indian); time, 3:45.

Carslake clipped the two-mile track record by one second, making the eight laps in 1:29. Seliga attempted to lower this but failed, his time being 1:29⅘. Roehl won the amateur event.

OLE 30
AGENTS FOR THE FORD
SOLID RUBBER TIRING OF BUGGIES, HACKS, CARRIAGES & ETC.
MARMON

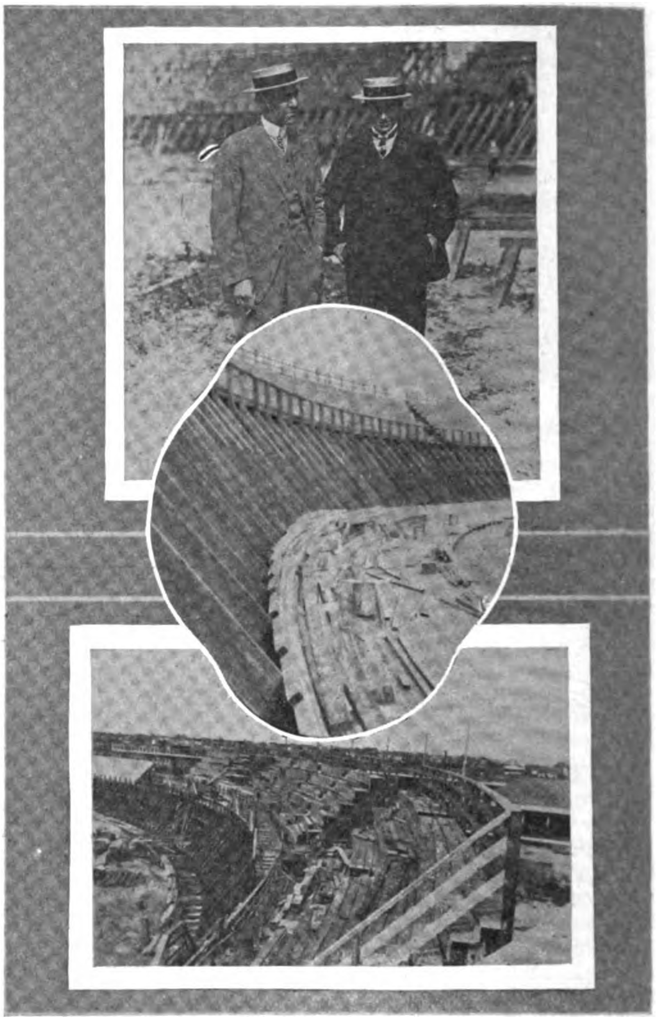
A Batch of San Jacinto (Cal.) Enthusiasts.

READY FOR OPENING MEET ON THE BRIGHTON BEACH MOTORDROME



The pictures to the left show the Brighton track as it appeared about two weeks ago.

At the top, right, are shown Chapple and Albright. Below them are two scenes of the track which is now nearly completed.



ALTHOUGH considerable work remains to be done on the new Brighton Beach motordrome, the management is going ahead with its arrangements for the opening meet, scheduled for next Saturday, June 29. The saucer is located at the end of the Brighton Beach broadwalk, close to the Giant Racer roller coaster, and within a few minutes' walk of the elevated trains. A small army of carpenters, under the direction of William Jarvis, superintendent of the track construction, is working at top speed and excellent progress is now being made in laying the flooring.

Manager Wellman announces that the opening night will find him ready with a strong card, the big feature of which is to be a match race between Arthur Chapple and Johnnie Albright, the Western speedster. In the professional events Billy Wray, Ferdie Mercier, George Haas, Johnnie Cox, Al Graves, Bob Motter and Frank Zimmerman will furnish the thrills. Among the amateur stars will be John U. Constant, the Indian champ, James B. French, William Annis, Michael Costello, Reggie Lyons, Charles J. Davis and Johnnie Van der Houtan. The amateur events will be run in heats of five miles.

Superintendent Jarvis states that no expense has been spared in the effort to make the Brighton bowl the fastest and safest in the country, and he is convinced that several problems which have bothered the builders of similar tracks in other parts of the country have been solved at Brighton. The track is being built of spruce timber, the frames being of 2 by 13 material and the planking 2 by 3. Over 1,500,000 feet of lumber will have been used when the track is finished. From the viewpoint of a novice the banking of the bowl is rather startling; from the strip of level planking at the inner edge the track surface shoots upward at an angle of 53 degrees.

Seating accommodations have been provided for 10,000 fans, the bleachers seating 7,000 and the grandstand 3,000. The seats are arranged in tiers, rising to a height of 40 feet, so that a spectator on the top tier will be able to see the riders at all times except when they are directly in front of him on the near side of the track. At this point it will be difficult for him to obtain a view of the speedsters owing to the unusually steep banking of the bowl proper. Completely encircling the bowl is a promenade 20 feet wide, affording easy access to any seating section.

REFERRING TO ARMSTRONG.

WITH reference to the suspension of Earle Armstrong, the Excelsior rider who is involved in the Cleveland motordrome tangle, the Excelsior Motor, Mfg. & Supply Co., has written the following letter:

"As to the merits of Armstrong's suspension we do not care to make any comments at present as Dr. Thornley has written Mr. Armstrong to get a full statement of the facts. We believe that when he knows all of the circumstances he will not feel that drastic measures are necessary.

"Armstrong is not on our payroll, and we have no interest in the case outside of the fact that Armstrong is a warm personal friend of most of the persons in our company. We would regret seeing so clean and fast a rider taken out of the game, and hope that Dr. Thornley, in whose hands the matter rests, will show leniency."

WEDNESDAY, June 26.—As the result of a frank statement of his side of the case by Armstrong, Chairman Thornley has written the latter that his suspension will hold until the F. A. M. Assembly in Columbus next month, when the entire matter, including the charges preferred against Kraemer, will be thrashed out before the delegates. In this connection, Dr. Thornley has written Armstrong as follows:

"You will remain suspended until the F. A. M. Meet, and after that it is impossible for me to say what will be done with your case. Personally I am not anxious to punish you severely or drive you out of the sport. Your reputation up to the present time as far as I know has been of the best, and if a way can be found to show you leniency I will be only too glad to avail myself of it. The whole matter will have to be threshed out at the F. A. M. Convention, and after that it might be possible to do something to mitigate the severity of your punishment."

CONSTANT IS FIRST IN ONE-HOUR GRIND

Brooklynite Takes Championship Event in Detroit Against Strong Field by Riding 66⅝ Miles—Don Klark, in Second Place, Also Breaks Record—Fastest Mile by Don Johns.

JOHN U. CONSTANT, of Brooklyn, N. Y., now has another championship to his credit. By winning the one-hour race in the meet held on the fairgrounds track in Detroit on Saturday, June 22, the Indian speedster has established his claim to recognition as a top-notcher for long distance work as well as over the five and ten-mile routes. As the one-hour grind was an F. A. M. championship event it attracted unusual attention, and the big crowd that gathered at the Detroit course testified to the rapidly growing interest in the single-tracker by cheering the riders from time to time as they spun around the track.

Constant not only won the event, but hung up a new dirt track record, his distance being 66⅝ miles. The previous record, held by Freddie Huyck, of Chicago, was 61½ miles. Constant rode the most remarkable race of his eventful career. His machine gave him no trouble and there were only two or three occasions on which he was not traveling wide open. His work on the turns was the classiest seen in or near Detroit for many a day, and his miles were reeled off in from 54 to 56 seconds.

Don Klark, the Detroit boy, also mounting an Indian, was second in the one-hour race, turning off 65¼ miles in sixty minutes. Klark rode an excellent race and there were times when his friends entertained hopes that he would succeed in taking a lead on the flying Brooklynite. Don Johns, Excelsior, did some spectacular work but was forced out in the forty-ninth mile when his oil pump was disabled. Johns made the best mile of the race, in 52⅕ seconds. "Shorty" Matthews dropped out because of trouble with the motor of his Thor in the thirty-fifth lap. E. G. Baker, Indian, was in third place, riding 62⅕ miles. Weitzman, mounting a Flying Merkel, gave a good account of himself and finished in fourth place, with 52½ miles to his credit. Constant, Klark and Baker rode throughout the hour without a stop.

In the fifteen-mile race for the Detroit Motorcycle Dealers' cup, Klark romped home in the lead with "Shorty" Matthews and his Thor in second position. Matthews protested the race because the starter signalled to him with the wrong flag on the fourteenth lap, but as Klark continued to the finish without a mishap it was the opinion among the fans that "Shorty" would not have been able to change his position. Klark had what seemed to be a safe lead when the flag referred to was used. Summaries:

Ten-mile handicap, 30:50 class: Don Klark, Indian, first; Matthews, Thor, second; Weitzman, Merkel, third. Time, 9:46.

Fifteen miles, for Dealers' Cup: Klark, Indian, first; Matthews, Thor, second; Weitzman, Merkel, third. Time, 14:31⅗.

Ten-mile novice: Vanberg, Indian, first; Hill, Indian, second; McCafferty, Indian, third. Time, 9:52⅕.

One-hour national championship: Constant, Indian, first; Don Klark, Indian, second; E. G. Baker, Indian, third; Weitzman, Merkel, fourth.

SEVERE SEATTLE RUN

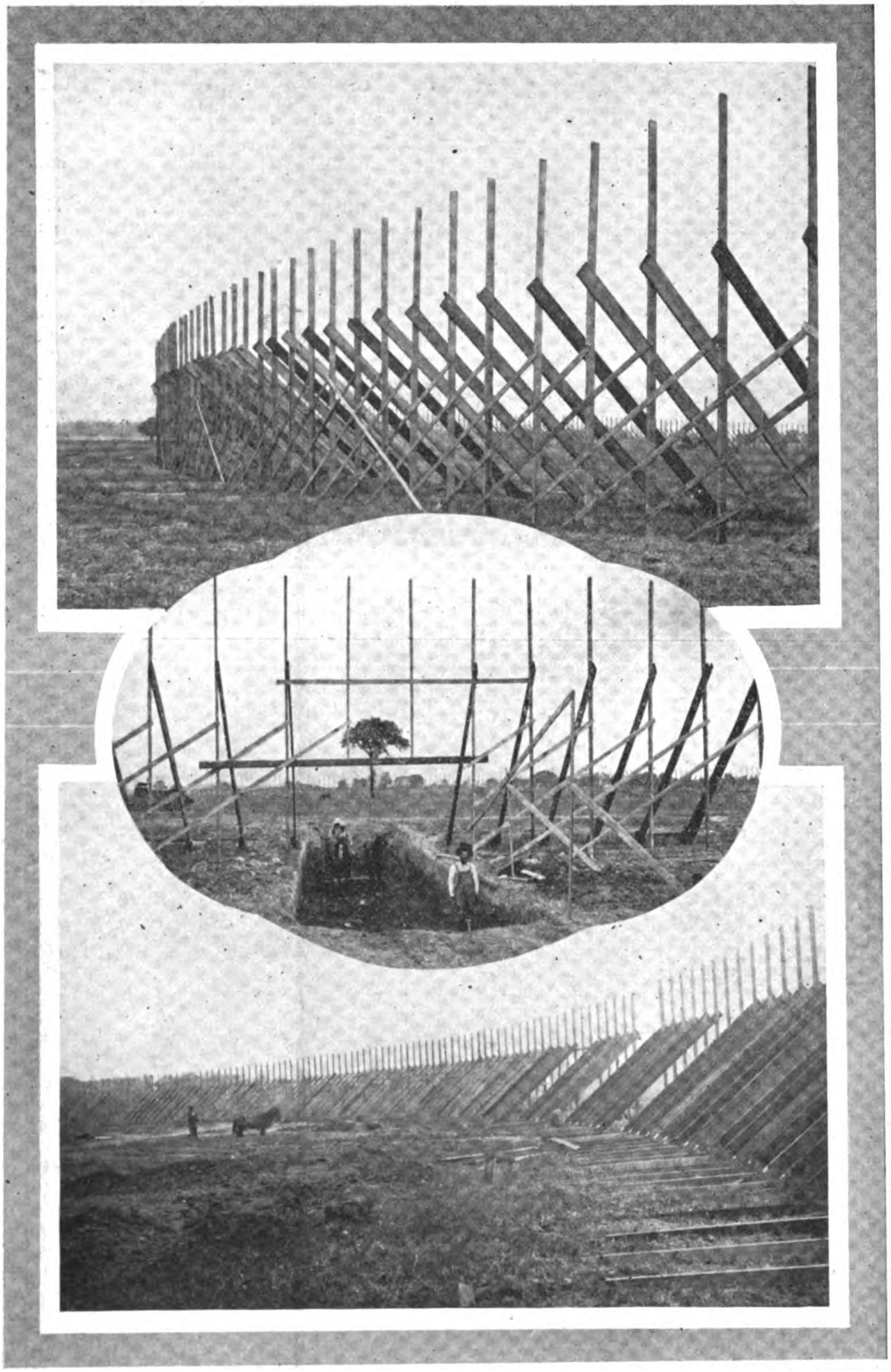
Twenty-eight Contestants Found Hard Going on Endurance Trip to Portland and Return.

SEATTLE, Wash.—After making a trip of 404 miles over rough roads in 28 hours, Arthur Whisner and Ray Day, of Tacoma, reached Seattle on the night of June 17 with perfect scores in the third annual endurance contest pulled off by the Seattle Motorcycle Club. They won the two sets of tires offered by the United States Tire Company. They were the only Tacoma motorcyclists entered in the run. Only two other riders, Fred Mercer and L. W. Conners, of Seattle, made the run with perfect scores. Whisner rode a 7 h. Harley-Davidson and Day was mounted on a 7 h. Flying Merkel. They reported at every checking station en route without being a half minute off schedule, and when their machines were inspected by the judges on their return to Seattle, not a single defect was found. The riders found the Pacific Highway exceedingly rough in the southern part of Washington. Heavy rains had torn up the roads and traffic had caused deep ruts to form.

Eighteen riders of the 28 who started from Seattle on the morning of June 16 finished in Portland at 7 p. m. the same day, seven coming in with perfect scores for the first half of the trip. The start was made from the Union Depot, Seattle, and the route lay through Tacoma, Roy, Yelm, Centralia, Chehalis, Toledo, Castle Rock, Kelso, Kalama and Goble. The seven men who netted perfect scores into Portland were: N. P. Fogh, Ray Cattrell, R. E. Prentice, Ray Day, A. R. Whisner, H. H. Armstrong and Fred Mercer. Although not numbered among the regular racers, N. C. Christopher and his cousin, Miss Carrie Christopher, riding tandem, arrived in Portland on the night of June 16 from Seattle ahead of all the contestants in the endurance run, and with a perfect score. Other riders in the contest who reached Seattle on the return with perfect scores but with motor defects were, Ray Cathrall and W. G. Taft, on Excelsior sevens.

THE INDIAN CLUB, OF BALTIMORE, MD.

Top Picture—Members and Friends in the Mountains of Western Maryland. Below—The "Flying Squadron" of the Club—President Gault, Roger Wilkens, Nelson Johnson and Fred Wilkens.



The Columbus Track in Course of Construction.

SEEK TO CHANGE LAW.

WASHINGTON, D. C.—The National Capital Motorcycle Club is enthusiastic over the success which attended the race meet on Decoration Day, at the Benning's track. A report just made to President T. Mitchell Dodson shows a net profit of $1,700. The National Capital Club is now planning to bring about a change in the regulations governing the use of the motorcycle in the District of Columbia. At present no rider is permitted to carry a woman passenger on his machine, no matter what kind of a carrier is provided. The commissioners will be asked to amend their rulings so that a woman passenger may be carried if the machine is equipped with a regulation tandem seat, a design of which will be submitted with the request. At present two men may ride on a single machine.

NEW ENGLAND F. A. M. MEETING.

THE mid-summer meeting of the New England District of the F. A. M. will be held at the clubrooms of the Boston Motorcycle Club, 206 Massachusetts avenue, Boston, June 29, at 8 p. m. On the afternoon of the same day the club will conduct a hill-climbing contest on Robbins road, Arlington.

SURPRISES DUE, SAYS PRINCE

Veteran Track Builder Tells Just Why He Expects New Columbus Bowl to Break All Records.

COLUMBUS, Ohio, June 20.—Since the announcement was made that the Columbus half-mile saucer will prove to be the fastest in existence motorcyclists throughout the country have been a bit curious to learn just how it differs in construction from other American bowls on which records have been broken, and for that reason the statement of Jack Prince, given below, is interesting.

"The Columbus track is being sloped at an angle of 45 degrees," said Prince in an interview a few days ago, "and in order for a quarter-mile saucer to be as fast as this half-miler it would be necessary for the former to be built at an angle of 70 degrees. This much should be obvious. According to our figures the Columbus track will permit of a speed of one mile in 30 seconds, and it should be perfectly safe even when the rider is traveling at right angles to the planking. There is absolutely no danger of skidding, and with very little experience a racer will be able to take the high banking with perfect confidence. The fact that the diameter of the bowl is 880 feet should permit of more satisfactory service from tires, as the centrifugal force exerted against the track from a machine on a half-mile circuit at 90 miles an hour, for instance, is only half that which would be exerted at the same speed on a quarter-mile saucer. As a result tires will be less likely to burst on the half-mile track.

"I predict that within three weeks the performances on the Columbus track will bear out all my claims," continued the veteran builder of speedways. "I erected the first saucer track for bicycle racing fifteen years ago, as well as the first motordrome and the first board track for automobiles, and the benefits derived from all this experience are embraced in the Columbus track. You may take my word for it; when the speedsters start to spin the Columbus bowl there will be a bunch of surprises for followers of motorcycle racing."

A GENEROUS INVITATION.

FROM the Central Jersey M. C., of Trenton, N. J.: "Please tell the boys that we are anxious to have them drop in at our clubrooms whenever they pass through Trenton. If they are touring we will strive to give them practical assistance and send them on their way rejoicing, and if they simply run in from a neighboring town we will make an effort to impress them so that they will hanker to see us again. In other words, we want to show motorcyclists in general that we know how to be hospitable, and we ask that they put us to the test. Our rooms are located in the Woolworth building, 24-26 South Broad street."

DES MOINES SHOW.

DES MOINES, Iowa.—One of the biggest and best automobile shows in this state is to be held at the Iowa State Fair in this city, August 22-30. Indian, Excelsior, Harley-Davidson, Merkel, Thor, Pierce and Minneapolis machines will be included in the motorcycle section.

MOTORCYCLE IMPROVEMENT CONTEST

First Prize, $50 in Cash

Second Prize, $25. Third Prize, $15
Fourth Prize, $10. Total, $100

WITH a view to reaping a goodly harvest of new ideas, aiming to perfect the motorcycle, MOTORCYCLE ILLUSTRATED inaugurates with this issue its first annual Improvement Contest. This contest will be conducted each year during the summer months, at the time when riders are learning by actual experience on the road, and manufacturers are seeking to ascertain what improvements are likely to be most popular in next year's models. The success of the Luggage Carrier Contest and the excellence of the many suggestions offered, has convinced the publisher of this paper that the ideas of the everyday rider are worth bringing into the limelight of publicity.

Accordingly, four cash prizes of $50, $25, $15 and $10 respectively, totaling one hundred dollars, will be awarded to those who propose the best four suggestions for the improvement of the present-day motorcycle. And in this connection it should be stated that our readers, no matter how gifted with mechanical ingenuity, should not attempt to design entire machines, but rather devote their efforts to the perfection of important details. This is not to say that new designs of motorcycles in their entirety are not wanted; on the contrary they will be welcomed by the editor of this contest. But to design a new machine that will be a distinct improvement upon any on the market today is sure to be a herculean task and, in any event, only the product of years of thought and steady application on the part of a mechanical genius. Still, it is not at all impossible that a contest of this character may bring out such a man and such an idea.

It is probable, however, that the prize-winning suggestions will have to do with details overlooked by the clever designers who make it their business to perfect the motorcycle. Therefore, it behooves every reader of MOTORCYCLE ILLUSTRATED to consider and analyze his own machine, and machines in general, from that point of view. Moreover, though the test of mechanical perfection will be applied to every suggestion received, on the other hand, liberal credit will be given for ideas in the rough, and their value will be measured on the following basis:

First of all comes the question, To what extent is this necessary? Then the three considerations of comfort, safety and convenience; then adaptability to different machines or their parts or accessories; mechanical perfection; reliability; cost of manufacture; durability; simplicity, and neatness. In measuring the total value of each idea or design, one hundred points will be the mark of perfection, and the scoring will be done as follows:

Necessity and desirability	**25 points**
Safety, comfort and convenience	**15 points**
Adaptability	**10 points**
Mechanical perfection	**10 points**
Reliability	**10 points**
Manufacturing cost	**10 points**
Durability	**8 points**
Simplicity	**7 points**
Neatness	**5 points**
Total	**100 points**

The terms "simplicity" and "neatness" do not refer to the form of the drawings or descriptions representing the ideas themselves, but to the finished result as applied to a motorcycle. In other words, competitors need not be draughtsmen. On the contrary, although drawings should be submitted whenever they help to make the idea clear, still such a sketch need only indicate roughly the idea it is intended to convey. Our staff artists will not only work out in finished form all rough drawings, but also make new drawings for accurately described designs.

Cash prizes will be awarded as follows:

First Prize	**$50**
Second Prize	**$25**
Third Prize	**$15**
Fourth Prize	**$10**
Total	**$100**

In addition to awarding these prizes, MOTORCYCLE ILLUSTRATED will pay at least $1 for *every* suggestion published, immediately after it appears. Those who do not want their names published may contribute anonymously, but should an anonymously contributed suggestion prove to be one of the best four, the name of the proposer will have to be published in order to make him eligible for a prize.

CONDITIONS OF THE CONTEST.

1. All are eligible and each contestant may submit as many suggestions as he desires.
2. The idea submitted must embody an improvement of the motorcycle or one or more of its parts and accessories.
3. Sketches should accompany descriptions, but the former need not be artistic. Rough drawings will serve the purpose. Descriptions, however, should be clear, accurate and to the point.
4. While it is not required, contestants are advised, in addition to accurately setting forth their ideas, to state why and to what extent they consider them as scoring points because of their (1) necessity, (2) safety, comfort and convenience, (3) adaptability, (4) mechanical perfection, (5) reliability, (6) manufacturing cost, (7) durability, (8) simplicity, and (9) neatness.
5. In the event of a tie for any prize on the above method of scoring points, such a tie will be broken by considering the extent to which the suggested improvements would respectively add to the popularity of the sport or the commercial value of motorcycles.
6. The prize winners will be determined on the point system as outlined above by the editors of MOTORCYCLE ILLUSTRATED who, in making their announcements, will give the detailed scores of at least the best twelve suggestions.
7. At least one dollar will be paid for every suggestion published.
8. Competitors are requested to address all their communications to Editor Improvement Contest, MOTORCYCLE ILLUSTRATED, 51 Chambers street, New York City.

WINNERS IN CARRIER CONTEST

Judges Award First Place to Ingenious Device Submitted by Ohioan—Side-Car Attachments, While Not Within Conditions of Contest, Receive Honorable Mention—Descriptions of Leading Nine Designs.

AFTER minute examinations individually, followed by collective discussion and comparison, the judges announce herewith the winners of the Luggage Carrier Contest, which was opened in our issue of April 4. Over 80 designs were submitted; 66 have been published, while the remainder were unsuitable for various reasons. The designs in many cases were only in outline, and in others were complete to the smallest detail. Of those published, it was difficult to determine the winner, and in accordance with the announcements at the beginning of the contest (especially with reference to condition number 2), the following list of requirements was used in determining the winners:

Condition.	Points.
Adaptability to any machine	5
Lightness	5
Durability under service	8
Capacity	12
Neatness	3
Detachability and accessibility	5
Comfort and safety of rider	5
Simplicity	2
Cost	5
Total	50

The conditions are here re-stated: "1—A perfectly efficient luggage carrier—to afford the maximum of service with the least possible sacrifice of appearance, accessibility, the rider's comfort and safety, together with his ability to make light deliveries economically and with despatch.

"2—The idea submitted must embody a luggage carrier suitable for attachment to a motorcycle, and adapted for conveniently carrying a number of small parcels of moderate weight.

"3—Prizes will be awarded according to the *practical value* of the *ideas* presented and not the symmetry of the drawings."

The winning design, submitted by Murray C. Goddard, of Unionville, Ohio, has the disadvantage of being somewhat weighty, but it is not nearly so heavy as other designs along the same general lines. It is accessible from both sides and top; is readily removable and very adaptable. The rear wheel can be removed without dismounting the carrier, a feature not present in the majority of designs submitted. The second prize idea, that of S. Gustasne, is rather limited in its adaptability; it needs the undoing of straps for any part of the top load, while the side-bags are limited in their capacity. These bags, however, are extremely easy to attach or detach, and are fitted with handles for facilitating this work. For light loads as in R. F. D. and similar work, this is the best design submitted. Number three idea (Alan H. Sawyer) is most ingenious, giving a large surface on the side-panels for advertising the business involved, but unless modified it is accessible only from the top, without unfolding. Parcels at the bottom of the carrier can only be reached by going down from the top. It has the advantage of lightness and simplicity, but the folding feature would tend toward shakiness after some service. L. A. Osborne's design, next in order, is light and easily constructed, but difficult to attach and detach, and has the same disadvantages as to loading as that of Sawyer. I. J. Covert's contribution is excellent, but is adaptable only to machines having the cradle spring-fork; the load must be strapped on by two or more straps and careful arrangement is necessary to prevent spilling of the parcels. It is very safe, simple, and if the side loads are well balanced, it is neat, and does not affect the steering.

POINTS SCORED BY LEADING COMPETITORS.

Name.	Adaptability.	Lightness.	Durability.	Capacity.	Neatness.	Detachability & Accessibility.	Comfort and Safety.	Simplicity.	Cost.	Total.
First prize, $25.—Murray C. Goddard, Unionville, Ohio	5	3½	7	10	2	4	4½	2	3	41
Second prize, $15.—S. Gustasne, Orient, Iowa	4	5	7	6	3	5	4½	2	4	40½
No. 3.—Alan H. Sawyer, Millers Falls, Mass	5	4	6	9	2	5	3	2	4	40
No. 4.—L. A. Osborne, Columbia Station, Ohio	4	3	7	10	2½	4	3	1½	4½	39½
No. 5.—Victor Perry, Batavia, N. Y	5	1	7½	11	3	5	5	1	1	39½
No. 6.—Harry Rhoads, Akron, Ohio	5	1	7½	11	3	5	5	1	1	39½
No. 7.—I. J. Covert, Fishkill Landing, N. Y	2	5	7	7	2	5	4½	2	4½	39
No. 8.—Edward Pommer, Minneapolis, Minn	5	5	7	4	1	4½	5	2	5	38½
No. 9.—R. C. Newmann, Chicago, Ill	5	4	6	6	1	5	4½	2	4½	38

Edward Pommer's design is ingenious, being of the folding type, but is not particularly neat and projects too far to the rear, if heavy loads are used. In service it would become loose and the cord lacings fold poorly. For very light loads it is excellent. R. C. Newmann, who contributes the ninth design, has the load too far to the rear, resulting in considerable wear on the rear wheel and tire. While strong and light, by its accessibility there would be a temptation to overload.

The side-cars, contributed by Messrs. Perry and Rhoads, are excellent in design. The first is underslung, giving low center of gravity and is capable of greater load-capacity than the other. The front springing of the Rhoads car is well thought out. Both designs deserve honorable mention, but the judges decided not to consider them as luggage carrier within the meaning of the contest conditions; they are delivery vans, hence their classification as above.

It will be noticed that out of a total of 50 points the winner received only 41. This signifies that there is room for even better designs; that none are ideal. The chief weakness in general seems to be in the lack of adaptability, while a great deal of simplicity throughout the whole number of designs has been sacrificed to carrying capacity. In many cases clever designs were submitted apparently without considering the wear on the tire and frame, and the cost or skill necessary to construct them.

HUSTLING OFFICIALS.

WASHINGTON, D. C.—Much of the success which the National Capital Motorcycle Club, of this city, has attained is due to the enthusiasm and popularity of E. Mitchell Dodson, president of the organization.

President E. Mitchell Dodson.

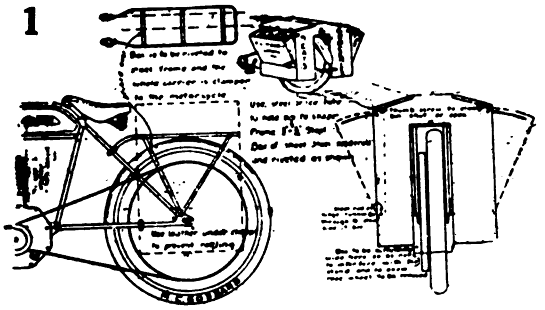
President Dodson's associate officers are: Paul A. Draper, vice-president; T. O. Wanslebeu, corresponding secretary; S. B. Eaton, recording secretary, and H. B. Cohen, treasurer. All of the associate officers are "live wires" and entitled, together with the president, to much credit for the prosperous condition of the club. The club was organized in 1907 and affiliated with the F. A. M. September 1, 1908. It has over 100 members.

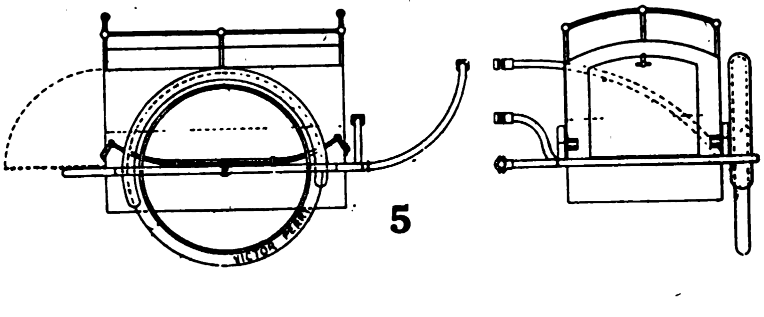
CHAMPAIGN CLUB REORGANIZED.

THE Champaign Motorcycle Club, of Urbana, Ohio, has recently been reorganized and now numbers about thirty active members. New officers have been elected. The club takes up its work under auspicious circumstances and will presently join the F. A. M. in a body. F. A. Harenberg is secretary.

THE LEADING NINE LUGGAGE CARRIERS

1





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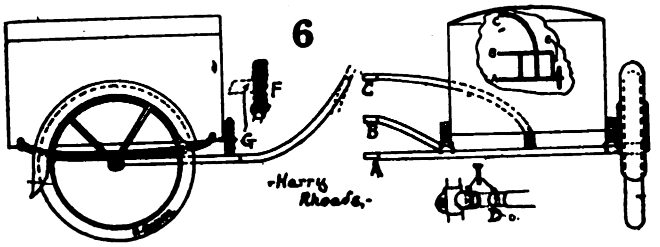
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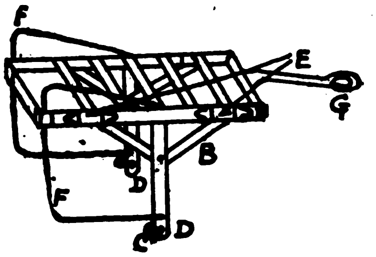
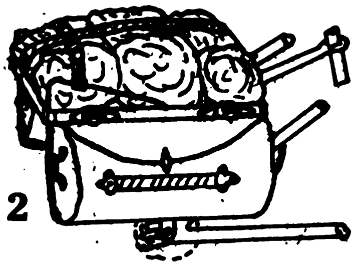
Harry Rhoads



CARRIER FRAME.



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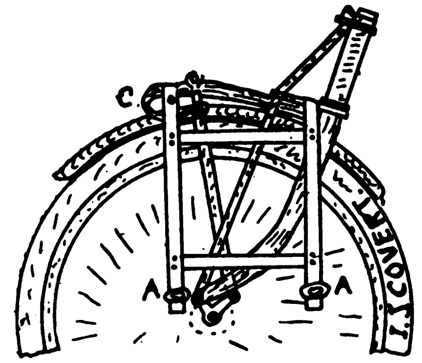

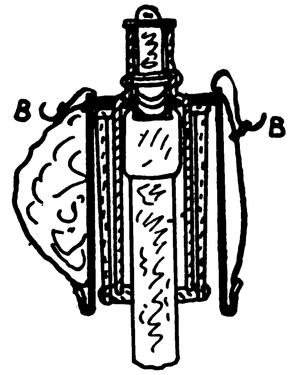

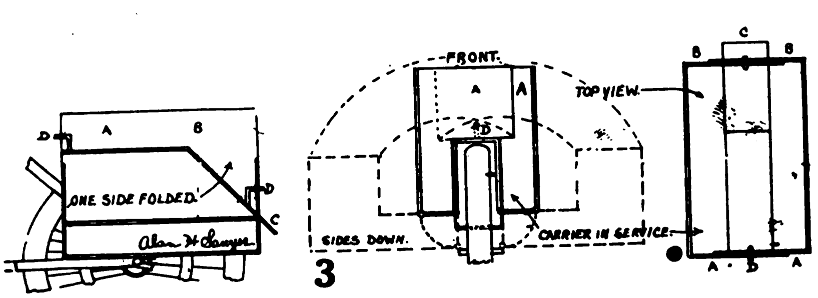
D
A
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ONE SIDE FOLDED
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C
Alan H Sawyer
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TOP VIEW
SIDES DOWN
CARRIER IN SERVICE
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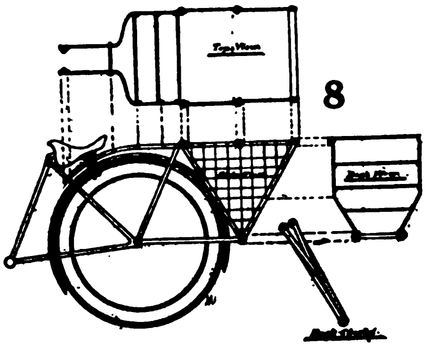
3



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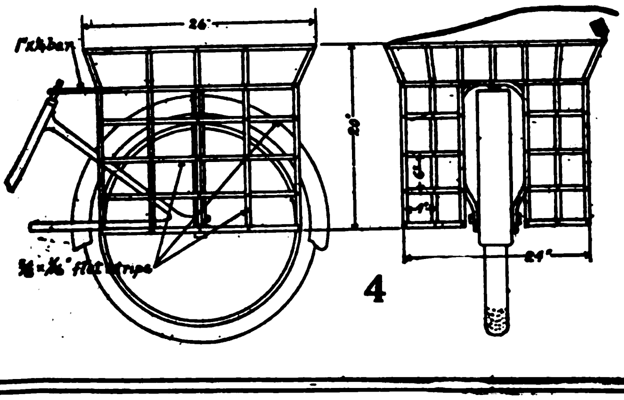
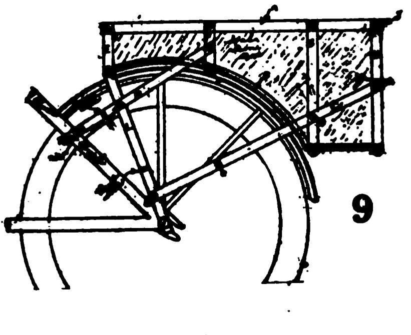

26"
Fishbar
20"
24"
3/8 x 3/16" flat strips

4



9

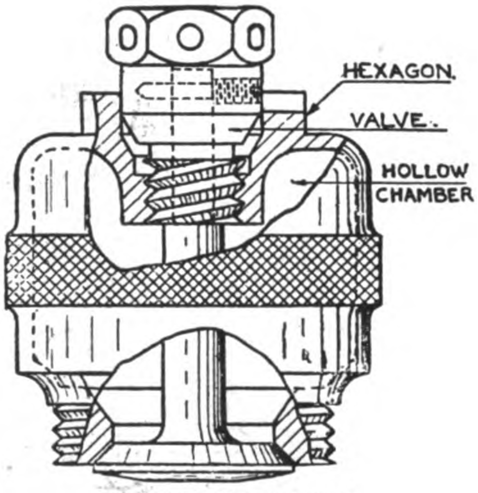
ENGLISH NOTES

BY BRITISHER

More on the decompressor and its fittings.—Methods of carrying spare belts.—Tires in Six Days' Trial observed to determine their reliability.—A Transmission experiment and detachable tanks.—Various accessories in general use.

WITH further reference to my notes on decompressors, and inquiries received on that subject, the Amac decompressor can be procured for $6 from the Amac Co., Talford street, Aston, Birmingham, England, or without handlebar control for $4.50. The handlebar control is recommended, especially on clutchless machines, as it permits the percentage of the charge which escapes from the cylinder to be varied by the handlebar lever, thus enabling a single-geared machine to be run at different degrees of slowness. The cheaper type has a lever fixed on the decompressor itself, insulated from heat, and similar in shape to a compression tap lever. This lever has only two positions, off and on, and with the decompressor in action, the power is so far reduced that the engine would not develop vim enough to carry a rider up a gentle grade; this cheaper device is therefore only suitable for starting, and for slow driving on a dead level. Both devices are applicable only to engines possessing an idle orifice drilled with sparking plug thread, e. g., a second valve cap, or a second spark plug hole.

Appended is a cut of another device which is not a genuine decompressor, but which has its uses. As the design shows, it does not under any circumstances provide a compression leak; the engine is gastight whether the device is open or shut; but when the lever is open, it increases the suction area of the cylinder, and reduces the compression ratio. Thus some riders use engines with a compression of, say, 80 pounds per square inch, which are not particularly flexible in city traffic, but run with tremendous ginger on the open road. By fitting one of these devices, and opening its lever (not shown in cut), the engine compression can be reduced to, say, 70 pounds per square inch, whereupon the machine becomes more flexible and docile for city traffic. As soon as the traffic is cleared, the lever can be cut, and the racing compression is instantly restored. This device (know in Great Britain as the "P. & P."), thus converts a single-compression engine into a double-compression engine. Its action is obviously simple. It adds a small hollow chamber to the cylinder, which can be opened or closed by operating a screw-down valve.

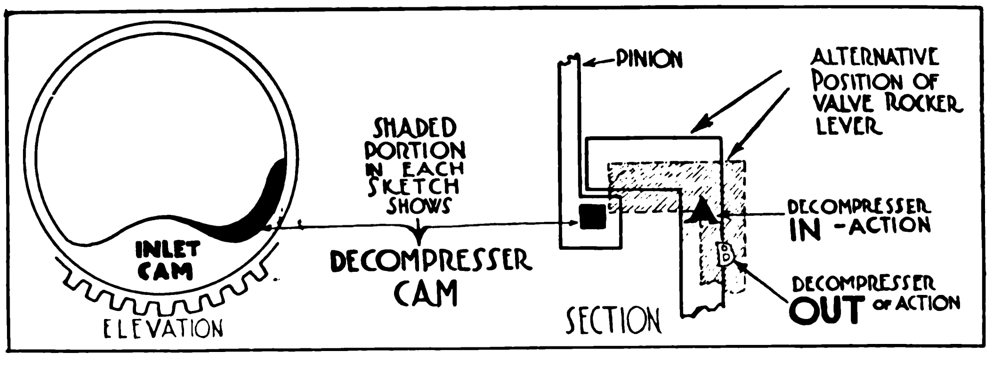


P. & P. Decompressor.

This device costs $4 from A. W. Gamage, Ltd., Holborn, London, England. It can easily be made by any clever amateur mechanic, and many English motorcyclists have made and fitted devices of this kind for themselves in order to render racing machines more manageable in city riding.

Another Decompressor.

ENGLAND'S premier motorcycle factory, the Triumph, has got its testers busy with a very neat and simple decompressor for next season, which merits description. The Triumph cams are cut out in the web of the timing pinions, as per sketch, and the web is scolloped out half an inch, to give good wearing surface for the travel of the roller on the end of the lever which hoists the tappet. The decompressor consists of a short additional cam on the inlet valve pinion, as shown in sketch. Whereas the full power cam spreads the whole width of the web (one-half inch) the decompressor cam is only one-quarter inch wide, and as the valve-lifting lever can be moved five-eighths inch by an external pedal, it is obvious that it can be made to hit both cams, or by being moved out a little it can clear the decompressor cam. The carrying stud of the lever has room to slide in its bearing, and is normally so held by a spring that it misses the decompressor cam. For starting purposes or slow running, this spring is cut out by a small cam, operated by an external pedal mounted on the crankcase, and the lever then rides on the decompressor cam. As the profile drawing shows, this cam holds the inlet valve just a shade open on the commencement of the compression stroke, and thus leaves the engine to fire on a reduced charge. This machine can circle round the backyard of a city tenement—if they ever have yards—with the engine firing every time.


INLET CAM
ELEVATION
SHADED PORTION IN EACH SKETCH SHOWS
DECOMPRESSER CAM
PINION
ALTERNATIVE POSITION OF VALVE ROCKER LEVER
DECOMPRESSER IN -ACTION
B
DECOMPRESSER OUT OF ACTION
SECTION

The Triumph Decompressor.

Carriage of Spare Belts.

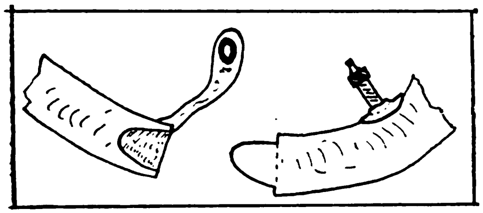
IT still passes the wit of man to devise a really neat and handy method of storing one or two spare belts on a motorcycle, and in a big endurance run the machines are unsightly, being freely swathed with spare belts from stem to stern. Four principal methods are in vogue: Mounting a round tin belt-box vertically at the tail of the carrier, on which the registration numbers are painted, so that the box also serves as a number-plate; bolting to the machine a round leather box, resembling a dude's collar case, in which one or two belts can be coiled around a central well, which contains a spare inner tube; lapping the belts round the tank, and hooking them by the fasteners to the top tube of the frame, so that they serve as kneegrips; looping them round the handlebar. At the start of a big endurance run most machines carry two or three belts neatly arranged in one of the first three fashions. On the last day the prevolence of belt troubles is exemplified by the fact that most of the handlebars are swathed with worn, cut, and broken belts which the riders have not found time to repack. Rubber belts rule the roost, and so protection from dirt and rain is non-essential.

Fitting Decompressors.

SEVERAL correspondents ask for particulars of decompressors suited for fitting to their existing machines. It is surely plain by now that a decompressor's action consists in permitting a fractional percentage of the charge to escape on the compression stroke. Such leakage can be obtained either by holding one of the valves a shade open (which necessitates a special valve gear, with control arrangement) or by opening an orifice at the top of the cylinder at the right moment. The first principle can only be obtained on engines specially designed for the purpose and is therefore inapplicable to existing engines. The second requires a plug-hole in the cylinder, not at present employed for any vital purpose; such holes only exist on engines with side-by-side valves, having two valve caps, of which one is otiose, and may be replaced by a sparking-plug-cap. Such engines are not common in America, where the automatic inlet or overhead inlet rule the roost.

Butt-Ended Tubes.

BUTT-ENDED tubes are becoming practically universal in competition work, as the high speeds maintained by the modern motorcycle render a simple puncture a serious matter. Before the rider can bring his machine to a stop, the tube is out of the cover, and lashing itself round the hub with disastrous results. In the early days of slip-jointed tubes, we found that the butts were very apt to fray through by chafing; today we have realized that this effect is easily checked by fitting a tab and eye slip to one butt, mounting the valve near the end of the other butt, and threading the eyed tab over the valve. This locks the butts together with sufficient rigidity for all ordinary emergencies.

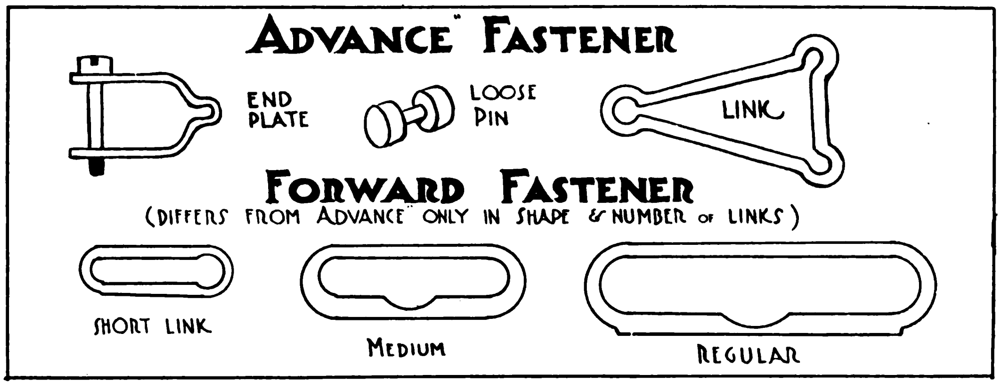


Butt-end Tube.

Adjustable Pulleys.

EVERY single-geared machine on the British market can now be purchased with an adjustable pulley, consisting of a fixed flange, mounted on the pulley-barrel. On the pulley-barrel two threads are cut; the first is the inner thread, and is left hand, and carries the loose flange; the second is the outer thread, screws with a right-hand thread, and carries the locknut. The range of motion permits gears ranging from about 4 to 6½ on an average, and most riders employ either an adjustable fastener with several links of different lengths, or alternately fit two fasteners in their belts, and hook in either a 5-inch or 6-inch bit of belting between the fasteners, in order to adjust the belt length to the size of the pulley in use at a given moment.

The pulleys fall into two classes, viz., those which require a tool to alter the gear, and those which are finger-operated. The latter class are infinitely preferable, but as most of them are private patents, the large motorcycle factories rely on cheap tool-operated types, which incur no patent royalties. The finger-operated types employ spring catches to lock the loose flange; for instance, this flange may have an internal ratchet cut in its bored centre, released by a catch working a sliding pawl. The tool-operated types are fairly satisfactory if they are well made, and have a sound hexagon cast on them, with a strong spanner which is a good fit. But it is obvious that when two parts, having right and left-hand threads are screwed up against each other, and continually tightened by belt-pressure and a wedging drive, there are the possibilities of a very tight lock indeed; and unless both nut and spanner are admirably manufactured, this lock is sometimes remarkably awkward to shift.



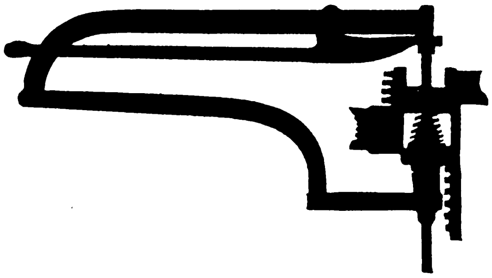
Two Types of English Belt Fasteners.

A Pair of Knapsacks.

ONE of the latest popular accessories among the sporty boys consists of a belt worn around the flowing waterproof cape, on which are mounted two little leather bags, each measuring about 6 inches by 3 inches by 2 inches. The one carries a rolled canvass tool kit, including belt shortening outfit, spare fastener, tiny wrench and screw-driver; the other contains a patchquick tire outfit with three one-minute tire levers. The fitment thus avoids the necessity of opening the main toolbags for any ordinary roadside repairs. Some of the ripest "nuts" take off the carrier and main toolbags altogether, and travel with nothing but the knapsacks and a spare valve in the breast pocket.

New Valve Grinding Tool.

CUSTOMERS of our bigger factories have done with valve grinding forever. We have a system by which we return worn valves to the makers, to be refaced in automatic power-driven machines, and receive a refaced valve by return of post for a nominal fee. But many of us deal with less modern factories, and we are all delighted with the new Bowden tool, of which a cut is appended. The cut is practically self-explanatory. The two arms are gripped by the left hand, and they steady the valve firmly on its seat. The arm attached to the toothed quadrant can be oscillated by the right hand at an enormous pace, while if the pressure of the left-hand grip is momentarily relaxed, the spring through which the valve is threaded, lifts it off its seat, and the slightest movement of the rotary arm shifts the face in its relation to its seating and to the abrasive.



Tire Tests in Big Six-Day Trial.

OUR governing body has at last tackled the task of differentiating good and bad tires. It has yet to go the whole hog, and publish frank comments on the behavior of all tires ridden in the big drive; but it is nibbling the cheese cautiously to start with, and offers special cups and awards for any tires specially earmarked for notice. It is open to any firm to enter tubes and covers for special watching; those entered will be indelibly marked, and their running stops and final condition will be honestly recorded and given publication. It remains to be seen how the tire trade will welcome the innovation. If a few free lance firms enter tires, the implication of any abstinence will be that the abstaining firm's wares are unworthy of notice; and possibly a few of the young mushroom concerns will force the hands of the old established leviathan firms. At present a lot of really shoddy tires are made and supplied, and an additional nuisance is due to the price-cutting bogey. There are several tire firms who can turn out 2¼-inch covers capable of lasting from three to six thousand miles on the back wheel of a 3½ h. machine, but these tires are slow and costly by comparison with the standard light patterns. Their heaviness prevents firms with racing aspirations using them, and their price limits their use on cheap machines sold in the teeth of fierce competition. These slow and expensive covers will reap a rich ad. from the awards in the big run, supposing the rich firms do not crab the notion completely.

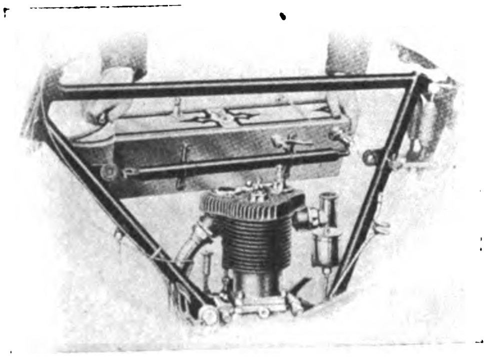
A Transmission Experiment.

I HAVE latterly been driving a 2¾ h. single-geared machine with a two-step transmission and ball-bearing countershaft. Readers will probably ejaculate "why go to the expense, weight and friction of a two-step transmission on single gears?" Let me explain why I think this design has a great future in all countries. The chain-drive has certain obvious merits; but in its most refined forms it is neither so smooth nor so safe as the belt. It owes its unpopularity in America, and its small and vanishing grip on the British public, to the unreliability and dirtiness of the belt. Given a belt which did not slip, seldom required adjustment and wore 4,000 miles, and the chain-drive would immediately become extinct; because the belt runs so smoothly, and does not cause a smash if a wheel locks or the engine seizes.

The two-step transmission in question gives exactly this ideal transmission. The primary drive is by a light chain (easily enclosable in a light aluminum case, of the type used for some magneto drives), to a ball-bearing countershaft, and the sprockets give a 50 per cent. reduction in gear ratio. On the countershaft is mounted an 8 inch belt pulley, made preferably of wood, which wears well owing to the increased contact area, and weighs and costs less than metal. The effect of this huge pulley on the belt is incredibly good. I have used a five-eighth-inch rubber, canvas-cored belt on this machine for 3,000 miles, and it is still equal to new, while it has only been tightened once, by the simple procedure of changing a medium hook for a long hook in the adjustable fastener. The design revolutionizes belt drive, and should be destined to have the most far reaching effects on design. Most belt-users know that after rushing a watersplash, or when negotiating a stiff hill with a small pulley in rainy weather, the belt slips abominably. But with this two-step transmission I have never had any belt-slip whatever, except when the belt was far too loose; and thanks to the huge contact area provided by an eight-inch pulley, the belt will grip when it is very slack indeed.

Detachable Tanks.

WITH the popularity of big engines and low saddle positions, the problem of rendering the cylinders detachable from the machine without unshipping the crankcase, grows annually more acute. Of the several methods employed, the following are the most popular: 1. Keeping the middle frame high, so that there is good clearance between the cylinder and tank, and sloping the tail of the frame, so as to drop the saddle; this is essential with a double-top railed frame, but it limits the gasoline capacity, and tends to increase the width of the tank, and cramp the rider's thighs unnaturally wide apart.



2. Mounting all projections, such as stoppers, oil pump, tire pump clip, etc., on one side of the tank, so that the tank can be swung up to that side by simply loosening the bolts of its clips.

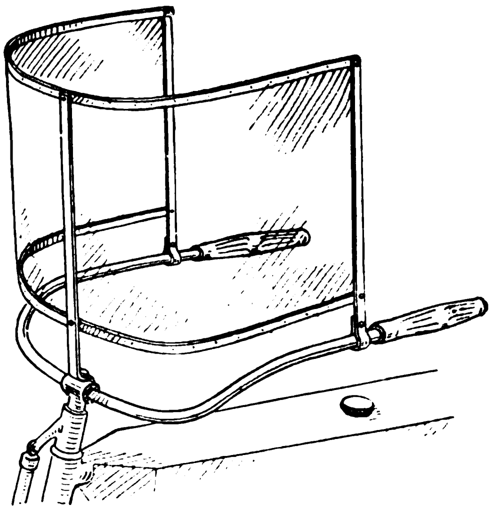
3. Cutting the lower horizontal tube of the two rails at each end, and fixing it by bolts, so that the tank can be removed bodily by undoing two nuts; this adds five inches to the frame clearance, without weakening the frame in the least.

Should Ladies Race?

TWO or three of the fair sex have taken very nasty tosses in some of our recent hill-climbs, usually owing to imitating man's lurid cornerwork without possessing male nerve and experience. There is now a strong movement in favor of debarring girls from competing in sprint events on road or track. What do the Suffragettes say? Surely if a woman deserves a vote, she has a right to accomplish graceful parabolas over the handlebars of a motorbike when the mood takes her.

A MOTORCYCLE WINDSHIELD.

FOR the motorcyclist who feels that a windshield would add to his comfort on the road a simple attachment has been designed, suitable for fitting to the handlebars of any make of machine. It has been worked out by Harry C. Kelley, of Pittsfield, Mass., and is described in a recent issue of *Popular Mechanics*. The frame shown in the accompanying illustration is made of copper strips, ⅛ inch thick and ½ inch wide. The frame is fastened to the handlebars and covered with celluloid, the edges of which are held by small bolts.



A Windshield Suggestion.

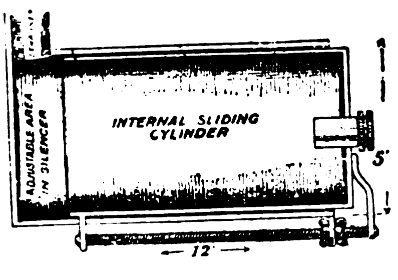
FIXING ENGLISH MUFFLER STANDARD

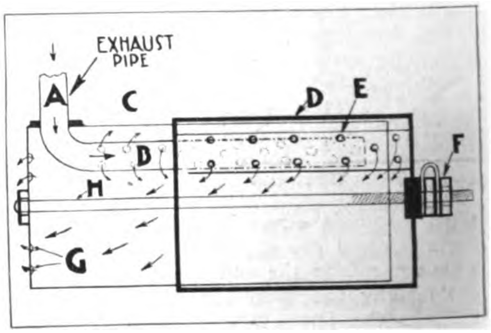
Manufacturers and the A. C. U. Will Determine by Tests How Much Noise Should Be Tolerated, and Build Silencers Accordingly.

By Britisher

THE English government has awakened to the public complaints against open muffler work by cars and motorcycles, and is ready to put its foot down. It has already published an order making it a penal offense to drive an automobile on the open muffler, or with a muffler which permits the engine to make an aggravating noise. British motorists view the order with some alarm, as there is no legal standard by which the amount of noise regarded as excessive can be decided, and the matter at present rests with individual magistrates, policemen and civil complainants for definition. So far there have been no prosecutions under the order, and common sense will rule matters except in the police-harried districts, e. g.: certain districts of Surrey, where police, inspired by a venomous hatred of all motorists, and supported by prejudiced benches of justices, may make things exceedingly unpleasant.

At present the order does not touch motorcycles, but the government officials announce that two-wheelers are to be included in the near future. The present respite is intended to give the Manufacturers' Union a chance to consult with the Auto-Cycle Union and see what can be done. It is realized at present that a car can easily be silenced, since its emergency gears permit the silencer to choke the engine a little without causing it to fail on hills; but the majority of motorcycles have no low gears and, owing to the small amount of space available on a two-wheeler, it is difficult to construct a muffler which shall be efficient without smothering the engine's efficiency. High awards for silence have been gained by motorcycles in open competition, but up to date these awards have been purely farcical. The really efficient mufflers all cause serious back pressure; and the winning machines are either provided with cut-outs, which are opened on all occasions when no judges are about, or else the engine is run in a semi-strangled condition with the muffler shut, and the lowest gear of a three-speed hub is utilized to climb exceptional hills.





Official Muffler Test.

Now that legal action is threatened, the trade and the governing organization have hastily rushed through regulations for a muffler test. Two typical machines are taken as the medium of the trial—a 3½ h. Triumph and 3½ h. Rudge. The engines will be taken out of the frames and mounted on the bench, with forced draught cooling and a fan brake. They will be run at 1,000 revolutions a minute, and an adjustable silencer, roughly, as shown in the sketch, will be attached. The drawing shows a silencer of a common two-barrel type. but possessing a telescopic action. A is the exhaust pipe from the engine, continued to a length of 10 inches (BB) within the main barrel C, and freely drilled with holes throughout its length. The primary barrels B and C each slide into two other barrels of slightly larger diameter, E and D; these auxiliary movable barrels slide along the central rod or bolt H, and so push into or draw out of the two primary barrels, E sliding over B, and D sliding over C. Thus the overall length of the silencer can be considerably varied within wide limits, so varying both the cubical contents of both expansion chambers, and varying the number of holes in the smaller chamber, B and E. The final outlet holes at G are not adjustable. This silencer will be adjusted with the engine running, by moving the lock nuts at F, which convey the moving barrels with them along the screw thread by means of a hook intermediate to the nuts.

Basis of the Trials.

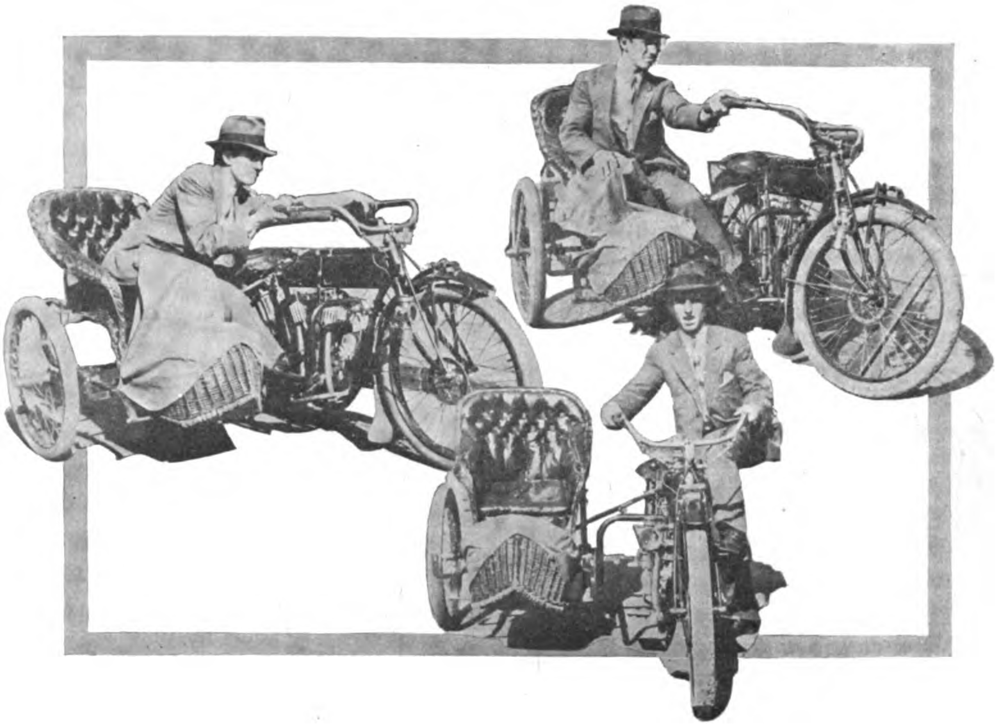
When the judges have adjusted the muffler to give what they consider a desirable degree of silence at 1,000 r. p. m., the telescopic silencer will be locked rigid and will constitute the standard for the trial. No muffler which makes more noise than this standard will be considered worthy of an award. The competing silencers will then be tested against the standard for noise; the ear will be relied upon, no mechanism being employed to register sound. After this, marks will be awarded for size, weight, practicability, strength of construction, liability to soot up, ease of cleaning and cost of manufacture, and these merits will be checked by exact pony brake tests, aiming at registering the exact degree of back pressure thrown upon the engine by any given design. It is not expected that a muffler of motorcycle size will be discovered capable of attaining a desirable degree of silence without producing any back pressure at all. It is simply desired to unearth a design of silencer which will satisfy the expected government regulations without unduly smothering the engine. The test is mainly intended to give an impetus to the production of scientific muffler design, combining quietness with efficiency.

DOING MISSIONARY WORK.

H. CONBOY, of Alameda, Cal., who appears in the accompanying photograph mounting the bicycle, is a motorcycle booster with a practical turn of mind. Recently he towed a friend on the bicycle over a 100-mile route and demonstrated the pleasure-giving qualities of the motorcycle so effectively that the bicyclist went back to Alameda and purchased a motor two-wheeler. The picture shows Conboy and his bicycling friend beside one of the good roads in the Santa Clara valley, the friend on Conboy's Harley.

CONSTANT SATISFIES POLICE JUDGE

Brooklyn Speedster, Arrested for Driving His Motorcycle from Side-Car, Gives Demonstration Which Wins His Discharge



ALTHOUGH they may not be aware of the fact as yet, side-car enthusiasts in the metropolitan district owe a vote of thanks to John U. Constant, the Brooklyn speedster, for the manner in which he stood his ground and established a precedent when arrested recently for alleged improper handling of his passenger outfit. On the evening of Decoration Day Constant was driving his machine on Bedford avenue, Brooklyn, and operating it from the side-car. The spectacle of a riderless motorcycle being directed by a side-car occupant proved too novel for a traffic cop, and Constant was ordered to halt. He did. He was then given a lengthy lecture on reckless driving, "doing tricks," etc., etc., until his ordinarily genial disposition was worn to a ragged edge, and he felt called upon to deliver a few remarks anent the general cussedness of patrolmen.

Result: Constant was placed under arrest. The officer requested that his victim drive him to headquarters in the side-car, but John refused to warm to this suggestion, and stated that it was up to the minion of the law to call a patrol wagon and have the motorcycle outfit taken to the station house. The officer then decided to issue a summons to Constant, but refused to accept a deputy sheriff's badge as a means of identification. A brother patrolman was then called upon, who agreed to stand guard over the motorcycle and side-car while Constant was being taken to headquarters. The speedster then decided to carry the patrolman to the station house, where a complaint of reckless riding was lodged.

As the complaint came under the motor vehicle law, the acting sergeant informed the patrolman that he was not justified in bringing in an alleged offender who could identify himself, and directed the officer to issue a summons on the strength of the deputy sheriff's badge held by Constant. This riled the complaining patrolman, who stated wrathfully that he would "see the thing through" and make it unpleasant for the motorcyclist. Constant took the summons and chugged off, still driving his machine from the side-car.

When the case was brought up on the following day, Constant explained to the presiding judge that the machine was under perfect control at all times, and that he had been operating it from the side-car from time to time for a month previous to his altercation with the patrolman. He stated that he had been seen by nearly every member of the motorcycle squad, who understood the mechanical conditions involved, and that none of the motor-cops had attempted to hold him up. It was obvious that the motorcycle officers were better able to arrive at a decision than a foot patrolman, and the judge was duly impressed. He was shown pictures of side-cars taking rough roads and steep grades in England, and was finally convinced that the motorcycle and its passenger attachment do not constitute the dangerous contraption which holds a place in the minds of some imaginative non-riders.

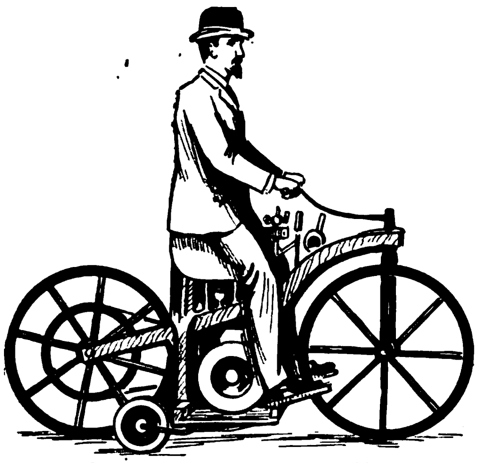
Motorcycle Officer Winch was called to testify as to the propriety of Constant's method of driving, but the complaining patrolman objected on the ground that Winch was a friend of the defendant. Winch then informed the judge that Constant's outfit was in front of the court building, and that he was prepared to demonstrate it. Evidencing a sense of fairness not always met with in police courts, the judge adjourned court for fifteen minutes, and the party went down to the street, where Winch performed a series of difficult evolutions with the machine, driving it from the side-car. Constant then gave an exhibition, turned sharp corners and stopped the outfit in its own length. The Brooklynite closed the programme by inviting the judge to hop in for a ride. His honor laughingly excused himself on a plea of official business, and then resumed the court session. Without further parley Constant was discharged.

WHAT MOTORCYCLISTS OWE the BICYCLE ERA

BY W. F FARWELL.

IN these days of rapid development and well-nigh perfect motor-driven vehicles we are apt to overlook the debt we owe the bicycle and the men who worked out and solved the innumerable problems confronting them at the dawn of a new era in road locomotion. The patent records of the last fifty years show that many of the important features of the automobile and motorcycle were invented or applied in some form by the early builders of bicycles and tricycles.

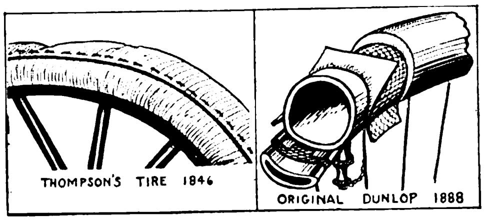
Although steam coaches were in use in England between 1820 and 1860, and despite the fact that a number of steam bicycles and tricycles were built in this country and in England and France in the early eighties, the great impetus to motor vehicle construction came with the successful application of the gas engine to the bicycle and tricycle by two Germans—Gottlieb Daimler and Carl Benz—working independently. In 1885 Daimler fitted his small air-cooled motor to a wooden bicycle. This first machine was really a motorcycle, with two small wheels projecting out on either side of the footboard to steady the mount. Power transmission was by a belt to the back wheel as in the modern motorcycle. In 1886 Benz fitted a water-cooled motor to a tricycle.



DIAMLER MOTORCYCLE - 1885

Advent of the Pneumatic Tire.

John Thompson, a Scotchman, is credited with the invention of the pneumatic tire in 1846. His product was a crude affair, with a leather cover bolted onto the wooden rim of the wheel. It was not consistent in service and proved a commercial failure. The first really practical pneumatic tire was the Dunlop, invented by John B. Dunlop, a veterinary surgeon, of Belfast, Ireland, and patented in 1888. The surgeon's young son complained to his father of the excessive vibration he experienced in riding his small bicycle over the rough pavements of Belfast, and the idea occurred to the elder Dunlop that compressed air might be utilized to solve the problem.



THOMPSON'S TIRE 1846 ORIGINAL DUNLOP 1888

Accordingly he began a series of experiments and finally constructed a set of tires for his son which proved quite satisfactory, as compared with the tires previously used. So pleased was the inventor that he continued his tests until he produced the tire which revolutionized cycling and paved the way for the world-wide tire industry of today. The first tires were not detachable and were very difficult to repair, which led to the introduction of the wired-on and clincher types in 1890.

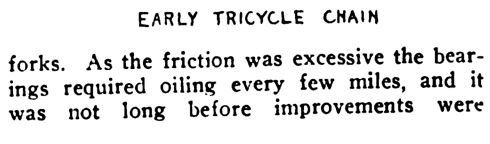
Introducing the Shaft Drive.

Although almost forgotten now, the tricycle was very popular during the eighties and was manufactured in a wide variety of types. The early machines had two large side driving wheels, 50 to 60 inches high, and a small 18 or 20-inch steering wheel in front or rear. A number of the features of the modern motor car were first applied to this style of vehicle. The problem of driving both side wheels evenly, and still permitting one to outrun the other when rounding a curve, led to the invention of the differential gear by James K. Starley, of Coventry, England, in 1877.

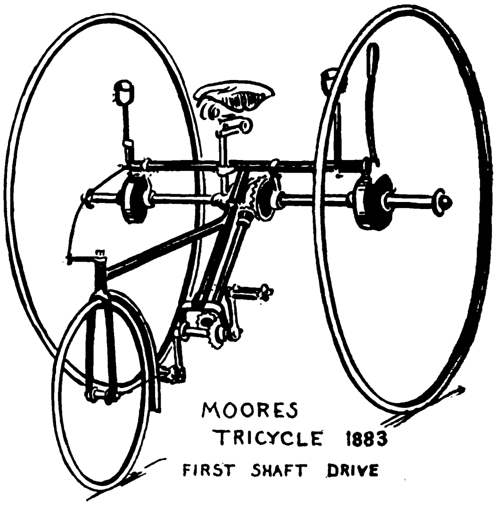
The drive by bevel-gear shaft was first applied to Moore's "Orbicycle," a tricycle driven by a central shaft with differential on the axle. One of these machines was exhibited at the Stanley Cycle Show of 1883. This display, by the way, is the "Daddy" of all motor shows, having been held in London annually since 1878.

First Roller Bearings.

Bearings were first made plain, as might be expected, the axle of the wheel running through holes in the hardened ends of the forks. As the friction was excessive the bearings required oiling every few miles, and it was not long before improvements were sought in these parts. About the year 1875 some one invented the roller bearing, which was applied to the front wheel of the old high-wheel bicycle. This type of bearing was used by the leading manufacturers for several years, and in 1877 the ball bearing made its initial appearance. Several firms introduced them at about the same time in both single and double types. The accompanying illustration shows one of the earliest, the Premier double ball bearing.



EARLY TRICYCLE CHAIN



MOORES TRICYCLE 1883
FIRST SHAFT DRIVE

The ball-bearing pedal was first produced by Rudge, founder of the Rudge-Whitworth Company, of Coventry, England, but for several years it was considered a luxury, and it was not generally used until the middle eighties. The cost of a pair of pedals at that time was $10 to $12.

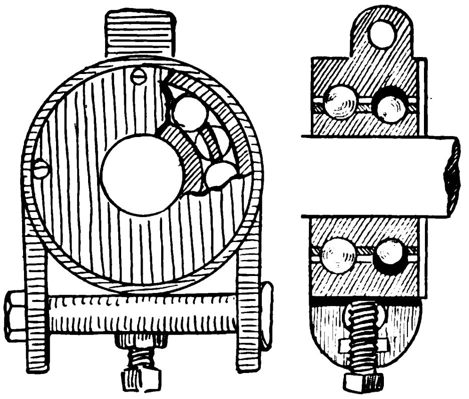
Chain and Wheel Construction.

Chain driving, though old in application, was not developed until the cycle makers saw the necessity for improving upon the primitive chain shown in the illustration, but once the matter was given proper consideration, rapid strides were made until something approaching the present efficient and smooth-running roller chain was obtained.

The old velocipede, or "boneshaker," wheels were built of hickory, but as the front wheel began to increase in size it was necessary to find some means of making the wheels lighter and stronger, and this led to the introduction of the wire-spoked suspension wheel as used on bicycles, motorcycles and some motor cars today. This principle was used in the Phantom bicycle (English) in 1869, one of the first machines on which solid rubber tires were fitted.

Differential Steering.

Differential steering was first applied to the Dublin tricycle in 1876. It had a large wheel

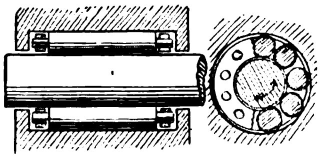


BALL BEARING 1877

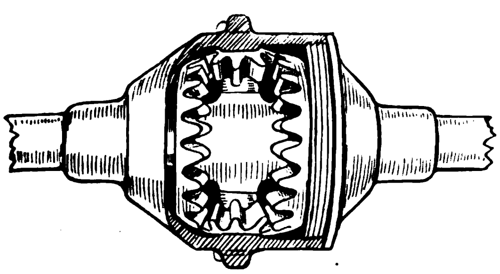
in the rear and two smaller front steering wheels, which were connected by the differential type of steering apparatus. A later machine, the Olympia tandem tricycle, put out in England in 1887, showed a curved transverse axle and steering knuckles connected to the steering tube, very similar to the system employed on modern motor cars and tri-cars. As far back as 1874 Starley made a bicycle with a two-speed gear in the driving hub, and later this device was commonly used on the chain-driven tricycle. The band brake was also used on all tricycles.

The fight for good roads in this country was started by the pioneer cyclists and manufacturers. The League of American Wheelmen. Colonel Albert A. Pope, of the Pope Manufacturing Company, and others contributed large sums of money for the purpose of encouraging and directing legislation looking to road improvements and the opening of public parks in the larger cities to wheelmen. Progress was quite slow in this direction, but the agitators were not to be discouraged, and their efforts finally bore fruit. They blazed the trail which has since been followed by automobile and motorcycle enthusiasts. Last, but not least, the development of the bicycle industry gave us the men, who were capable of graduating into the motorcycle and motor car ranks, and who later, in some cases, turned their attention to the aeroplane.

On the whole it cannot be denied that the motorcycle owes much to the early bicycle and tricycle, and while the power two-wheeler of today may sniff disdainfully in its muffler as it passes a humble push-bike on the road, the latter is entitled to most respectful consideration. It was a pioneer, and while we must leave the pioneers behind us, we should always be prepared to look upon them with a kindly eye. Let us so regard the bicycle.



ROLLER BEARING 1875



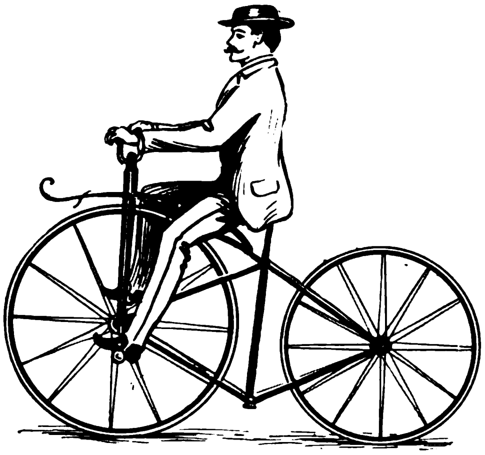
STARLEYS BALANCE GEAR - 1877

GOOD ROADS BOOMERS.

DES MOINES, Iowa.—Every automobile and motorcycle dealer in Polk County is to be solicited as a member of the Polk County Good Roads Club, which began its existence recently as the result of the activity of the good roads sub-committee of the Greater Des Moines Committee. Members will carry attractive white, red and gold buttons on the radiators of their automobiles and the front of motorcycles. The membership fee will be $2 and each membership will mean two loads of gravel placed on the roads of the county. H. H. Polk is chairman of the membership committee.

TORONTO'S BIG SQUAD.

THE License Department at Toronto has just issued Motorcycle Tag No. 1500, in spite of the fact that many prospective riders are still hoofing it, thanks to late factory deliveries. Last season the number of licenses issued barely exceeded 1,000, but it is fully expected that 2,000 machines will be marked before the present summer is out.



PHANTOM BICYCLE 1869

BIG DEMAND FOR VANS.

MINNEAPOLIS, Minn., June 22.—H. F. Turner, of the Minneapolis Motorcycle Company, reports a big increase in business in the past week, especially of the Minneapolis delivery tri-cars. Stanley T. Kellogg, of Bridgeport, Conn., was in Minneapolis a few days ago closing the agency for Minneapolis machines. He expects to sell 1,000 of the machines before the present season closes.

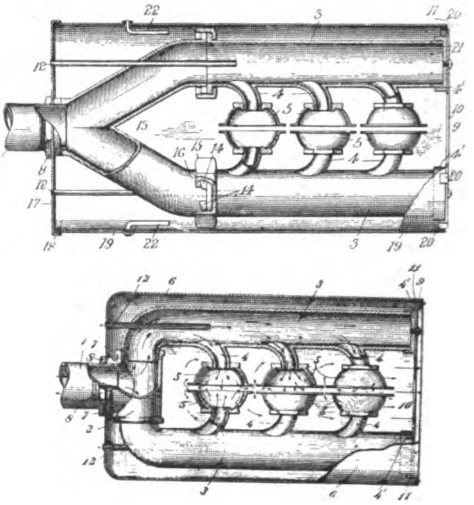
The G. & L. Cycle Company, of Seattle, Wash., sent L. C. Gregory to this city last week to close the agency for the Minneapolis light delivery cars and motorcycles for the State of Washington. Mr. Gregory placed a standing order for fifteen machines a week.

The company's demonstrators have also been busy this week giving exhibitions to the local merchants who are elated over the delivery tri-car. Manager Turner reports many sales pending and hopes to close two or three large deals with two of the large department stores in this city.

UTOPIA CLUB'S RUN

BROOKLYN, N. Y.—On Sunday, June 30, the first annual summer run of the Utopia Motorcycle Club, of this city, will be held. The route is laid out to cover some of the finest roads on Long Island. The start will be from 1604 Bushwick avenue, corner Eastern Parkway, at 9 a. m. sharp, and the dinner stop will be made at Patchogue. Handsome gold fobs will be awarded to all who finish. Entries may be sent to Captain Louis Deck, 1604 Bushwick avenue. Entry fee is $1.50.

ANOTHER MUFFLER



JOHN T. GILMER, of Florala, Alabama, recently obtained patent No. 1,018.044 on an improved muffler which is described as follows: To the end of the exhaust pipe 1 is secured a T-coupling 2 from the opposite sides of which extend tubes 3, having their outer end closed by caps. The tubes 3 project from the coupling laterally with respect to the exhaust pipe, and are then carried rearward and outwardly in parallel planes. The dimensions of the tubes and the coupling are capable of variations, but for best results the combined diameters of the two tubes should be greater than the diameter of the exhaust pipe 1 so that the gases passing into these tubes may be permitted to expand. Extending inwardly from the opposed surfaces of these muffler tubes 3 is a series of branches or nozzles 4, which have their terminals arranged directly opposite each other, these branches being fitted in pairs. To the ends of the opposed members of each pair of nozzles are secured caps or spreaders 5, which are threaded upon the nozzles so that they may be adjusted to and from each other to vary the size of the opening left between their edges and thereby control the escape of the expanded gases. The number of nozzles may be varied according to the requirements of any particular engine.

NEW CANADIAN CLUB.

A PARTY of Toronto and Hamilton motorcycle officials journeyed to Berlin, Ontario, on Saturday, June 15, to attend a meeting of riders and succeeded in organizing the Twin City M. C., of Berlin and Waterloo, with a membership of eighteen. The new club unanimously decided to affiliate with the Canadian Motorcyclists' Association, and the constitution of the Toronto club was adopted in its entirety. The members of the new organization are planning to take part in the motorcycle and bicycle race meet at Waterloo on Dominion Day, July 1.

Those present at the meeting included: President K. R. Spencer, of the C. M. A.; J. M. Scott, Toronto, chairman of the competition committee, C. M. A.; President Johnston, Toronto M. C.; Herb Marshall, an old-time bicyclist; Walter Stoner and Dan Davis, of Toronto.

The Winnipeg club is now said to be in favor of affiliation with the C. M. A., word to that effect having been received at headquarters of the association. Individual riders in all parts of the country are falling in line.

LOS ANGELES GRIND SEEN FROM TIRE CAR

Manager Lingenfelder, of Goodyear Branch, Tells Graphic Story of Hardships Suffered by Participants in Three-Day Grind Through Sand and Over Rocky Grades.

I STARTED on this trip for the sole purpose of taking care of all the participants. I left Los Angeles in company with J. U. Widrin, sales manager of the Los Angeles branch of the Willys-Overland Motor Car Company, in an Overland "30." I had a supply of Goodyear tires, a Goodyear air bottle and a fine disposition. The car was plastered with Goodyear tire signs, which aided us greatly in making the necessary speed through small towns. Town constables did not molest us during the entire trip, and believe me, we had to make some speed to keep up with the two-wheeled machines.

We left Los Angeles after the last rider had checked out, in order that we might look after any of the boys who met with tire trouble or other mishaps, and we never saw any of the perfect score men until our arrival in Bakersfield, the first night's control. We arrived there at seven o'clock, 180 miles from Los Angeles. We had only traveled 11 miles out of Los Angeles when we caught up with one of the boys who had a loose rear mudguard. We inquired if we could do anything for him, but he did not need help. We then went on to San Fernando, the first checking point, where we found a number of the boys waiting to check in; one of them was 35 minutes ahead of time. We did not wait for the last man to check in, as we knew it would not be long before they would overtake us. At Saugus, 34 miles from Los Angeles, three roads lead to Bakersfield, one via Mint Canyon, one via Soledad Canyon and the other by way of Elizabeth Lake. The course was through Mint Canyon, but one of the boys lost a perfect score by taking the Elizabeth Lake road and riding 22 miles out of his way. We tried to stop him, but could not attract his attention, his only thought being to make the next control on time.

Our next stop was Acton, where this rider caught up with us. There we took on gas, as after leaving this point gasoline costs 40 cents a gallon. The rider referred to made a perfect score after leaving this point, but his detour cost him several points. We met one rider sitting on the roadside just outside of Acton who was all in, and for once I was glad I knew how to ride a motorcycle. His trouble was that he had gone through a ford and short-circuited his magneto and had pedaled so long in endeavoring to start his machine that he was completely exhausted. Mr. Widrin took the wheel of our car and carried this rider to the top of the grade while I rode the machine up for him. I knew that my riding would disqualify him, but he insisted that he wanted to finish the run and had lost so much time in endeavoring to start the machine that he was only too glad to have me help him out. After this we saw nothing but motorcycle tracks until we reached Del Sur, 87 miles from Los Angeles, where we found a lonesome motorcycle near the road in two pieces. There was no rider in sight until we came to a farmhouse down the road, where the unfortunate rider was sitting on the porch with a sorrowful look on his face. He said there was nothing we could do for him, so we continued the journey. Just outside of Fairmont we passed the United States tire car and hurried on for Bailey's Ranch, where we figured on getting lunch. After leaving Bailey s Ranch we met a rider with three holes punched in the left side of his crankcase. We waited to see if the machine would run, and, to our surprise, he started off, and that was the last we saw of him until we arrived in Bakersfield. He had to go over a sandy road where it was nearly impossible for us to get through.

We arrived in Bakersfield covered with dust and grease and tired out. The tire car left Bakersfield the next morning at eight o'clock. after we had purchased a canteen, as we had been informed that this day's run would be even worse than the day previous. It proved to be the worst road I have ever driven over, and I am wondering yet how the motorcycles ever got through. The bad roads started at a little town 28 miles out of Bakersfield, called Wasco, and you can tell my Eastern friends to shy clear of the road from Wasco to Lost Hills—about 25 miles of nothing but dust and sand, the reason being that 18-mule teams traverse this road daily, hauling material to the oil fields. We finally arrived at Lost Hills—a saloon—where we took on water (and other wet goods).

About the most enjoyable feature of the trip was the unfailing sense of humor of my friend Widrin, who was equal to every occasion; I had taken pains to explain to him before leaving Los Angeles how pleasant the trip would be. After leaving Lost Hills we ran onto a road equal to any boulevard, and for 50 miles we followed a telephone line and the road, never even getting sight of a house. On this road it was necessary to open and close five barbed wire gates on account of cattle grazing, and after having ridden through the sand and over an almost impossible series of bad roads one of the boys plunged through one of these gates, severely cutting his throat and almost putting him out. However, he managed to get through to San Luis Obispo, where we missed him, and did not learn of his accident until we reached Santa Maria at 8 p. m. Five miles out of San Luis Obispo he broke down on account of magneto trouble, and as he had spent all of his money in San Luis Obispo getting his machine repaired, I hired an automobile in Santa Maria to bring him in, and bought him a ticket to Los Angeles.

Saturday morning we arose at five o'clock to see the riders off. After seeing the last man under way we started for Santa Barbara, determined to keep right after the riders. We arrived in Santa Barbara just ten minutes after the last man checked in; all of them made the trip to this point with a perfect score. We stopped at the Arlington Hotel in Santa Barbara for lunch and certainly did enjoy getting a decent meal once more. Between Santa Maria and Los Angeles there are four very steep mountain grades, and certainly some of the most beautiful scenes in California.

One of the boys broke a valve at Carpenteria and 'phoned to Fred Low, the Santa Barbara Excelsior agent, who went out and brought him in. While Mr. Low was having a new valve made this rider set about cleaning his machine up, and flooded his engine with gasoline. He turned it over without shorting his magneto and set fire to the machine and also to the repair shop, and for a few minutes the boys had quite an exciting time putting out the blaze. We reached Los Angeles at 7.30 p. m., about an hour behind the last man, and found that out of forty-two starters fourteen had made perfect scores and five other riders had finished with but a few points charged against them.

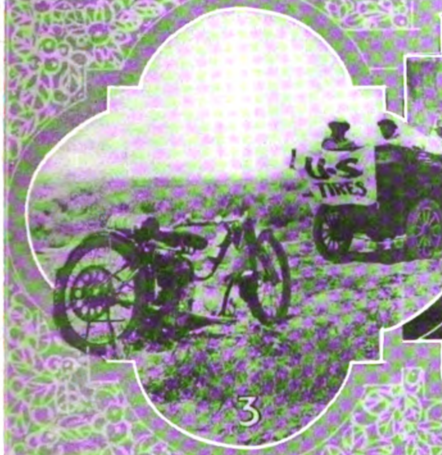
Our object in going on this run was to assist in making it a success, and while we returned to Los Angeles with our supply of tires intact, we found it a pleasure to help the boys whenever they were in need of assistance. In conclusion I want to say that if I ever go on another motorcycle run, I want to go in an airship so I can make detours and short cuts and head the riders off.

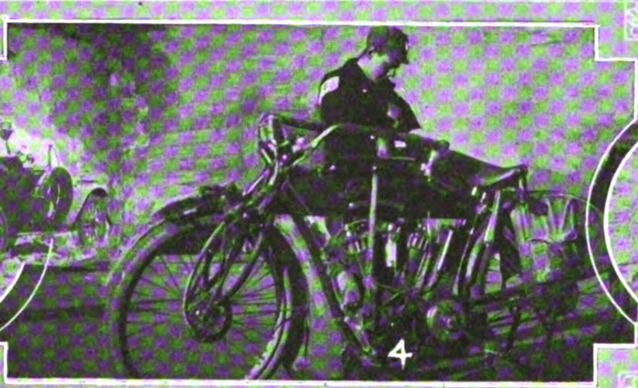
FINAL STANDING

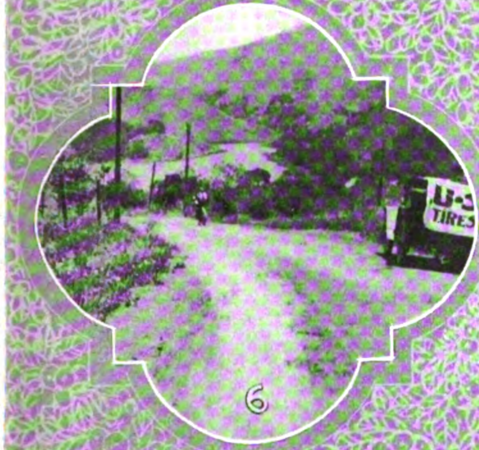
Officials Approve List of Twenty-two Finishers in Recent Los Angeles Endurance Contest.

AT a recent conference between Charles Fuller Gates, F. A. M. representative on the Pacific Coast, the endurance run committee of the Los Angeles M. C. and A. H. McCulloh, who acted as official scorer, the tally sheets for the recent three-day grind of the Los Angeles club were checked carefully and the list of perfect scorers was officially approved. It was decided unanimously to eliminate the controls at Acton and Del Sur, where mistakes were made in the schedule, and regard these as registering points only. The final standing of the ride finishers is given as follows:

Professional class: Paul J. C. Derkum, 7 Indian, U. S. tires, 1,000 points; Amateur class: R. D. Bissett, Excelsior, U. S. tires, 1,000 points; A. J. Menegay, Indian, U. S. tires, 1,000 points; W. C. Vaughn, 7 Merkel, U. S. tires, 1,000 points; O. Bosshart, Indian, U. S. tires, 1,000 points; K. Verrill, 5 Yale, Goodyear tires, 1,000 points; C. Biggs, 6 Excelsior, Goodyear tires, 1,000 points; H. Shafer, 5 Thor, Goodyear tires, 1,000 points; W. S. Bryson, 6 Merkel, Diamond tires, 1,000 points; F. Johnson, 6 Excelsior, Goodyear tires, 1,000 points; T. Johansen, 7 Indian, U. S. tires, 1,000 points; Jas. Leonett, 7 Indian, U. S. tires, 1,000 points; L. T. Clark, 7 Indian, U. S. tires, 1,000 points; E. Knappe, 7 Indian, U. S. tires, 1,000 points; G. L. Ledbetter, Indian, U. S. tires, 1,000 points; Chas. Wride, 7 Indian, U. S. tires, 998 points; Wm. Kuhn, 7 Indian, Goodyear tires, 987 points; H. Lightcap, 7 Thor, Goodyear tires, 955 points; Ray Little, 4 Harley-Davidson, U. S. tires, 950 points; F. E. Holdridge, Excelsior, Goodyear tires, 886 points; H. H. Redfield, 5 Minneapolis, U. S. tires, 666 points; G. C. Speer, 7 Indian, Goodyear tires, 666 points.

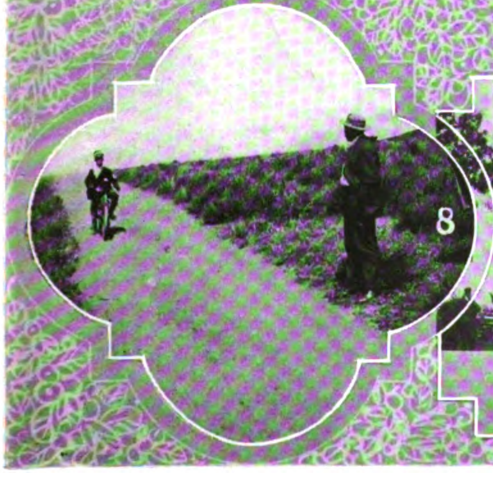






THAT LOS ANGELES GRIND.

Picture No. 1 shows a mountain trail, one of half a dozen the riders were obliged to climb. 2—Riders being assisted by crew of United States tire car. 3—A machine abandoned in the desert. 4—"Shrimp" Menengay filling his tank at Bakersfield. 5—Goodyear and United States tire cars. 6—A rare stretch of good road. 7—A solitary road-plugger. 8—Nearing a control. 9—Home of the Los Angeles club. 10—A palm-lined driveway.



MOTORCYCLE CLUB
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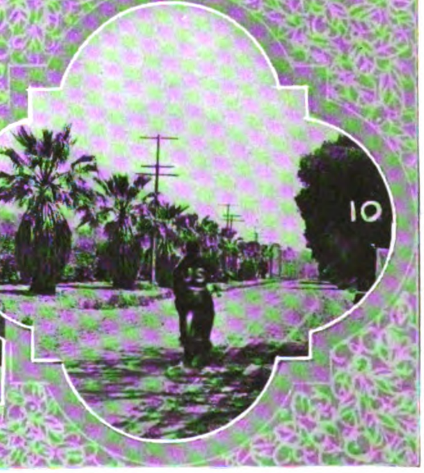
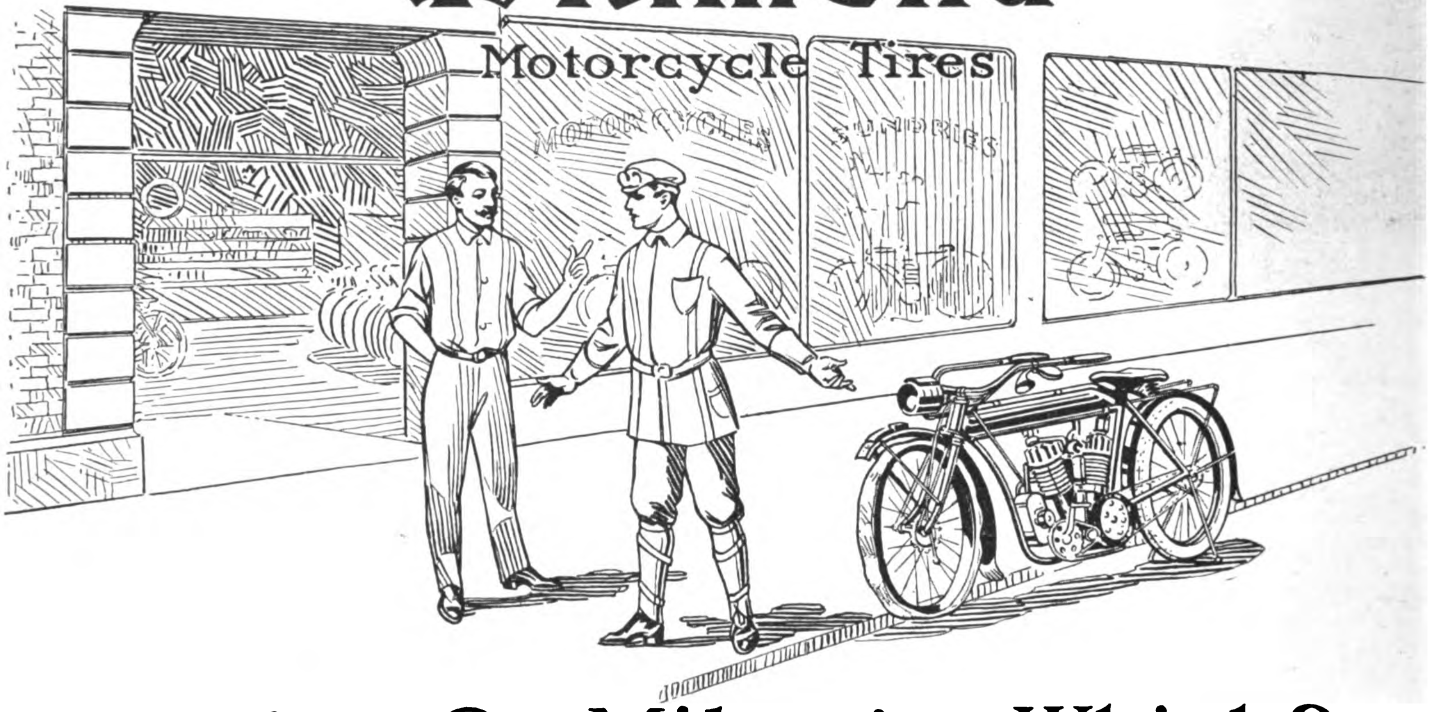


Diamond



Price Or Mileage - Which?

When buying a tire do you buy on a price or mileage basis?

Do you get what you pay for?

A cheap tire will in the long run cost more than the higher-priced one.

Diamond motorcycle tires are built up to a standard not down to a price and distributed through reliable dealers only—the dealers who are looking to your profit as well as their own.

Their profits on Diamond tires may be a little less than on others but they are looking for your continual patronage.

Like the tires they sell you; they can be depended on.

You can't get mileage out of a tire unless it is built into it.

Diamond motorcycle tires are built of fabric specially woven of long staple Sea Island cotton and pure Para rubber compounded according to formulæ which are the result of 14 years experience in rubber compounding.

They are miniatures of the famous Diamond auto tire, the largest selling single brand of tires in the world.

The first tire for motor driven vehicles made in America was a Diamond. Diamond quality is today as it was then the standard of comparison.

If you want a tire scientifically constructed for all around work, you are looking for the Diamond.

The universal demand is evidence that we have accomplished our purpose—Greatest Mileage. The cost is no more than for other standard makes.

Diamond tires are made in two treads—studded and corrugated—but only one quality!

Single clinch only and in all sizes to fit the 26" and 28" rims, including the 29" x 3", specially adapted for tandem riding, side cars, heavy riders and delivery machines.

Send for Our Motorcycle Book. It's Worth Having.

We could build them cheaper
—But we won't.
We would build them better
—But we can't.

The Diamond Rubber Co. of N. Y. - Akron, O.

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J. LEO SAUER,
President

EDITORIAL

THURSDAY JUNE 27, 1912
Entered as second class matter July 6, 1908, at the Postoffice at New York, N. Y., under act of Congress, March 3, 1879.
H. N. CONDICT,
Secretary

NET PAID CIRCULATION, THIS ISSUE, 11,315

THE FEDERATION.

A NEW era in the history of the Federation of American Motorcyclists will be opened when the 1912 National Assembly convenes in Columbus next month. Throughout the country, to officials and members of the organization has come a realization of the fact that mere growth, however rapid, is nothing as compared with progressive development. A strong membership is truly necessary, but without service it is but little. Active recruiting work is most desirable, but it is more important to renew one old membership than to get two new members. And the old members will stick only provided they get a fair return for their investment, however small that may be.

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IN a fraternal organization, success in the final analysis is dependent upon the rendering of service. Only a minority can be expected to support an organization simply to "boost things along." The spirit of good fellowship, however admirable, of itself never did and never will insure the permanence of a society of men. The majority, in default of getting at least double value for what they have given, will soon lose interest and fall by the wayside. And the effect of their influence is far worse than the lack of support for which those who have never been interested are responsible.

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THE above is not written in a fault-finding spirit; on the contrary, it is the writer's firm conviction that the F. A. M. has done nobly, considering the immensity of the task it has undertaken. Now that it has reached a most satisfactory membership total, real organization is in order, and the problem is by no means an ordinary one. The first aim should be to effect a closer and more compact inter-relation of its constituent parts, and it is our belief that this can be best accomplished by making the State Commissions the units of the association, directly responsible to the national officers for conditions in their respective territories.

THIS will place the responsibility where it belongs, and induce the State heads to take more interest and a greater pride in their work. Competition will be keen among the commissioners to achieve the best results, not only in the way of increasing membership, but also in the matter of producing genuinely constructive work. The State Commissioners will then co-operate more actively with the National Committees, which, with two exceptions, have accomplished very little. The writer makes this statement advisedly, as he is chairman of one of the National Committees, and knows that it is impossible to produce satisfactory results under existing conditions. He knows that the work of his own committee has been far below the standard, the Competition and Membership Committees being the only two which deserve any credit whatsoever. These two committees have at least had some co-operation, without which a National Committee chairman is a mere figure-head.

★

AT Columbus this condition of affairs will be remedied, and the criticisms which have been directed against the F. A. M. will be heard no more. Membership growth will be more rapid than ever because of a larger percentage of renewals, which, after all, is the only way of measuring the concrete value of an organization of this character.

ADVERTISING—4.

There may be exceptions to prove the rule, but we cannot recall an advertised business in which the leading firms are not also the most consistent advertisers.

And can you think of as many as three lines of business which are not advertised? Or as many as six in which the leaders are not liberal users of space in class journals?

Through class journal advertising a firm secures a footing in a trade more quickly, easily and economically than by any other means. Thousands of firms owe their development during the vital first two or three years of their existence almost entirely to trade paper advertising.

Such a paper as Motorcycle Illustrated, *appealing to an appreciable number of a certain class of buyers, offers a comparatively large circulation, without any waste whatsoever, at a remarkably low cost to advertisers in its field.*

There is between such a paper and its advertisers an intimate relation, for they have many things in common. That relationship makes the closest kind of co-operation inevitable. The value of the right kind of co-operation is so generally recognized that it need not be demonstrated.

★

FEDERATION SPECIAL.

THURSDAY, July 11, Motorcycle Illustrated will issue its annual Federation Special in honor of the F. A. M. Meet in Columbus. This number will be characterized by many special features and it will be worthy of its title in that it will, after giving a brief history of the Federation, and explaining what it is now, seek to point the way to a vastly greater future. The experiences of similar organizations, their successes and failures and the lessons they teach, will be recited, with a view to impressing upon the officers of the F. A. M. the needs of that organization. The Federation Special of Motorcycle Illustrated will be printed throughout on coated paper, elaborately illustrated and filled from cover to cover with editorial matter of the highest quality and the greatest practical value to motorcyclists. For advertisers this issue promises to be a wonder, as it will not only reach a particularly high class of buyers, but will also attain circulation figures never before reached by this publication, which means that the Federation Special of Motorcycle Illustrated will be the most widely read number of any motorcycle journal ever issued in this country. Advertising forms close Saturday, July 6.

With the Publisher

Our Touring Service, Questions and Answers and Improvement Contest

OUR TOURS SERVICE.

WE have practically perfected arrangements for giving readers of MOTORCYCLE ILLUSTRATED more efficient, prompt and accurate touring service. Answers to touring questions of general interest will, as heretofore, be published in our Touring Department; replies to inquiries of a special nature will be made by mail. The advent of the touring season has resulted in our receiving requests for information for as many as twenty-five tours a day, far more than we were in position to properly handle. But appreciating that a publication owes its readers the best possible personal service it can render, we have been for some time at work perfecting details to the end of our being able to mail answers to touring inquiries the same day they are received. That is not yet always possible, but it will be shortly. In the meantime our readers are invited to let our editors help them in laying out their vacation trips. We have a mass of valuable touring information on file, and feel qualified to give accurate data for every part of the country.

A BOOK OF TOURS.

IN response to hundreds of inquiries for our Spring Touring Number, an edition of 13,500, which was exhausted two days after the issue appeared, we have reprinted the fifty maps and 350 tours in one volume, with an attractive touring cover. We have entitled it "Motorcycle Tours in the United States," and copies will be mailed postpaid to any part of the United States upon receipt of 15 cents in coin or stamps. The tours of which this book is made up cover every tourable section of the United States and include all the best roads in each State. The important points of interest in the country are mentioned, and mileages and road directions are given. The book has 56 pages, the same size as those of MOTORCYCLE ILLUSTRATED, and every rider who failed to get a copy of our Spring Touring Number should acquire immediate possession of "Motorcycle Tours in the United States," 15 cents a copy, and easily worth ten times that amount.

SOMETHING NEW.

TWO attractive new features are to be found in this issue of MOTORCYCLE ILLUSTRATED, our first annual Improvement Contest and a special departure from the every-day method of conducting Questions and Answers. From past experience we know that both will prove interesting, instructive and, therefore, valuable. The Improvement Contest will be conducted throughout the summer months, and the closing date will be announced in the near future. The announcement of the contest, the prizes, the method of scoring and the other rules will be found on page 25. It is our opinion that every rider knows at least something about motorcycles that no other rider has a definite and distinct knowledge of. The purpose of the Improvement Contest is to bring out that something. Taking our Luggage Contest as a criterion, it is safe to predict that hundreds of riders will compete for the Improvement Contest prizes. But even those who do not win any of the special prizes will be paid something for every suggestion deemed worthy of publication. Read the rules carefully and then, for the general good of the greatest sport on earth, let us have *your* idea. Describe it, embody it in a sketch, if possible, and send it in.

H. T. ROBERTS,

Who will referee the National Meet in Columbus. Charles Fuller Gates, of Los Angeles, will be the honorary referee.

TURNING THE TABLES.

IN order to add still further to the value of our Questions and Answers Department, the editor will in each issue put a question of his own, inviting readers to compete for the prizes which will be given for the best two answers published in each issue. The primary purpose of this feature is educational, and its practical value can hardly be overestimated. The starters are comparatively easy questions, although the editor of the Questions and Answers Department assures us that he has some genuine posers in mind. Of course, he will try to answer all questions as heretofore, either through his department, or by mail, or both. Don't hesitate to ask questions. If we can answer them, we shall; if they are beyond us, we shall simply admit it.

OUR SENTIMENTS.

HERE'S a confession, also a prophecy. Until recently the publishers of MOTORCYCLE ILLUSTRATED, although constantly in touch with trade developments, lacked a complete understanding of the actual extent of this business. We have no hesitancy in admitting it, now that we know. Certain definite information has come to hand which proves the substantiability of the motorcycle business beyond all peradventure of doubt. These doubts, despite the assertions of many to the contrary, have been harbored more or less in the minds of all, at least to the extent of a person's questioning the permanency of this trade. Let those, manufacturers and others, who may have, openly or otherwise, entertained Thomasian thoughts, forthwith forget that they have ever been so foolish.

And here's the prophecy:

Less than five years from date there will be more motorcycles in use than there are automobiles now. In less than ten years, the combined yearly output of motorcycles will exceed that of motor four-wheelers during the same period.

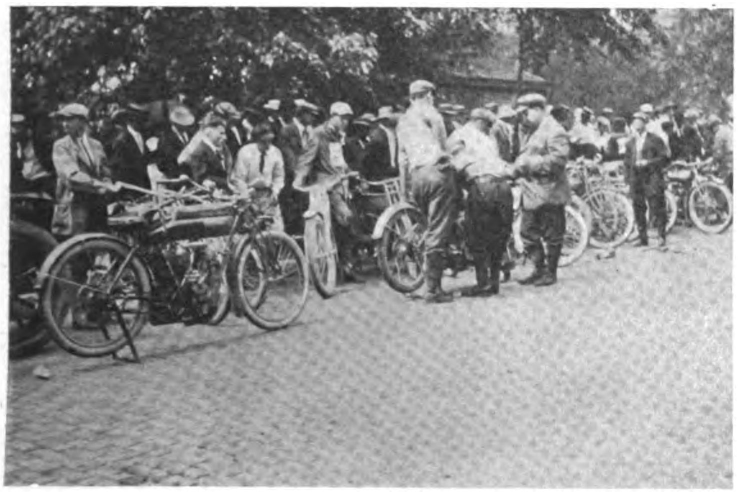
ATLANTIC DISTRICT MEETING.

ANNOUNCEMENT is made that a meeting of the Atlantic District of the F. A. M. will be held at the headquarters of the Elmira M. C., Elmira, N. Y., on July 3. Both afternoon and evening programs have been prepared, and a large attendance is expected. District Vice-President La Salle will preside.

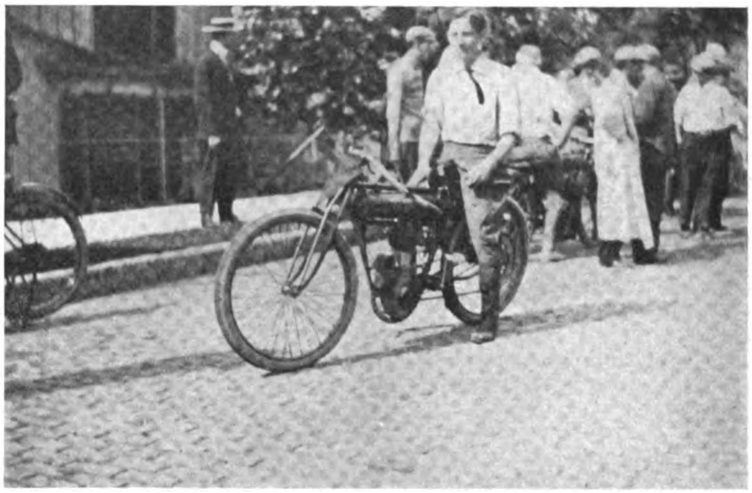
WANSTRAT AND JONES WINNERS OF CINCINNATI HILL-CLIMB.

Joe Wanstrat (Excelsior), Winner in "61" Class.

Line-up Before the Trials.



"Tuning up" for the Climb.



Vernon Jones (Merkel), Winner of 30.50 Event.

TWO motorcycle races were listed on the hill-climbing program of the Cincinnati Automobile Dealers' Association given on Saturday, June 17, and reports of the contests indicate that the riders of the motor two-wheelers attracted their share of attention. There were four entries for the first motorcycle event, open to machines of 30.50 cu. ins. Vernon Jones, mounting a 1911 Flying Merkel, made the ascent of 2.340 feet in 39 seconds; Pat McManus, Indian, was in second place, his time being 39⅕ seconds; Olin Ross, Indian, made the climb in 45⅗ seconds, and Sol Wise, Curtiss, was clocked at 47 seconds. The grade was about 11 per cent.

Six riders participated in the second motorcycle event for machines of the 61 cu. ins. class. Wanstrat, Excelsior, shot up the hill in 30 seconds, and Leaf, Indian, made the same time. Ross, Indian, made the climb in 30⅖; Heineman, Indian, in 31⅘; Oberding, Indian, in 32 seconds and Altnordoff, Indian, in 32⅘ seconds. The tie for first place was run off with Wanstradt leading in 29⅘ seconds; Leaf went up in 34⅗. A large crowd of automobile and motorcycle enthusiasts witnessed the trials.

A SOCIAL JAUNT.

ONE of the recent Sunday sociability runs of the National Capital Club of Washington, D. C., was to Ridgeville, Md., a distance of thirty-eight miles, and return. About fifty riders participated. At the last meeting a number of such runs were mapped out. The question of attending the Columbus convention was also discussed, quite a few members indicated their intention to attend. An endurance contest is to be held some time in July.

KEEPING ON THE MOVE.

THE Washington (D. C.) Motorcycle Club has adopted the policy of permitting no Sunday, when the weather is fair, to go by without a sociability run. The last run of this character was to Frederick, Md., fifty members participating. Dinner was enjoyed at Ridgeville.

BOSCH TROPHY RULES

Simple Point System Will Give All Riders Even Chance for Handsome Cup at Columbus.

FOLLOWING are the regulations which will govern the awarding of the handsome cup to be donated by the Bosch Magneto Co. to the rider scoring the greatest number of points in the F. A. M. championship races at Columbus:

The winner of the one-mile championship will receive four points, the second three points and the third two points.

The winner of the two-mile championship will receive six points, the second four points and the third three points.

The winner of the five-mile championship will receive seven points, the second five points and the third three points.

The winner of the ten-mile championship will receive eight points, the second six points and the third four points.

The winner of the hour championship will receive twelve points, the second seven points and the third five points.

It will be necessary for the winner of the trophy to compete in all events, the point system thus allowing the man who may receive only a third place in the one-mile race to still have a good chance to win the trophy. The motorcyclists of the United States will be deeply concerned in this contest, as the interest at the meet will be sustained throughout the four racing days, due to the fact that the winner of the trophy will not be known until the last championship race is run. The cup has been designed by the Gorham Manufacturing Co., of New York City, and is now nearing completion in the hands of this company's experts.

SERIOUS CHARGES

Hippodrome Contract Brings Earle Armstrong and Cleveland Track Management Under F. A. M. Fire.

As the result of efforts by officials of the new Cleveland saucer to stage races on a hippodrome basis and dictate sweeping terms to the riders, a number of the speedsters have "kicked over the traces" and the track management will be hard pushed to explain its position. Earle Armstrong, of the Excelsior racing camp, brought the dissatisfaction to a head on June 8 when he was refused permission to compete on the ground that his machine was too fast. In afternoon tryouts he had spun around the track in from 40 to 43 seconds for a mile, better time than had previously been made, and in the evening the management, through George I. Kreamer, who is acting as track manager, announced that it did not intend to have its stable of racers "cleaned up" by Armstrong. The latter appealed to Agent Zucker, Excelsior representative in Cleveland, and lengthy arguments followed. Finally Armstrong was allowed to ride an exhibition mile, which he turned off in 42 2-5 seconds.

The situation simmered until the following Sunday night, when "Shorty" Matthews dropped into Cleveland with his racing Thor. More conferences followed and Armstrong and Matthews were permitted to ride, but not until the former had signed an agreement to accept $35 win or lose and to gauge his speed so that if winning he would not lead by more than a machine's length. In the event of the latter stipulation being violated he forfeited his claim to the money. This contract, signed by Armstrong and Kreamer, the latter representing the track management, is the most serious piece of evidence so far produced. When a copy of it was placed in the hands of Chairman J. P. Thornley, of the F. A. M. competition committee, he at once made an investigation which led him to suspend the rider from competing in F. A. M. sanctioned events for a year, or until such time as he succeeds in justifying his action before the Federation competition committee. Chairman Thornley also informed the management of the Cleveland track that he would be obliged to refuse further sanctions unless a satisfactory explanation is given of the conditions under which the Excelsior rider was forced to compete.

On the Wednesday evening following the signing of the contract Armstrong was matched against "Brownie" Carslake, and in striving to live up to his agreement the Excelsior racer "pulled" his machine until the motor overheated and finally stalled near the tape. Carslake won by a yard or two. This riled Armstrong and before going out for the final he informed the track officials that he was going to open up and win, regardless of the margin. Accordingly he lapped Carslake and rode home at top speed. After the race Armstrong was "put on the griddle" for violating his contract, and was told that he would be barred from racing unless he adhered to the letter of the agreement. He replied that he could not be barred from the track under such conditions, if it was to be operated under an F. A. M. sanction, and later forwarded all the data to the Excelsior company. The company in turn placed the matter in the hands of Chairman Thornley.

CONNER SCORES AGAIN.

L. W. CONNER, the Pierce rider, who appears in the accompanying photograph, went up to Seattle, Wash., on June 17, from his home in Los Angeles, and finished with a perfect score in the endurance run between Seattle and Portland, Ore. Conner rode his Pierce single and was the only rider in this class to reach Portland with a clean score. Seven singles started. There were thirty entries in all, and only three scored perfectly, two Merkel twins getting through on schedule in addition to Conner. The run was over some of the worst roads imaginable, and because of heavy rains it was necessary to call off the return run from Portland to Seattle. The total mileage between the cities is 202 miles, and the average speed maintained was 24 miles an hour.

ON THE COMMERCIAL LIST.

THE number of Winnipeg's commercial motorcycles is steadily increasing. The Winnipeg police department has just added two Indian sevens to the six already in service, and a single-cylinder Excelsior has been purchased by the city for the use of the playgrounds commissioner. The Vulcan Iron Works has purchased an Indian machine for the use of their city traveler, and a number of other firms have intimated that they will soon install motorcycle outfits for commercial use.

CYCLE TRADES PROGRAM

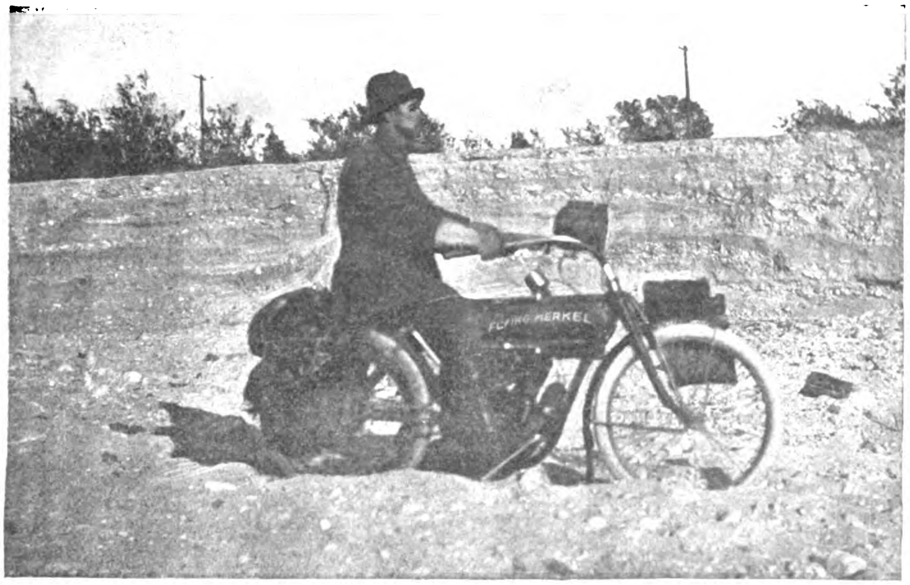
Chairman Surre Reports That Plans for Detroit Convention Include Features of Unusual Interest.

CHAIRMAN SURRE, of the committee in charge of arrangements for the sixth annual convention of the Cycle Trades Industries, to be held in Detroit, August 6-9, inclusive, reports that the program for the assembly has been almost completed. While it is impossible to give a detailed outline of the program at present, it is certain that there will be "something doing" from Tuesday, the opening day, until the last horn blows on Friday.

The committee has chartered a large pleasure steamer for both daylight and moonlight sails on Lake St. Claire and the Detroit river, and a theatre party is to be another feature. In addition there will be the usual bowling tournament and baseball games. Reports from the Cadillac Hotel in Detroit are to the effect that a number of applications for accommodations have already been received, and there is every reason for believing that the coming convention will go beyond the highly successful assembly of last year which drew a large and enthusiastic gathering of trade boosters to Atlantic City.

ONE of the largest department stores in Minneapolis, Minn., has adopted a motorcycle for delivery purposes.

Earle Armstrong (on the machine) and Victor Gibson.



TRAILING SMUGGLERS

Inspector Who Scouts Along Mexican Border on Motorcycle Sets a Hot Pace for Fugitives.

W. C. VAUGHAN, who appears in the accompanying photograph on his Flying Merkel seven, is undoubtedly one of the most picturesque figures mounting a motorcycle in this country today. He is an inspector in the service of the United States Immigration Bureau, and it is his duty to patrol the Mexican border for the purpose of apprehending smugglers. Vaughan's life is one of thrills and narrow escapes, and on more than one occasion the motorcycle has saved him when it appeared that his adventurous career was to be cut short by a band of wrathy smugglers. As Vaughan does most of his work single-handed, strategy is necessary, and it is his aim to capture the offenders by riding them down singly instead of encountering them in a party. In this service his motorcycle has proved invaluable. Former inspectors, mounted on horses, were outrun by the smugglers, but when Vaughan once takes to a trail on his motorcycle nothing but a serious accident will permit the fugitives to escape.

Vaughan lived in Japan for a number of years, and speaks Japanese and Chinese fluently. When he decided to take up the work along the Mexican border he also mastered Spanish. Thus equipped as a linguist, he is able to meet all the conversational demands of his position. For the rest, he is a wiry, cunning scout of steel nerves. At all times Vaughan carries a sawed-off automatic shotgun and a brace of pistols, and not infrequently he is called upon to use them. As he finds it necessary to camp in the open for weeks at a time, he is obliged to transport a full camping outfit on his machine; his method of carrying equipment is shown in the picture. It will be noted that Vaughan has eliminated pedals and provided footboards on his motorcycle. He uses an Eclipse free-engine clutch in conjunction with a self-starter, and states that he could not dispense with these adjuncts.

Riders who complain of having to carry the equipment necessary for an ordinary tour will do well to study the make-up of Vaughan's regular kit, which is arranged as follows: Large automobile headlight, Prest-O-Lite tank, extra oil and gasoline tank, extra belt, valve springs and numerous other small parts; large assortment of tools, large pump, two extra tubes and tire repair outfit; one automatic shotgun and 100 shells for it; two Mauser automatic pistols and 100 rounds of ammunition for them; a camera, six tins of canned goods, salt, pepper, coffee, condensed cream, etc.; coffee-pot, skillet, plate, knife and fork, change of underwear and other clothing; rubber blanket, potatoes, onions, flour, bacon, dried fruit and soap; water canteen, three pairs of handcuffs, a roll of bedding and a heavy overcoat.

Vaughan is a familiar figure in every town in Southern California and Mexico, and when not on the trail of smugglers he has done much to advance the cause of the motor two-wheeler throughout that section of the country.

A SORELY NEEDED LAW.

ONCE more the necessity for legislation to provide for rear lights on all road vehicles at night has been brought home forcibly, this time in St. Louis, Mo. L. G. McKellopes, 18 years old, while riding a motorcycle with a party of friends on the outskirts of the city, ran into the rear of a big brewery truck and was instantly killed. Several of McKellopes' companions struck his machine and were injured, but not seriously. There appears to be positive evidence that no lights were visible from the rear of the truck, and as it was traveling slowly it did not make enough noise to warn the motorcyclists.

CLIMBED HILL WITH PASSENGER.

FRANK D. STAUFFER, of Columbia, Pa., reports that he recently carried a tandem passenger up the famous Chickies Hill, near Columbia, on his single-cylinder Reading-Standard. Stauffer weighs 140 pounds and his passenger weighed 110 pounds. The hill has given automobile tourists much trouble, and Stauffer takes justifiable pride in his accomplishment.

IN order to effect a saving in time for the meter-repair man of the Salt Lake City Water Company, the company furnished him with a motorcycle.

DEPUTY GETS F. A. M. CHECK.

NATIONAL SECRETARY GIBSON reports that the F. A. M. has just paid its fifth award of $25 for the recovery of a motorcycle stolen from a member of the Federation. On April 20 a motorcycle owned by Harry J. Towne, of Baldwinsville, N. Y., was taken and Deputy Sheriff Charles F. Chapman, of Onandaga County, N. Y., had the case turned over to him. Chapman took up the trail, made an arrest promptly and recovered Towne's machine. The thief is now in the Elmira Reformatory, and Deputy Sheriff Chapman has a $25 check from Secretary Gibson.

A BOOM FOR CAMPBELL.

CLEVELAND enthusiasts, who are never contented unless they are boosting, and who seldom err in choosing an object for their uplifting efforts, are now waging a dignified but determined campaign in behalf of Jesse Campbell as a candidate for election to the F. A. M. Board of Directors. That they have picked a likely nominee cannot be denied, and the Clevelanders feel confident of having him seated in the governing board of the national organization before the Columbus convention is brought to a close.

WANTED TO SEAL CUT-OUTS.

BALTIMORE, Md.—The mufflers on all motorcycles in this city will hereafter be closed. The City Council has passed an ordinance involving this decree. The question of closing the mufflers has long been agitated, but only recently the City Council took interest enough in it to frame an ordinance. The clubs here backed the measure, but they were greatly surprised that the framer of it had included a provision whereby the mufflers must be sealed. This clause was objected to at the last moment, and it was eliminated.

IN A NEW FIELD.

U. S. GOVERNMENT FOREST SUPERVISOR P. G. REDINGTON, of North Fork, Cal., has recommended that motorcycles replace horses for the use of the men who patrol the Government forest reserves.

CREDITABLE SERVICE RECORD.

E. HEPLER, of New Orleans, La., came into possession of the Reading Standard machine shown in the photograph in 1910 and he is still using it regularly. What's more to the point, he asserts that it has never had a general overhauling.

"ROCK-ROLLING" PARTIES.

C. E. WILLIAMS, of Douglas, State F. A. M. commissioner for Arizona, forwards the accompanying photographs with a view of proving that road improvements in his district are not being entirely overlooked. The motorists shown in the pictures compose "rock-rolling" parties which recently went out over the roads in the vicinity of Douglas for the purpose of clearing away stones and other obstacles. The "rock-rolling" trip referred to covered nearly 100 miles of roadway. Commissioner Williams reports that several other trips along similar lines are being planned and that the road between Douglas and El Paso and on to Phoenix will be in fair condition in a month or two. In the immediate vicinity of Douglas the roads are oiled and kept in repair by the county and State authorities, and it is stated that they are in condition for motorcycling at all times of the year.

NEW TRACK OPENS WITH FINE CARD

John Constant Wins First Race On Point Breeze Bowl, Sharing Honors of Meet With Klebes and Vanderbury—Big Crowds Attend.

PHILADELPHIA, Pa.—About six thousand racing fans attended the opening meet on the new Point Breeze saucer on June 18, for which a highly satisfactory card of events was prepared. Harry Klebes, of Philadelphia, mounting his 7 Indian, gave a fine account of himself and cleaned up in the free-for-all races. John U. Constant, of Brooklyn, N. Y., won the first event, at five miles, on his Indian. Summaries:

Five-mile amateur event, for 61.00 class stripped stock machines—Constant, Indian; Davis, Indian. Time, 4:46.

First heat of 7-mile, professional, Class B event—Klebes, Indian; Vanderbury, Indian; Hollenback, Indian. Time, 1:29⅗.

First heat of 8-mile, professional, Class C—Klebes, Indian; Vanderbury, Indian; Hollenback, Indian. Time, 1:42⅗.

Five-mile event, professionals, 30.50 class—Klebes, Indian; Vanderbury, Harley-Davidson, did not finish. Time, 2:51⅕.

Second heat of Class B, professional, two miles—Klebes, Indian; Vanderbury, Indian; Vidette, Indian. Time, 1:32.

Second heat of Class C, professional, two miles—Klebes, Indian, Vanderbury, Indian; Vidette, Indian. Time, 1:42⅗.

Eight-mile open, trade riders, 61.00 class—Constant, Indian; Davis, Indian. Time, 7:18⅘.

Final heat of Class B event, three miles—Klebes, Indian; Vanderbury, Indian; Vidette, Indian. Time, 2:21[illegible].

Final heat of Class C event, four miles—Klebes, Indian; Vanderbury, Indian; Vidette, Indian. Time, 3:09[illegible].

Three-mile exhibition by Eddie Hasha; time, 2:01⅘.

PHILADELPHIA, Pa.—Daring riding by Harry Klebes, on an Indian, featured the races held on Saturday afternoon and evening, June 22, on the new motordome at Point Breeze Park. His desperate sprints carried him to victory in every event on the program but one, and he did not compete in that race. The large crowd of spectators was treated to three spills in addition to brilliant struggles for leadership in the seven races.

Prior to the start of the fourth race Springler took a tumble that landed him on the soft turf inside the track. He arose uninjured, but his machine was sufficiently damaged to keep him out of the contest.

One of the worst spills occurred before the start of the sixth race. Springler also figured in this. He was saved from possible serious injury only by the cool headed daring of Pancoast, another rider. Springler in trying to climb the track lost control of his machine and rolled down toward the running board. Directly behind him came Pancoast tearing along at nearly a mile-a-minute gait. When he saw Springler's predicament he quickly shut down his engine, applied the brakes, and in trying to avoid the racer who was shooting along the track he plunged into the other motorcycle, leaping from the seat of his own machine at the same instant. He shot into the air and landed high up on the track, sliding fifteen feet before rolling down to the running board. Both riders arose uninjured and when Pancoast continued he was wildly cheered.

Harry Klebes.

The next thrill followed before the seventh race when the riders were tuning up Thomas, a Pacific coast champion with a reputation for dare-devil riding, had trouble with his steering gear and was flung over the handlebars of his machine into the high grass inside the track. He was uninjured, but his machine was damaged and he withdrew from the race.

Klebes and Thomas furnished one of the most exciting contests of the afternoon in a five-mile match race. Klebes jumped to the front after the riders had circled the track three times for the first mile. He was soon nosed out by the Westener and for ten laps they were neck and neck. Thomas then increased his lead to about twenty feet, but on the last lap the Quaker boy opened up and shot across the line, a winner by a slight margin. Eddie Hollenback, who was prevented from entering several of the races because the officials questioned the horsepower of his Indian engine, won the fourth race on a Bradley with ease, defeating Pancoast and Pratt. Summaries:

Class B, three miles—Won by Klebes; second, Thomas; third, Vidette. Time, 2:10⅘.

Five miles, professional, 30.50 class—Won by Klebes; second, Reuss. Time, 4:50⅘.

Class C, four miles—Won by Klebes; second, Thomas; third, Vidette. Time, 2:54.

Class D, six miles—Won by Hollenback; second, Pancoast; third, Pratt. Time, 5:02⅗.

Class B, four miles, final heat—Won by Klebes; second, Vanderbury; third, Thomas; fourth, Vidette. Time, 3:02⅗.

Match race, five miles—Won by Klebes; second, Thomas. Time, 3:45⅗.

Class C, four miles, final heat—Won by Klebes; second, Vidette; third, Vanderbury. Time, 2:59.

EIGHT CLEAN SCORES

Eccles and Coes, with Side-Car Outfit, Were Among Those Who Finished Worcester Club's Endurance Run.

EIGHT riders, out of nine that started, scored perfectly in the first of a series of endurance runs held by the Worcester (Mass.) Motorcycle Club on Sunday, June 23. Thirteen riders had signed up for the contest, but four failed to appear in time for the getaway. The route was from Worcester to Concord, N. H., via Lowell, Mass. Checking stations were located at Lowell, 50 miles; Nashua, 64 miles; Manchester, 82 miles, and Concord, 100 miles; the turning point was reached at noon, the start having been made at 7 a. m. One hour was allowed at Concord and the return trip was taken up at 1 p. m.

Following is the list of contestants: Howard L. Clark, 7 Indian; M. S. Ripley, 7 Excelsior; F. I. Kidder, 5 Indian; Paul Rhode, 4 Thor; Warren B. Bye, 6 Excelsior; C. Nelson Robinson, 7 Indian; C. H. Anderson, 7 Excelsior; C. C. Clark, 6 Excelsior; W. E. Eccles and Russel R. Coes, with 7 Indian and Majestic side-car. It is worthy of note that Eccles and his passenger made the trip in good time and experienced no more difficulty than the other riders.

Howard Clark was the first rider to check in at Worcester on the return trip; he arrived at 5:20 p. m., having made the run from Lowell in one hour and twenty-five minutes. He was followed by Ripley at 5:32; Kidder at 5:38, and Rhode at 5:39. Eccles and Coes, with the side-car, checked in fifth. They reached Worcester at 5:44, with 17 minutes to spare. Bye rolled in at 5:55; Robinson at 5:56, and Anderson, 6:02. According to the records at hand this is the longest endurance run held in this country in which a side-car participated and finished with a perfect score. In addition to Coes' weight of 145 pounds the side-car carried about 25 pounds of supplies and tools, so that the passenger attachment really served as a "trouble wagon."

ACTIVITY IN TRENTON

Riders of Capital City Are Planning Joint Outing with Newark Squad—Side-car Is Popular.

TRENTON, N. J.—An unusually busy session of the Central Jersey M. C. was held on June 14. A committee was named to arrange for an endurance run to be held in July and a second committee was authorized to confer with officials of the New Jersey M. C., of Newark, with reference to a joint outing. The club members are now making weekly trips to Philadelphia to attend the motorcycle races which are benig held on the new Point Breeze motordrome. Plans are being taken up for a summer camp, at which riders and their friends may sojourn when they find it possible to get away from the city for a day or two.

In spite of the advanced season local motorcycle dealers are rushed with orders, and it is worthy of note that the side-car is becoming quite popular throughout this district. John Sykes, Jr., Indian agent in Trenton, has received an order for a side-car from the State Geographical Survey Department. It is to be used by State Chemist R. B. Gage. The chemist is preparing to obtain specimens of road material from all parts of the State, and it is believed that the side-car will prove invaluable in this service.

ON TUILERIES BOWL

Patterson Shows Well at Denver, and Boyd, Fleckstein and Cox Figure in Thrilling Matches.

DENVER, Col.—The largest crowd of the season packed the grandstand and field at Tuileries Park on Sunday, June 23, to witness the first program of races put on for three weeks. Rain caused the postponements. Andy Patterson, although forced to retire from the first race on account of a broken gas pipe, was the star of the afternoon, winning two open races. Due credit, however, is given Jim Cox, for the extraordinary showing he made with a comparatively slow machine. He took second place in every event entered and gave the winner a close rub. The match races between Boyd and Fleckstein and Patterson and Cox were hair-raisers throughout, first one and then the other leading.

Ed. Swartz, of the Indian camp, and Al. Sharp, one of the track timers, were returning to the city on a tandem after tryouts on the track when in the dark they ran into the rear end of a buggy and sustained serious injury. Both riders have broken bones and painful cuts and bruises. Summaries of June 23 races:

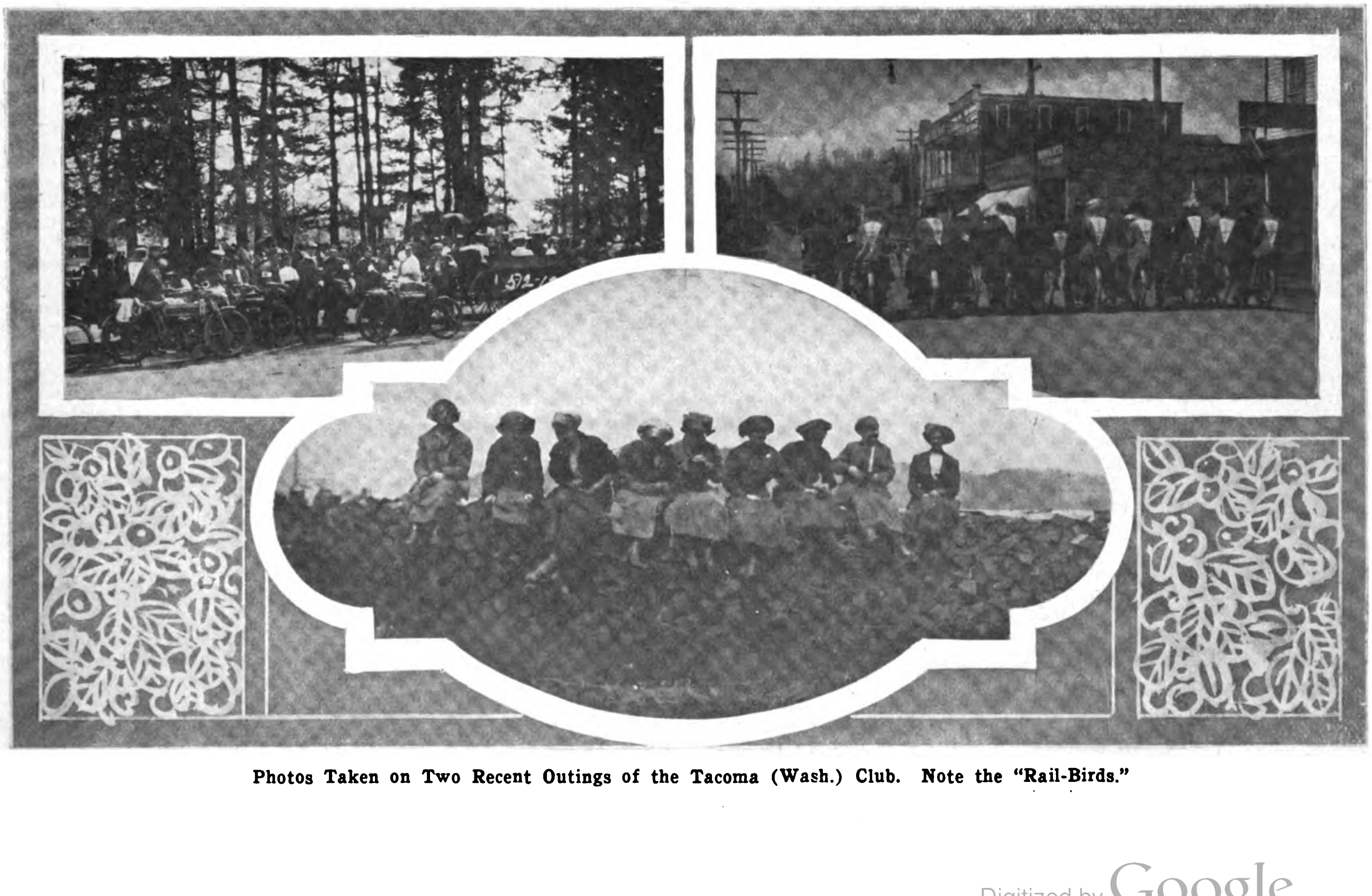
Two-mile amateur, singles, stock, 30.50 class—R. Barclay (Merkel); T. Hurlbut (Indian); time, 2:30⅗.

Three-mile open, professional, 61 class—L. Bowen (Merkel); J. Cox (Merkel); G. Boyd (Indian); time, 2:13⅕.

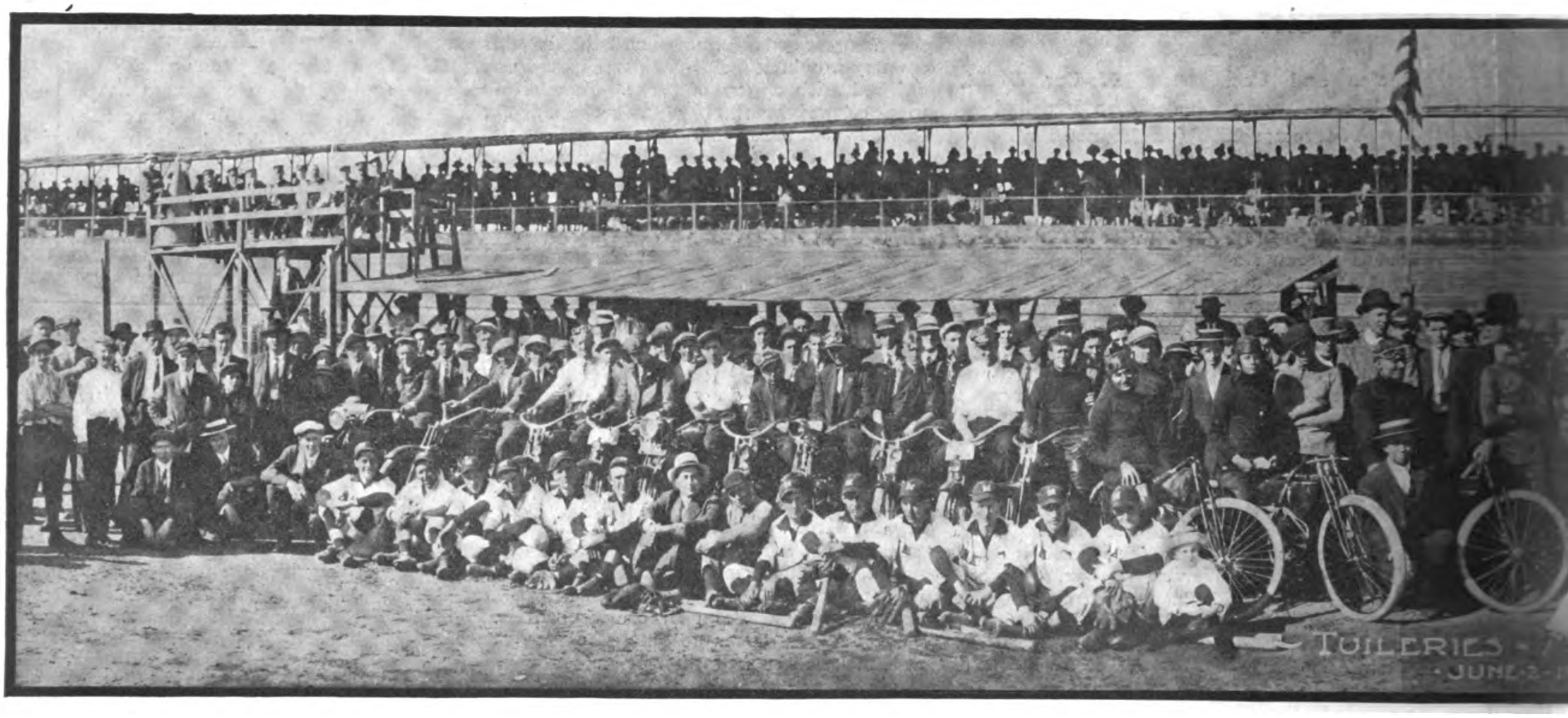
Five-mile open, professional, 61 class—Patterson (Merkel); J. Cox (Merkel); G. Boyd (Indian); time, 3:30⅗.

Five-mile match race, professional, 61 class—G. Boyd (Indian); L. Fleckstein (Indian); time, 3:53⅕.

Five-mile match race, professional, 61 class—Patterson (Merkel); J. Cox (Merkel); time, 3:31⅘.



Photos Taken on Two Recent Outings of the Tacoma (Wash.) Club. Note the "Rail-Birds."



Motorcycle Racing and Baseball Vie for Popularity Among the Denver Folk, As Eviden

MANY THRILLING STUNTS ON CHICAGO SAUCER

CHICAGO, June 24.—Excitement marked the week's racing at Riverview Motordrome. Ray Seymour, the California wonder, kept to the front easily on Wednesday and Saturday nights but was compelled to drop out last night because of a broken cylinder.

In the six-mile G. O. P. Sweepstakes on Saturday night Wolters, who was putting up an excellent fight for first place skidded into a rut which broke down his rear wheel. For a second he continued his flight on the crankcase of the motor but was soon collecting splinters from the track boards. In last night's Lake View Sweepstakes Wm. Samuelson repeated the stunt at about the same place on the track, sliding across the bowl just in front of Wolters, who fortunately was able to turn sufficiently to escape a nasty mix-up. Samuelson also came through without serious injury.

Results of races on Sunday, June 23.—Four-mile amateur: Bethke, first; Wenk, second; Trafsky, third. Time, 4:07⅕. Nine-mile professional, Class A, first heat: Balke, first; Wolters, second; Wm. Samuelson, third. Time, 2:10⅕. Second heat: Wm. Samuelson, first; Balke, second; Wolters, third. Time, 2:11. Third heat: Balke, first; Wm. Samuelson, second; Wolters, third. Time, 2:10⅕. First heat of nine-mile professional, Class B: Arthur Mitchell, first; T. Samuelson, second; Edwards, third. Time, 2:10⅘. Second heat: Mitchell, first; T. Samuelson, second; Edwards, third. Time, 2:10. Third heat: Mitchell, first; T. Samuelson, second; Edwards, third. Time, 2:12⅘. Lakeview Sweepstakes, six-mile free-for-all: Balke, first; Arthur Mitchell, second; Wolters, third; T. Samuelson, fourth. Time, 4:22.

CHICAGO, June 13.—At this writing Ray Seymour is still king of the Motordrome. Last night the Californian won every heat and race in which he started, showing his rear wheel to Balke, Wolters, Hasha and the other stars. In the Harroun sweepstakes Seymour won handily, riding the four miles in 2:53⅕. Balke was in second place, with Dave Kennie third and Joe Wolters fourth. Summaries:

Class A, professional; 9-mile race, run in three heats, 3 miles each; first heat—Seymour, first; Balke, second; Hasha, third. Time, 2:07⅘.

Class B, professional; 9-mile race, run in three heats, 3 miles each; first heat—T. Samuelson, first; Edwards, second; Renel, third. Time, 2:10⅗.

Second heat of Class A—Seymour, first; Hasha, second; Balke, third. Time, 2:04.

Second heat of Class B—Kennie, first; Humiston, second. Time, 2:12⅘.

Third heat of Class A—Seymour, first; Balke, second; Wolters, third. Time, 2:04⅘.

Third heat of Class B—T. Samuelson, first; Kennie, second; Edwards, third. Time, 2:12⅗.

Four-mile amateur race—Trafsky, first; Mitchell, second. Time, 4:26⅘.

Ray Harroun sweepstakes, 4 miles, free-for-all—Seymour, first; Balke, second; Kennie, third; Wolters, fourth. Time, 2:53⅕.

CHICAGO, June 16.—When is some rider going to beat Ray Seymour? That is the question upon the lips of thousands of motorcycle race followers in this city as a result of the Californian's sensational performances since his arrival here. Last night's meet added new victories to Seymour's string. He started in the two Class A pro. events on the program and won both, hands down. The first of these was a 9-mile contest, run off in three heats, and thrice Seymour showed the field the shortest way around the bowl. Then he came out and captured the big race of the night, the Convention sweepstakes at six miles. On the fourteenth lap of the sweepstakes Balke blew a tire and went down. He landed clear of the other flyers, however, and did not carry any one down with him. Balke was uninjured, and quickly getting to his feet he walked into the judges' stand while the big crowd gave him a cheer. Meanwhile Seymour rode on to victory. Billy Samuelson finished in second place, several lengths behind the California speedster. Dave Kennie, a comer among the younger professionals, was third, hugging Samuelson's rear wheel. Johnnie Albright, of Denver, was a good fourth. Seymour turned the six miles in 4:23⅗.

In a match race, which was an added attraction last night, Albright won over Arthur Mitchell. Each won a heat over the two-mile route, but in the three-mile final the Denverite came through with a rush and passed Mitchell near the tape. Trafsky, a frequent winner of late among the amateurs, annexed the four-mile race after an interesting contest in which Williamson and Wenk chased him home in the order named. Summaries:

Nine-mile professional race, Class A; three heats, 3 miles each; first heat—Seymour (Indian), first; Graves (Excelsior), second; Wolters (Excelsior), third. Time, 2:04.

Nine-mile professional race, Class B; three heats, 3 miles each; first heat—Kennie (Thor), first; T. Samuelson (Indian), second; Armstrong (Excelsior), third. Time, 2:13.

Second heat of Class A—Seymour (Indian), first; Graves (Excelsior), second; Balke (Excelsior), third, Time, 2:04.

Second heat of Class B—W. Samuelson (Indian), first; Edwards (Merkel), second; Humistons (Thor), third. Time, 2:14⅕.

Third heat of Class A—Seymour (Indian), first; Balke (Excelsior), second. Time, 2:07.

Third heat of Class B—Edwards (Merkel), first; W. Samuelson, second; Armstrong (Excelsior), third. Time, 2:10.

Four miles, open to amateurs only—Trafsky (Flanders), first; Williamson (Indian), second; Wenk (Thor), third. Time, 4:29.

Convention sweepstakes, six miles, free-for-all—Seymour (Indian), first; W. Samuelson (Indian), second; Kennie (Thor), third; Albright (Indian), fourth. Time, 4:23⅗.

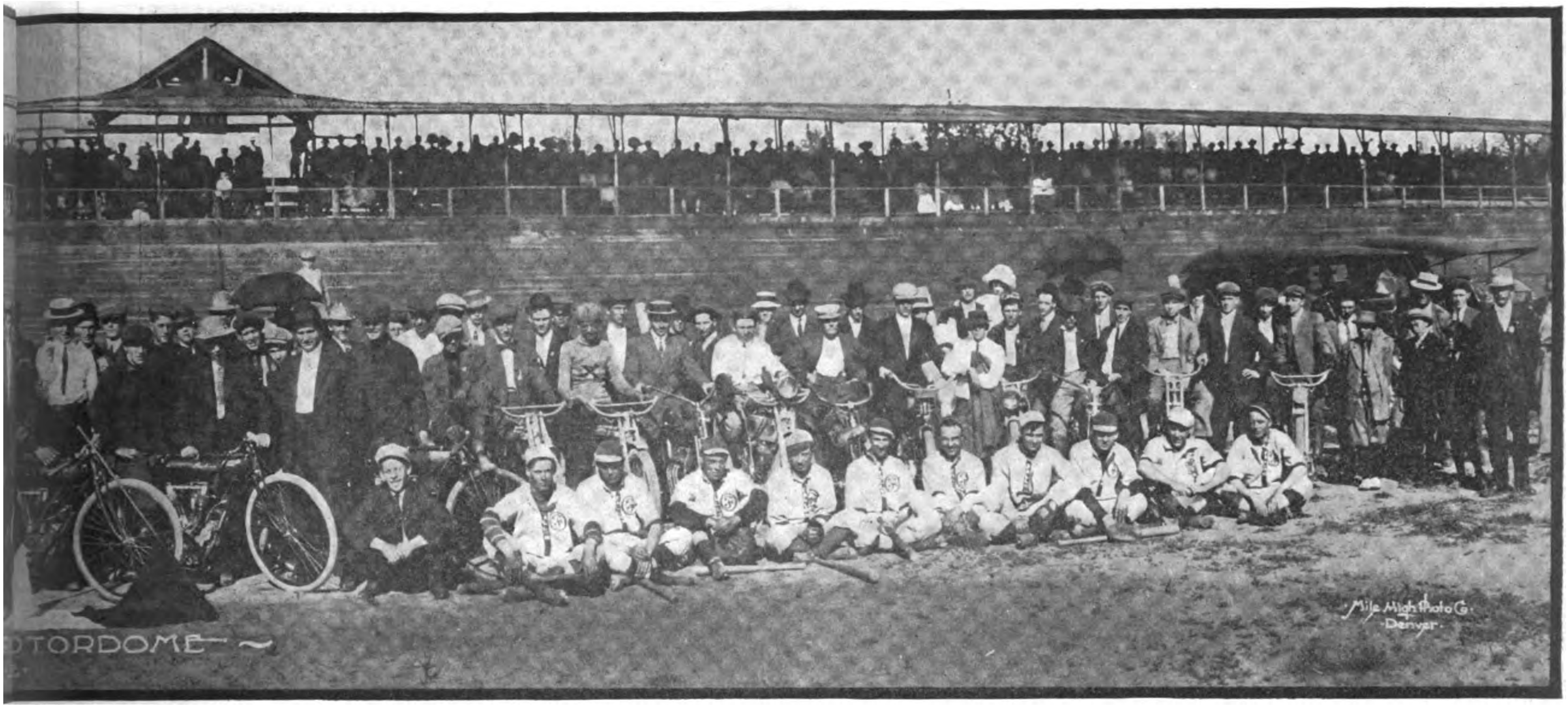
Match race: Arthur Mitchell and John Albright; best two in three heats—First heat, 2 miles, won by Mitchell; time, 1:40. Second heat, 2 miles, won by Albright; time, 1:34⅘. Third heat, 3 miles, won by Albright; time, 2:20.

LIMA'S HOLIDAY RACES.

LIMA, Ohio.—Motorcycle racing will be a feature of Lima's Fourth of July celebration, according to the decision of the Lima Motorcycle Club. Five hundred dollars will be offered in prizes.

TWO-DAY MEET AS TEST.

SPRINGFIELD, Ill.—After being rained out on two occasions the Illinois State Board of Agriculture is again going after the motorcycle racing game with hammer and tongs. To square matters for the inclement weather of 1910 and 1911 State fairs, which resulted in the postponement of the motorcycle races, a big two-day meet will be held on the fair grounds track July 3-4.


TORDOME
Mile High Photo Co. Denver.

d By the Photograph Above, Taken One June Afternoon At the Tuileries Motordrome.

HABICH'S ANNUAL OUTING.

GUS HABICH, of Indianapolis, is going to act as host for about 200 riders on Sunday, June 30, weather permitting. Habich has planned a big motorcycle run to his camp along White River, about sixteen miles north of Indianapolis. The run has been advertised in the local newspapers for the past week and a big crowd is expected.

Habich has invited riders in general, and they will line up on Washington street at 8:30 a. m. for a photograph before proceeding to the picnic grounds where Habish will have a novel program. The usual picnic frolic will take place and an event which is being kept "dark" is scheduled as the chief event.

TO HOLD JOINT MEET.

ST. PAUL, Minn.—The St. Paul and Minneapolis motorcycle clubs have been holding meetings during the past week to arrange for the motorcycle speed contests that will be held on the Hamline track, at the State Fair grounds in this city, on July 4. Everything points to a most successful meet and the clubs are now striving to get a squad of professional or trade riders to enter the meet. However, as July 4 is such a crowded date in the motorcycle racing world it is doubtful whether any of the professionals will be able to get to the city before the August races. Recently the Minneapolis M. C. distributed about one hundred entry blanks. The committee has had large posters printed to advertise the affair and it is expected that the attendance at the meet will be the largest ever recorded in the Twin Cities.

WILLIS-MATTHEWS-TULLIS.

RACES held by the Akron (Ohio) M. C. on June 8 drew a large crowd, and proved unusually successful from a competition standpoint. Dan Willis captured most of the stock events, and "Shorty" Matthews led in the two events in which he was entered. Dave Tullis set the pace over the tape in the two other open events. The weather was ideal for racing. Summaries:

Five-mile stock event, 30.50 class—Willis, Indian, first; Wagoner, Harley-Davidson, second. Three-mile open race, 30.50 class—Matthews, Thor, first; Tullis, Thor, second. Ten-mile stock event, 30.50 class—Willis, Indian, first; Wagoner, second. Five-mile open, 30.50 class—Matthews, Thor, first; Tullis, Thor, second. Ten-mile stock race for club championship—Won by Charles Starner, Indian. Ten-mile open—Tullis, Thor, first; Willis, Indian, second. One-mile novelty stock race—Willis, Indian; Maranville, Indian. Fifteen-minute open race—Tullis, Thor; Willis, Indian; Maranville, Indian. The club will hold its next races on July 27.

SAVANNAH CLUB RACES.

SAVANNAH, Ga.—Five events, ranging from 20 to 30 miles, will make up the July 4 racing card of the Savannah club on the Grand Prize course. The route to be used will be six miles long, with four turns. Riders from Jacksonville, Fla.; Dublin, Columbus, Augusta, Atlanta and Macon, Ga., have agreed to compete. One of the prizes will be a loving cup, donated by S. N. Harris, Indian agent in Savannah. It will be awarded for the main event between twin machines.

TYBEE BEACH RACES.

SAVANNAH, Ga.—Plans are practically complete for beach races to be held at Tybee, Ga., on Saturday, June 29, under the auspices of the Savannah M. C. Prizes are being donated by the Central of Georgia Railway Company. The events will range from one to three miles.

THREE MOTORCYCLE EVENTS.

THE program of events for the thirtieth annual championships of the Canadian Wheelmen's Association at Waterloo, Ontario, on July 1, includes three motorcycle races, with distances three, five and ten miles. These races are being sanctioned by the C. M. A.

ECCLES BLAZED THE TRAIL.

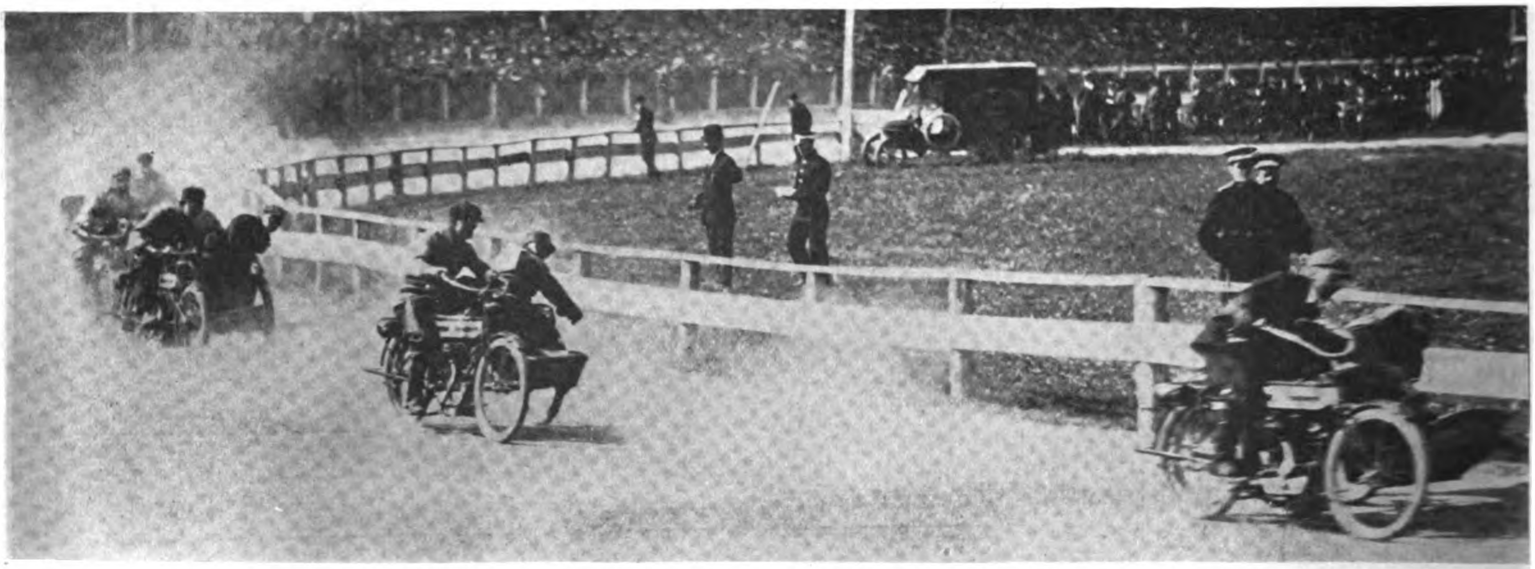
BECAUSE of inclement weather the 200-mile endurance run of the Worcester (Mass.) M. C., scheduled for June 16, was postponed. A number of the entrants reported at the checking station before the scheduled starting time, but the run committee had decided to call the contest off. The boys who turned out in the rain arranged for a impromptu endurance run of their own, however, and a fair-sized squad made a trip to Mount Wachusett, about 20 miles from Worcester. They enjoyed a fine dinner at the turning point and then chugged homeward through mud, miniature lakes and a dense fog. It is worthy of note that W. E. Eccles, sales manager of the Persons Mfg. Co., with his Indian 7 and side-car, succeeded in completing the run, including the climb to the summit of the mountain. Russell R. Coes was his passenger. This was the first trip made up Wachusett mountain by a motorcycle and side-car.

COLE HAD A "SURE THING"

SO acknowledged has the prowess of Harold Cole, the young Excelsior speedster of Toronto, as a racer, become that on the occasion of a certain race not long ago this rider not only received the first prize before he took part in the event, but actually made use of the reward in the contest. The prize was a motorcycle tire. The race was not conducted by the Toronto M. C.

TO PROTECT PROMOTERS.

TORONTO M. C. officials are looking into the proposition of insurance as a protection against loss by rain on the occasion of future race meets. The plan would be to take out a policy in Lloyds against the weather, for the sum of $500 to cover the expenses of the meet. As far as is known this plan has not yet been applied to a motorcycle meet.



The First Side-Car Race in America. Photo Was Taken in Toronto, Canada. Note Size of Crowd.

FRANKLIN'S NEW RECORDS.

ON the Brooklands track, in England, June 20, C. B. Franklin, riding a 7 h. Indian, made the following world's records:

Two hours, 131 miles, 1,735 yards; four hours, 254 miles, 1,638 yards; five hours, 310 miles; six hours, 373 miles, 1,725 yards. The rider covered 250 miles in 3 hrs., 51 min., 3 sec.; 300 miles in 4 hrs., 42 min., 31⅖ sec.; 350 miles in 5 hrs., 36 min., 2⅕ sec.

This gives the Indian every world's record from one mile up, including the record so much coveted in England of 300 miles inside of 300 minutes. The only stops made were for oil and tires.

MARYLAND CLUB OUTING.

BALTIMORE, Md.—The Maryland M. C. will hold its annual outing at Tinley's, on the Middle river, next Sunday. The boys will ride down on their machines, but after they get there they will lay them aside and take up athletic events.

IMPORTANT TESTS

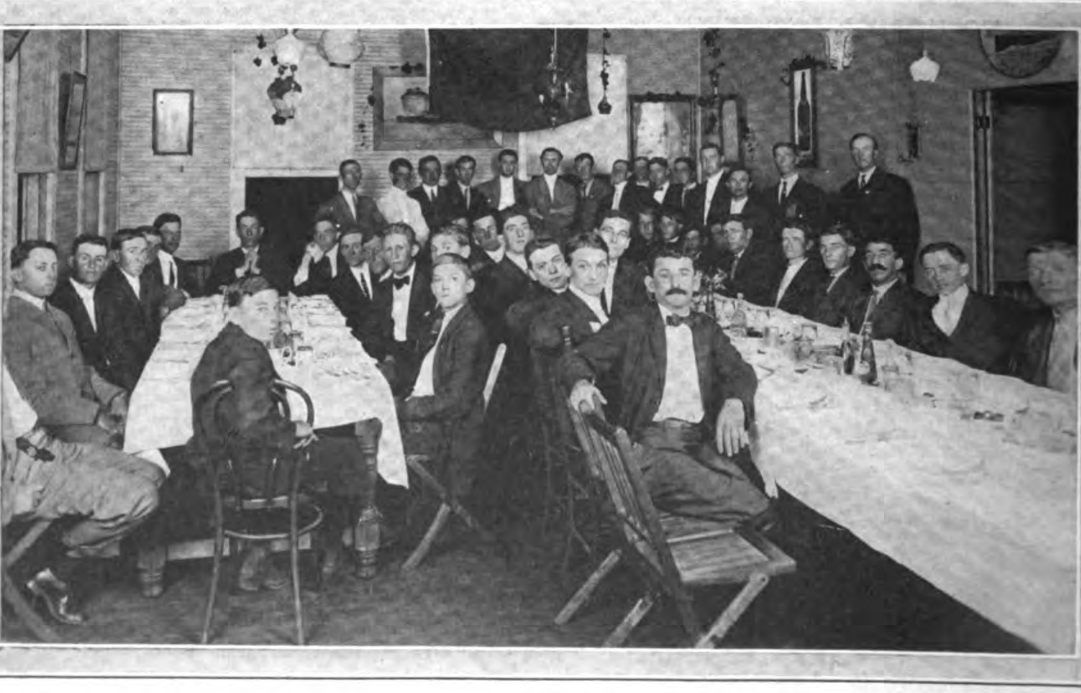
Postal Authorities at Washington Are Making Trials of Motorcycle's Adaptability for Mail Collections.

WASHINGTON, D. C.—The Postmaster General has ordered tests made here of motorcycles for mail collection purposes. The department, if satisfied with the tests, will order the time-honored horse outfits done away with and the motorcycle will be adopted. Every point for and against the motorcycle is being carefully weighed. Assistant Postmaster Robinson, of Washington, believes the motorcycle will be a success for time saving and operating economy. The department can only recommend the substitution of the motorcycle for the horses, as it has no authority to order purchases; but if the recommendation is strong enough it is regarded as certain that carriers will adopt the motorcycle for collection purposes. At present thirty-four horses are being used in the collection of mail here. The government allows $420 yearly for each horse and cart. Mail collectors, who would own the machines, it is argued, would find the cost of a motorcycle to be approximately that of a good horse, and the cost of upkeep would be very much less. If the post office department is satisfied with the tests now being made it will go further and experiment to ascertain the exact outlay for the maintenance of the machines.

The postmaster at Springfield, Mass., is having experiments made of night mail collections with motorcycles at his own expense, the department having granted him authority to make the experiment. In brief, if all experiments being made are satisfactory the post office department will recommend to every large postoffice in the country that it substitute the motorcycle for the horse in mail collections.

MOTORCYCLISTS in Philadelphia recently held a successful secret time run.

Secretary O. A. Meyer.



Officers and Members of the Savannah Club at Annual Banquet.

SAVANNAH CLUB'S NEW SET OF OFFICIALS

SAVANNAH, Ga.—At the annual meeting of the Savannah M. C., one of the liveliest the club has known, the following officers were elected for the coming term: G. R. Rossignol, Jr., president; J. D. Ivy, first vice-president; George Baker, second vice-president; O. A. Meyer, secretary; John Balmer, treasurer; O. W. Stacey, captain; Richard Clark, first lieutenant. After the business session a fine supper was served, during which the retiring president, Otto Kolb, addressed the members.

The committee in charge of the races to be held on July 4 reported that prizes valued at $400 have been obtained and that five events will be staged. The races will be held on the Grand Prize course and will range from 20 to 30 miles. Riders from Atlanta will be among the entrants.

President G. R. Rossignol, Jr.

1st Vice-president J. D. Ivy.

Treasurer John Balmer.

2nd Vice-president George Baker.

Captain O. W. Stacy.

1st Lieutenant Dick Clark.

THESE ARE BUSY DAYS.

SECRETARY GIBSON'S office staff recently completed the task of addressing 15,000 envelopes in which literature concerning the national tours to the Columbus convention will be forwarded to members of the F. A. M. as soon as all the information is available. The secretary has also mailed credentials to State commissioners and affiliated clubs, and has given formal notice of the assembly dates thirty days in advance, as required by the by-laws.

Secretary Gibson's office in Columbus during the convention week will be on the second floor of the Hotel Virginia, at a point directly accessible from the main corridor. It is announced that the secretary will be prepared to care for mail, telegrams, etc., addressed to F. A. M. members if they are forwarded through his office.

The fiscal year of the F. A. M. will close on July 1 and work will then be started on the annual reports to be submitted at the convention.

A FLANDERS FOLDER.

UNDER the caption "Flanders '4' is no Mollycoddle," the Flanders Mfg. Co. has prepared a highly attractive folder in colors which shows one of the company's testers hurdling two pieces of scantling for the purpose of testing the fork of a machine. The three pictures which make up the set have been given wide publicity, but they appear in colors for the first time in the new folder. These pictures, which were recently reproduced in this paper, are remarkable in every way.

Visiting Riders and Members of the Auburn (N. Y.) Club on Recent Outing.

A DAYTON OUTING.

COLUMBUS, O.—A party of about fifty motorcyclists of Springfield and Dayton, Ohio, made Columbus its stopping place on Sunday, June 9. The riders left Dayton at 7.30, and when they passed through Springfield they were joined by a score of riders from that place. The members of the Columbus Motorcycle Club entertained the party while in the Buckeye capital by taking them to the site of the new board track. O. W. Rockfield was captain of the Dayton party.

NEW CERTIFICATES.

CERTIFICATES have been issued to the following registered shops:

Geo. M. Stopper, 426 Market street, Williamsport, Pa.; Louis E. Schoene, 1023 Main street, Evansville, Ind.; Koch Outfitting Co., Evansville, Ind.; W. A. Rogers, Stamford, Tex.; Black Hills Motor Co., 65 Sherman street, Deadwood, S. Dak.; Emerson C. Eckert, 668 Cleveland avenue, Ravenna, Ohio.

TO MAKE HURRY CALLS.

TWO agents of the Ohio Humane Society, at Cincinnati, are to be equipped for making faster responses when reports of cruelty to animals are made. They are to be given motorcycles.

NEW INDIANAPOLIS CLUB

Dealers of the City Are About to Launch Organization and Open Attractive Club Quarters.

INDIANAPOLIS, Ind.—Plans are on foot in Indianapolis for the formation of a new motorcycle club. A meeting of all the motorcycle dealers in the city was held at the Hotel Denison recently when the matter was discussed. There are 800 motorcycle riders in Indianapolis, and only one club at present.

It is the dealers' intention to rent clubrooms where all modern facilities can be had, such as shower baths, swimming pool, pool and billiard tables, music and reading rooms, assembly hall, etc. The dealers think the clubhouse should be located at the outer edge of the city, somewhere in the vicinity of Riverside Park, where it will be easily accessible by street car when the weather is not favorable for motorcycling. The membership dues are to be fifty cents per month, and the club is to be so conducted that any member may drop in with his wife and family and enjoy an evening with the boys. All riders over 18 years of age are to be eligible for membership. Riders wishing to join the club may do so by leaving their name and address with any motorcycle dealer in the city, or with the temporary secretary, J. H. Kinney, 232 N. Illinois street.

SPRINGFIELD OFFICERS.

SPRINGFIELD, Ill.—At the annual election of the Illinois Motorcycle Club recently Carl D. Franke was elected president, after a close contest with S. A. Wight, who was later elected vice-president. J. H. McCrea was re-elected secretary-treasurer. James Ingels was elected road captain, with Rudolph W. Blucke as first sergeant. Runs will be made every Sunday and medals will be awarded to all who complete the full schedule.

Mr. Wight bears the distinction of having ridden everything with two wheels that travels, and he is still an enthusiastic rider, taking to the motorcycle game like a duck to water.

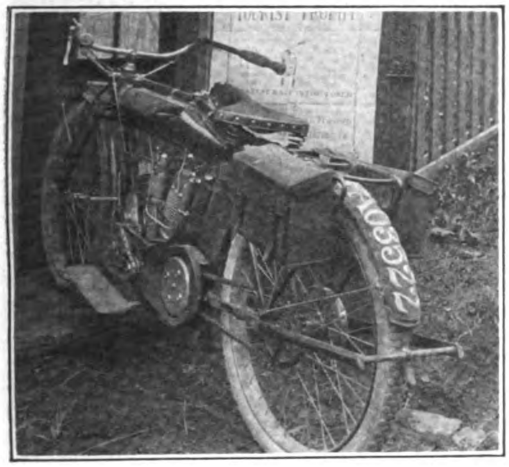
It is planned to give a smoker and lunch on the night of July 3 for the visiting riders who will be here to attend the State fair races. A clubhouse proposition was sent to a committee and definite action in this matter will be taken at an early date. The club was recently reorganized and is in a flourishing condition. It is the intention to rent suitable quarters in the downtown district, where the boys will be able to drop in and fraternize whenever they are at leisure.

GARAGE AND TWO HANDY "WRINKLES"

Pennsylvanian Describes Improved Motorcycle License Plate and Luggage Bags Made From a Discarded Sample Case.

IN the accompanying photographs, forwarded by W. D. Pratt, of Brownsville, Pa., are shown a neat garage and a machine equipped with two "wrinkles" which Pratt believes can be used to advantage by the average rider. The "wrinkles" referred to involve the luggage bags which are shown in position on either side of the carrier, and the license number plate which is fastened to the rear mudguard. Pratt writes as follows:

"A friend who is a traveling salesman gave me a leather sample case for which he had no further use, and for a time I thought it would be equally worthless to me. I put on my thinking cap, however, and finally decided to utilize the case in connection with luggage-carrying on my motorcycle. I found that by cutting it into equal sections I could make two stout leather boxes, each 5 x 8½ x 11½ inches, and, being of a mechanical turn of mind, I set about converting the sample case into the carriers shown in the photograph. I fastened stout straps, one inch wide, to the back of each box at points where they would buckle around the luggage carrier top and back-stay, and in this way it was a simple matter to place the boxes in position. Being identical in size and general make-up they did not detract from the appearance of the machine, and I don't mind saying that they proved their value immediately. It is surprising how many articles I can pack into them. Our harness maker informs me that a pair of such boxes can be turned out in a first class manner, ready to attach, for $6. The outlay for mine was much less, of course, in view of the fact that I had the case to begin with.



"The other 'wrinkle' referred to is the license number plate. Our Pennsylvania laws require a figure and letter 3 inches high by ⅜ inch thick, and to paint them on the machine and change them each year becomes bothersome. The operation is also detrimental to the appearance of the motorcycle. To get around this difficulty I drilled ⅛-inch holes in the mudguard, one inch apart, then obtained a strip of harness leather 14 inches long and the same width as the mudguard. With a leather punch I made holes in the leather strip to correspond to those in the mudguard. My next move was to a hardware store, where I bought the aluminum letters and figures necessary (just the size required by law), and placed them on the leather strip by pushing the prongs on their backs through the leather and riveting them. The finished plate was then laced to the mudguard with porpoise leather shoe strings. This makes an attractive attachment, and when it becomes necessary to change it I have only to remove the figures and letters, place new ones in position and lace the plate on the mudguard once more. The fact that it is easily kept clean is a big point in its favor.

"The garage illustrated represents an outlay of $10. It is built of second-hand lumber, and I did much of the work myself at odd times. Even this labor proved to be recreation for me, in view of the fact that I am a photographer by profession. On coming home to dinner one day I discovered that a friend living next door had painted his fence, and that on reaching the end he had sighed, after the manner of Alexander, for more fence to paint. Not finding any, he went ahead and painted my garage, thereby proving himself an exceptional neighbor. There is a door at either end of the garage, so that it is easy of access, and both doors have strong locks.

"Another feature worth noting: The garage is connected with my house by wires which control a burglar alarm system, and anyone who tampers with the doors at night is likely to find me sticking my head out of a window with a trusty Colt in my hand, ready to ask a few questions. To sum up, I believe that every bit of care given a motorcycle pays big interest. Treat your motorcycle as you do your watch, or with proportionate care, and your mechanical troubles will vanish."

DAYTON RACE MEET

EIGHT events are scheduled for the race meet of the Dayton (Ohio) M. C., to be held July 13, and the manner in which entries have been turned in so far is highly encouraging to the officials. The races will be staged on the half-mile dirt track at the fair grounds.

ON THE REGISTERED LIST.

HARRY A. GROSS, 41 South St. Clair street, Dayton, Ohio, has a fine repair shop, which is open to attend to the wants of motorcyclists twenty-four hours daily. It is an F. A. M. shop, too, having certificate 119, issued in 1909. It was omitted from the published list of registered shops.

NEW AFFILIATED CLUBS.

CHAIRMAN ESTABROOK, of the membership committee, has added the following new clubs to his list:

Columbia (S. C.) M. C., F. S. Habenicht, secretary, 1101 Taylor street; 15 members. West Texas M. C., Stamford, Tex., E. E. Duke, secretary; 23 members, 100 per cent. Austin M. C., Chicago, Ill., F. G. Sherman, secretary, 5502 Iowa street; 29 members, 100 per cent. North Pennsylvania M. C., Philadelphia, Pa., H. A. Wheatley, secretary, 3301 Ridge avenue; 16 members, 100 per cent. Indian M. C., Mobile, Ala., Oron Overton, secretary, 519 Dauphin street; 32 members. Union City (Ind.) M. C., Chancy Beery, secretary, Franklin street; 18 members, 100 per cent. Chanute (Kan.) M. C., I. D. Meeker, secretary, 19 South Wilson street; 15 members, 100 per cent. East Side M. C., East St. Louis, Ill., C. H. Heinz, secretary; 30 members, 100 per cent. Indian M. C., Cincinnati, Ohio, Joseph Thuenker, secretary, 432 Main street; 12 members.

CLUB ORGANIZERS.

AMONG enthusiastic motorcyclists who are now organizing clubs are the following active local spirits: C. P. Wyatt, Albuquerque, N. Mex. (address Box 603); E. C. Brunkhorst, 228 Ohio street, Sedalia, Mo., and A. C. Wagner, Celina, Ohio.

HASHA'S MOTOR STOLEN

CONSIDERABLE mystery surrounds the theft of the motor from Eddie Hasha's Indian racing machine at the new Point Breeze motordrome in Philadelphia, following the opening meet there on June 18. Taking it for granted, no doubt, that it would not be possible to use the machine without being at once detected the thief removed the engine and left the frame behind. This is one viewpoint; others which have been suggested only add to the mystery and give the incident a more unpleasant aspect. The stolen motor, No. 32, is the one with which Hasha recently gave some of his most sensational performances on western tracks. It was of the eight-valve type, and was one of the fastest turned out of late from the Hendee factory. Dealers and riders in Philadelphia and vicinity are requested to keep a sharp lookout for the engine, which will be easily recognized from its special construction.

BENEFITS FOR EMPLOYEES.

BENEFITS will hereafter be paid to all employees of the Excelsior Motor Manufacturing & Supply Company who may be hurt in the service of the Excelsior company, regardless of the technicalities that formerly protected the employer. This action was taken by the Excelsior people in accordance with the new Workingman's Compensation Act which recently went into effect in Illinois. It is a big step toward close harmony between men and management.

"This is in keeping," said Fred Whitfield, secretary of the Excelsior company, "with our policy of building up a permanent organization for the future. We have great faith in the future of the motorcycle and believe that even now people have not awakened to its possibilities."

Fred Whitfield, Secretary of the Excelsior Company.

Mr. Whitfield is one of the new men in the motorcycle business. He is a well-known Chicago lawyer who broke into the motorcycle business only through his practice. Last fall he took temporary charge of the financial side of the Excelsior company's affairs during its reorganization for Ignaz Schwinn, the present owner of the company. Mr. Whitfield was so pleased with the work and the future it offered that he accepted the position of secretary of the new Excelsior company. He has given up a large law practice and is devoting all of his time and attention to the motorcycle business.

FIFTY COMMERCIAL VANS.

H. F. TURNER, sales manager for the Minneapolis Motorcycle Company, reports the sale of fifty tri-cars to the Fred W. Van Sicklen Company, of Indianapolis. With this announcement goes the sale of another machine to the Grieves Company, of Minneapolis, which has also adopted the motorcycle for business purposes.

MANUFACTURERS OF "MEN-DO."

THE Liberty Rubber Company, of Orange, N. J., manufacturers of the Men-Do tire and tube repair outfit and of rubber cements for all purposes, besides other rubber specialties, are erecting a new factory in Orange, to be devoted exclusively to the manufacture of their specialties. The new building will be located on Standish avenue, and will be fireproof. It will be equipped to manufacture and ship over 1,000,000 Men-Do outfits a year.

The Liberty Rubber Company was recently reorganized in order to increase its capitalization. The management, however, will remain the same. The officers of the company are Harold T. Ray, president and general manager, and Charles A. Whelan, who is president of the United Cigar Stores Company, as secretary and treasurer. The selling organization of the concern was recently increased by the addition of four traveling salesmen.

FOR MERKEL VISITORS.

FOR keeping a record of visitors at the plant of the Miami Cycle & Mfg. Co., in Middletown, Ohio., a "guest register" has been provided in which interesting data is sometimes found. A few days ago the book showed that Charles Ferguson and Raymond Ray, of Cleveland, mounting a Yale 7 and a Thor 4, respectively, had dropped in for an inspection of the big factory. The boys left Cleveland early in the morning and covered 257 miles in ten hours' riding on the first day. They stopped at Springfield overnight. On the following day they finished the run to Middletown in five hours. After viewing the Merkel plant they started for Cincinnati to return to Cleveland via Indianapolis.

W. D. Andrews, the well-known Buffalo distributor for the Flying Merkel, was also a factory visitor recently.

SHOMO IN OKLAHOMA.

SALESMAN SHOMO, of the Indian staff, accompanied by Mrs. Shomo, recently arrived in Oklahoma City, Okla., on their long business tour of the South and Southwest. They are making the trip by motorcycle, and it goes without saying that they will have many an interesting story to tell when they again greet their northern friends. Shomo's latest bulletins from the Southwest were to the effect that there is a surprising growth of interest manifest in the motor two-wheeler.

CYRUS B. TULLIS.

CYRUS B. TULLIS, brother of W. F. Tullis, the latter New York branch manager of the Continental Rubber Works, died in Denver the early part of this month. C. B. Tullis was well known in the motor field, having been connected with Morgan & Wright in the early days and later with the B. F. Goodrich Company as branch manager in Denver and Buffalo and then as general traveling man for the Akron company. Until the time of his last illness, Mr. Tullis was associated in business with his brother.

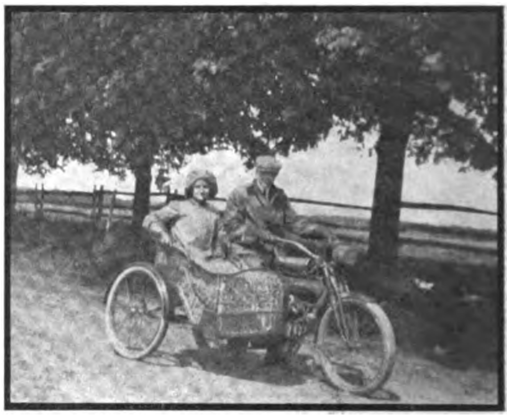
ANOTHER OHIO AGENT.

GILBERT RICKETTS, of Mt. Pleasant avenue, Lancaster, Ohio, has been appointed agent for the Indian for Fairfield county by the Barr Motorcycle Company of Columbus, Ohio, central Ohio distributor for the Hendee machines.

BAXTER SIDE-CARS.

THREE different styles of body, all in wicker, are features which leave a variety of choice to purchasers of Baxter side-cars, now being manufactured at 119 Broadway, Cambridge, Mass., by the Baxter Side-Car Company. The number one body or car has a single side-entrance and is upholstered in red or green leather cloth. It is constructed with a covered front portion, which affords splendid protection from the weather, in addition to forming a receptacle for clothing, light luggage, etc. The number two model has only a slight "toe" or front portion, while the number three has a shallow front. The bodies are all roomy and comfortable. The prices are respectively $70, $65 and $55. All are mounted on the Baxter side-car frame.

This frame has also a number of original and interesting features. It is of the girder type with quick detachable joints and hub. A 4-inch steel mudguard is fitted, and the axle tube is cranked to permit of proper alignment of the side-car and motorcycle. The wheel hub is turned from a solid steel bar. All parts of the side-car can be furnished separately and are with the whole outfit applicable to any machine.



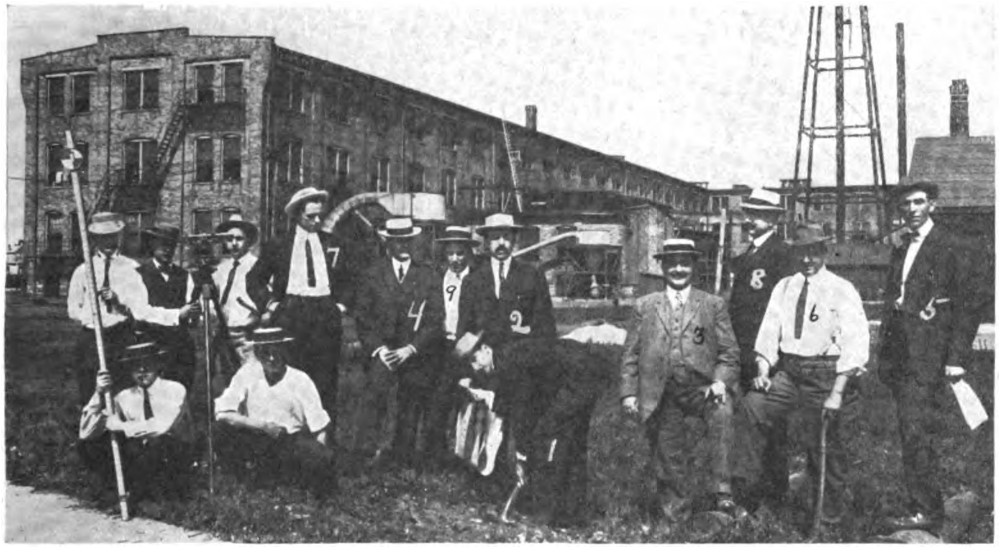
The Baxter Side-Car Company was recently incorporated, and its plant is that of the old Mason and Hamlin Piano Works, near Harvard University grounds. The photograph shows Miss Erna J. Miller in a most comfortable position in one of the baskets, with F. J. Drier, Jr. piloting the happy outfit. This picture was taken on one of the runs of the Motorcycle Touring Club of New York at Cold Spring Harbor, N. Y., June 2.

BAXTER INCORPORATION.

BAXTER SIDE-CAR COMPANY, Boston, Mass.: To manufacture and deal in motorcycles, etc.; capital, $20,000. Directors and officers: William P. Everts, president and treasurer, 57 Equitable bldg., Boston, Mass.; John R. Lazenby, 57 Equitable bldg., Boston, Mass., and Edward T. Roche, Boston, Mass.

A "SEAMLESS" LIFE ASSURED.

IN a recent flight over Ohio the stork dropped in at the residence of B. G. L. Dodge, of the Standard Welding Co., in Cleveland, and left an eight-pound boy in charge of Mrs. Dodge. An official report is to the effect that the youngster is to be a "bottle-fed" baby and that he will take his nourishment through Standard tubing in order that his life may be "Seamless."



MIAMI STAFF BREAKS GROUND.

K. R. JACOBY, president and general manager of the Miami Cycle and Manufacturing Company, who appears in the center of the group in the accompanying photograph, is going through the ceremony of breaking ground for the new Miami building, which is to greatly increase the output of the Middletown factory. President Jacoby is No. 1; No. 2 is Treasurer H. S. Wise; No. 3 is Vice-President A. H. Walburg; James W. Ash, secretary and manager of sales, is No. 4; J. F. Merkel, chief engineer, No. 5; C. F. Miller, superintendent, No. 6; F. L. Valiant, advertising manager and assistant sales manager, No. 7; W. D. Andrews, Buffalo distributor, No. 8, and J. F. Steuer, Pacific coaster brake missionary, No. 9.

ROBERTS' LUCKY SEVEN.

H. T. ROBERTS announces the addition to his list of the Eclipse free engine pulley and other Eclipse goods, including front hubs, coaster brakes and fittings. Roberts is now selling the output of no less than seven factories which, beside the Eclipse, are as follows: Troxel Manufacturing Company, of Elyria, Ohio, saddles, tool boxes and specialties; Hide Leather and Belting Company, of Indianapolis, belts and other leather goods; Young American Rim Company, St. Anne, Ill., wheel rims and flat and V-type pulley rims; International Stamping Company, of Chicago, mudguards; Tucker Wood Rim Company, Sidney, O., steel-lined wood rims for motorcycles; Heitger Carbureter Company, Indianapolis, Heitger carbureters.

HORSEY "NO-CEMENT" PATCH.

HUNDREDS of experienced motorcyclists are now reducing puncture repair troubles to the minimum through the use of the Horsey "No-Cement" patch, produced by the Horsey Manufacturing Co., of 5606 Euclid avenue, Cleveland, Ohio. With this patch the whole repair operation need not consume over five minutes, and the tube is as strong at the point over which the repair is made as in any other section. Continued use has a vulcanizing effect upon the patch. After the inner tube has been prepared by roughening and cleansing with gasoline the protecting cloth is removed from the face of the patch, and the latter is soaked with gasoline. This softens the cement, and the patch is applied to the inner tube for a few seconds until the surface to be repaired, as well as the face of the patch, is smeared with cement. The patch is then removed until the gasoline evaporates, when the cement will be sufficiently "tacky" to hold firmly and make a lasting repair. After being replaced and allowed to dry it will hold indefinitely, say its manufacturers.

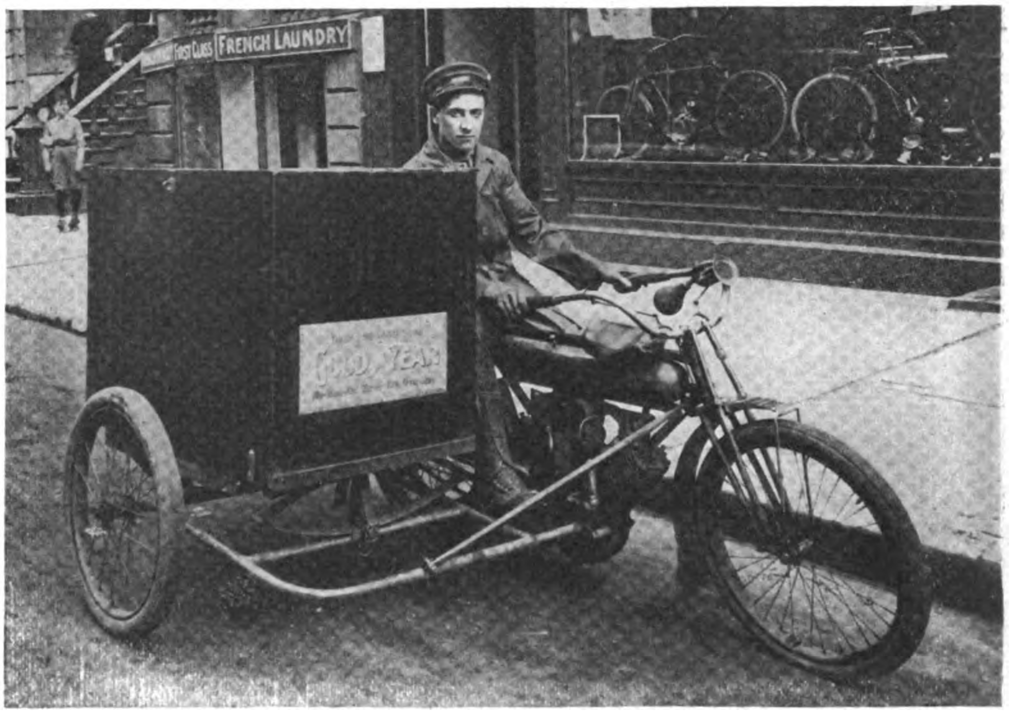
CHICAGO SHOW PLANS

President Coffman Comes to New York to Obtain Good Space for Motorcycles.

PRESIDENT A. B. COFFMAN, of the Motorcycle Manufacturers' Association, was in New York this week, determined to get early action relative to the Chicago Show. Mr. Coffman's plans are to secure for the manufacturers of motorcycles and accessories the entire section which, in the past, the motorcycle manufacturers have had to share with some twenty automobile accessory concerns. With the latter eliminated, it is figured that a much more effective motorcycle display will be possible.

TO DOUBLE EMBLEM OUTPUT.

W. G. Schack, of the Emblem Manufacturing Company, was in New York last week, from whence he went to Washington. Mr. Schack, always conservative, expressed unbounded confidence as to the bigness of the 1913 output of motorcycles, fully agreeing that this year's figures would be more than doubled. At least, that will be the case with his company, as the new Emblem factory will provide 100 per cent. better facilities than are now available, with a proportionate increase in the output of Emblem machines. This attitude of the Emblem folks, by the way, is representative of the general trade tendency—looking forward to big things.



TIRE COMPANY'S SIDE-VAN.

THE Republic Tire and Shoe Co., 956 Eighth avenue, New York City, has had the side-van illustrated herewith in service since the first part of February of this year, employing it for both city and suburban deliveries of their products. The machine used is an M. M. 7 h. twin with side-car frame attached by a fork-piece to the rear axle, by an intermediate coupling to the forward crankcase bolt and by a cross-brace to the down tube close to the steering-head at the front, following the 1912 side-car construction of the M. M. product. There is an intermediate cross-bar in the frame and a full-elliptic spring attached thereto serves to suspend the van body. Semi-elliptic springs are used at the side, these being fitted to the side members of the frame. The body or box has very high sides, so that tires or like goods can be loaded upright. The normal load is 300 pounds per trip, from three to four trips being made per day. The outfit has given satisfaction to the owners, having replaced a light automobile delivery wagon at about one-half the cost of operation, etc.

ECLIPSE CLUTCH LICENSE.

ANNOUNCEMENT is made by the Eclipse Machine Co., of Elmira, N. Y., that the Aurora Automatic Machinery Company, maker of the Thor, has admitted the validity of the Ellett patents on motorcycle engine clutches, for which the Eclipse company is the exclusive licensor, and an arrangement has been made by which the Aurora company will produce clutches for its machines under the Ellett patents. After having its patent attorneys look into the situation the Thor manufacturers were convinced that they were infringing on the Ellett clutch patents, and as a result they have obtained a license from the Eclipse company under which they will continue to produce the clutches as at present fitted to their machines.

The Eclipse company has just closed a contract with H. T. Roberts, of Chicago, under which he will handle all the Eclipse motorcycle products, including the Eclipse coaster brake, Eclipse hubs, Eclipse head fittings and the Eclipse free engine clutch. The company will maintain its own selling organization as in the past, this being a provision of the contract with Mr. Roberts.

Thor MOTORCYCLES

Sales Manager Freeman and Assistant Davis, of the Aurora Automatic Machinery Company.

BIG AUBURN OUTING.

MOTORCYCLISTS from Utica, Syracuse, Cortland and Rochester gathered in Auburn, N. Y., on Sunday, June 9, where they were entertained by the members of the Auburn club. The squad, numbering about 100 riders, was escorted to points of interest near the city by the Auburn boys, and a side trip was made to Island Park, where a group photograph was obtained. Several feminine enthusiasts occupied tandem seats, and from a standpoint of sociability the outing was the most successful ever held by motorcyclists in the cities mentioned.

AN INDIANA AGENT.

IRA C. NOEL, of Goshen, Ind., is proprietor of the attractive motorcycle establishment shown in the accompanying photograph. Noel's store is on the main street of the flourishing little Indiana city, and he has built up a thriving business, mainly in connection with Flanders 4 machines for which he has the agency in his county.

JULY 4 PROGRAM.

COLUMBUS, Ohio.—W. H. Snyder, manager of the Columbus Motordrome Company, has announced a fine program for the opening race meet, which will be held July 4. The meet will be staged in the evening after an elaborate display of fireworks.

SAVES THE CITY'S MONEY.

CITY FORESTER GETZ, of Fort Wayne, Ind., appears in the accompanying photograph with the Excelsior machine on which he makes his rounds of the city for the purpose of keeping in touch with the men who are setting out and improving shade trees. He has several gangs of workers under his supervision and the motorcycle has solved the transportation problem for him. He is operating his machine at about one-fourth the outlay necessary for a horse and buggy.

IN MELROSE, NOT DETROIT.

THROUGH an oversight the address of the Melrose Motorcycle Agency, whose proprietors outlined a generous co-operative plan for dealers in the June 13 issue of MOTORCYCLE ILLUSTRATED, was incorrectly stated. The firm has its attractive garage and showroom in Melrose, Mass., but owing to the fact that it is featuring the Henderson four, manufactured in Detroit, the company was credited with a headquarters in the Michigan city.

FLANDERS IN TACOMA.

TACOMA, Wash.—H. C. Fuller, for many years in charge of the electrical department at the mills of the St. Paul & Tacoma Lumber Co., has opened a shop on Tacoma avenue, with a line of Flanders motorcycles. These machines are new to Tacoma. The first Flanders machine was brought to Tacoma some weeks ago, and is now in use by the Studebaker Corporation in the service department, where it has been used in answering hurry calls from stranded motorists.

NEW HAVEN ROAD TRIP.

PLANS have been completed by the New Haven (Conn.) M. C. for a 150-mile endurance run, to be held on Sunday, June 30. It will be open to members only. The run will start from the clubrooms, at Boyer's garage, on State street, at 6 a. m. Following is the route: To Woodbridge, Seymour, Oxford, Roxbury, New Milford, Danbury, Newton, Derby, Waterbury, Thomaston, Bristol, Plainville, Southington, Meriden and return to New Haven. The committee in charge of arrangements for the run is made up of B. Lattin, J. Rausch, M. Cohen and A. Cavallaro.

AWARDED A MOTORCYCLE.

COLUMBUS, Ohio.—Feibel Bros., proprietors of a department store at High and Russell streets, Columbus, have given a motorcycle in a popularity contest which attracted considerable attention. F. S. Atkinson was the winner, having received 450,377 votes. Earl Brown was a close second with 437,000 votes.

200-MILE RUN TO LANCASTER.

BALTIMORE, Md.—All arrangements have been completed for the 200-mile reliability run to Lancaster, Pa., of the Chesapeake M. C. next Sunday. The riders will leave the headquarters of the club early in the morning. There is a large entry list and the list of prizes is a very attractive one. The York M. C. is expected to enter a large number of its riders.

VISITED CHELSEA PLANT.

RECENTLY a number of Flanders dealers from Detroit and vicinity dropped in at the Chelsea (Mich.) plant of the Flanders Company, and A. A. Farnsworth, of the sales department (seated, in the center of the picture), escorted them through the big plant. The photograph was taken at the factory entrance.

At the close of their inspection the dealers were duly impressed by the scale on which Flanders machines are produced.

ATLANTA RIDERS OFF FOR FOREIGN TOUR

Four Southern Enthusiasts, Two of Them Mounting a Tandem Machine, Sail for Denmark to Begin Five Months' Trip—Their Story to Appear Serially in Motorcycle Illustrated.

FOUR dyed-in-the-wool touring enthusiasts, A. H. Coolidge, D. McKie, D. M. Hudson and E. M. Coolidge, of Atlanta, Ga., arrived in New York City on June 8 after a highly successful trip from the Southern metropolis, and almost before their motors had cooled they had made arrangements to sail for Copenhagen, Denmark, to begin an Old World jaunt which will consume about five months. The Atlanta riders had laid their plans carefully, and when they sailed from New York on June 20 it was with the conviction that the first leg of their long trip could not have been more satisfactory. They had no trouble worthy the name on the northward run from Atlanta, despite the fact that McKie and Hudson mount a tandem machine. Two storms were encountered, but little time was lost, and the tourists arrived in Manhattan keen for anything that Europe may have to offer in the way of tourable roads.

The tour takes on additional interest because of the fact that McKie and Hudson will use the tandem machine throughout the entire trip, and it is likely that before they again set foot on American soil they will have established a record for this form of passenger carrying. They mount a 7 Indian, of which McKie is the pilot. On the long run from Atlanta Hudson was troubled with extremely sore wrists and forearms, due to the unusual strain of gripping the handlebars of the tandem attachment, but otherwise he had no complaint to make. A. H. Coolidge mounts a 7 Indian and E. M. Coolidge rides a Thor 6. The patriotic combination of red and blue Indians and white Thor attracted considerable attention.

The tourists left Atlanta on June 1 and pulled into New York City eight days later without having made special efforts to keep up to a speed schedule. In the metropolis they encountered Frank Hart, the Indian speedster, who was about to start for Bridgeport, Conn., with his 7 Indian and side-car. He offered to pilot the riders as far as Bridgeport, and on this trip Hudson rode with Hart as his passenger. From Bridgeport the Atlanta boys proceeded to Springfield where they visited the Hendee wigwam. They were given a cordial reception and the officials at the big factory assisted them materially in their preparations for sailing.

From Copenhagen the tourists will go to St. Petersburg and neighboring cities in Russia, and will then return to Stockholm, Sweden, in time to witness the Olympic games. Their touring arrangements in this district will depend entirely upon road conditions, but it is the intention to visit the main points of interest where they are accessible to the motorcycle. The next leg of the tour will carry the riders into Germany. After making the most of the good roads in the Kaiser's domain they will visit France and Switzerland and continue southward into Italy. Plans for riding through other continental countries will be perfected after the motorcyclists have had an opportunity to study touring conditions. It is their intention to close the trip with a sojourn in England.

On their arrival in New York City the tourists visited the office of MOTORCYCLE ILLUSTRATED and made arrangements to write the complete story of their trip exclusively for this publication. They will forward photographs and instalments of their narrative as they proceed over their European route, and owing to the tandem feature of the tour their story should prove exceptionally interesting. The first instalment, dealing with the run from Atlanta to New York City, will appear in an early issue.

EIGHT out of nine of the winning machines in the race meet held by the Toronto Motorcycle Club on June 8 were equipped with the Bosch magneto.

MOTORCYCLES B.A.SWENSON BICYCLES Etc.

B. A. Swenson's New Store in Providence, R. I.

Master Harry Sonneborn, representing the Sonneborn family of motorcyclists, of La Porte, Ind.

TOURING BEE IS BUZZING

Many Baltimore Enthusiasts Plan Long Motorcycle Jaunts for July—A Nova Scotia Trip.

BALTIMORE, Md.—The touring bee is buzzing in the bonnets of many of the local motorcyclists, and they will soon take to the highways. Roger Wilkens, the city's chief exponent of the wanderlust, is striving to have some of the riders accompany him on a motorcycle trip to the wilds of Nova Scotia. His plan is to live in the open all during the trip, and he will take a tent for every-day use.

Edward Rasmers contemplates taking to the road for three or four days around the Fourth of July. His destination will be Bethlehem, Pa., where he will join many of his college chums of other days. He will travel by way of Philadelphia and Delaware Water Gap. Another rider who will hit the trail for New England during July will be Charlie Kirwan, while William Wix plans to go off around the Fourth for White Caves and Bedford Springs, Pa. He may also traverse a part of the route of the National Tour.

"Bill" Tiese, of Laurel, is back home after an absence of several months in Norfolk, Va. He plans to spend his vacation awheel and will join forces with H. W. Feige. They will first meet the Southeastern division of the National Tour at Hagerstown and proceed on to Columbus. After the annual meeting they will head for Winnipeg, Canada, by way of Chicago.

Touring

TOUR TO DENVER AND RETURN.

WINONA Subscriber — From Winona cross the Mississippi to Bluff Side, Wis., going on to Marshland Center, Gales, Decord, Holman, Onalaska, La Crosse, Shelby, Chaseburg, Esofea, Springville and Viroqua. From the latter place go next through Liberty, Viola, Ash Ridge, Buckeye, Gillingham, Richland Center, Twin Bluffs, Gotham, Lone Rock, Hillside, Arena, Mazo, Maine, Black Earth, Cross Plains, Lake Mendota and to Madison. Distance, Winona to Madison, 169 miles.

Referring to the routes in our Touring Number, take number 174 to Chicago. From Chicago take route 152 to Champaign, and then route 162 reversed from Champaign to Springfield. To work this out call Champaign 0.0; Savoy 4.2; Monticello 22.6, etc. From Springfield go to St. Louis, over route 240 reversed. From St. Louis take number 239 to Mexico, Mo.; then number 230 reversed to Kansas City. From Kansas City, Kan., take route 243 reversed to Topeka. From Topeka take route 237 reversed to Salina. From Salina take number 236 reversed to Oakley. From the latter place take route 225 reversed to Hugo, Col. From Hugo go to Denver via 246 reversed.

Pueblo can be reached from Denver by means of route 265, taking it reversed out and direct on return. Wichita can be reached from Salina via Newton. We advise against your going to Yellowstone Park on the machine as neither motorcycles nor automobiles are allowed in the park. Denver to Laramie, Wyo., via route 248. Laramie to Rawlins, Wyo., over route 262. From Rawlins go to Bell Spring, then to Ferris, Pathfinder, Alcova, and Casper. From Casper go to Shannon, then northwest by road to Pumpkin and Middle Buttes, continuing on parallel to the Bellefourche creek to Moorcroft. From there go on to Linden and Sundance. Go through the Sundance National Forest, keeping Green Mt. on the right to a fork in road 10 to 15 miles from Sundance. There turn left and continue toward Schoolmarm and Table mountains and reach Aladdin. From Aladdin go on to road junction, where turn right and go to Bellefourche, S. D. Estimated distance from Rawlins to Bellefourche, 341 miles.

You are in the Black Hills district. Go on to Deadwood, then to Rapid City and Interior. From Interior go to Kadoka, Okadon, Presho, and Oacoma. Cross the Missouri to Chamberlain, then go to Kimball and Mitchell, continuing on to Sioux Falls. From Bellefourche to Sioux Falls we can only give outline directions as above. From Sioux Falls go to Canton, S. D., then to Beloit, Iowa, and Doon. From Doon go to Lakewood, Rock Rapids, Sibley, Ocheyedan, Lake Park and Spirit Lake. Distance estimated, Canton to Spirit Lake, 99½ miles. Now take route number 195 reversed from Spirit Lake to Mason City. From Mason City take route number 198 reversed to Minneapolis-St. Paul (Twin Cities). Follow route 197 as far as 128.4 Winona.

OLYMPIA RUNS

Women Enthusiasts Figure in Outings to Points of Interest Near Washington's Capital City.

OLYMPIA, Wash. — Motorcycling in Olympia and vicinity is fast becoming the leading sport. The weather during the past two months has been ideal for touring, and there is scarcely a road in this district that cannot be traveled with ease by a motorcycle. The Olympia Motorcycle Club at the present time has 28 members, and riders are being constantly added. Each member is an enthusiastic booster and also a member of the F. A. M. Following are the club's efficient officers: Joe Jeffers, president; Dr. Lydia, vice-president; Milo Drake, secretary; F. H. Scott, treasurer; W. G. Ashley, captain; Fred Levee, first lieutenant; Ed Loft, second lieutenant, and Fred Anderson and Patty Miles, directors.

At a recent banquet held by the Olympia Motorcycle Club for its members and their friends, much enthusiasm was displayed, especially by the women riders. Many trips for the coming summer were planned, and in other ways was it shown that Olympia is fast coming to the front in the motorcycling game.

A most enjoyable run was held recently from Olympia to Union City, a distance of 32 miles. Union City is located on Hoods Canal, at the foot of the picturesque Olympic mountains. After enjoying four hours of beautiful scenery, bracing mountain air and a splendid big feed at the hotel the riders made the return trip in good time to Olympia. Another run was made recently to Centralia, "The Hub City." On each of the runs the riders take their time and derive all the pleasure possible from the outing. The captain sets the pace and anyone who passes him is fined.

MOTOR PARKWAY OPEN.

BROOKLYN, N. Y.—Motorcycle riders of New York and vicinity will welcome the announcement that the improvements to the Long Island Motor Parkway have been completed. The speedway is now open for the full length of the Parkway, extending from Floral Park to Lake Ronkonkoma, a distance of approximately forty miles. This is an ideal outing for a day's trip.

SEATTLE TO BALTIMORE.

R. R. SPRAGUE.—From Seattle take route 272 to Walla-Walla; then route 273 to Pocatello, Idaho. Next take route 264 to Granger, Wyo. From Granger follow on to Rock Springs, Wyo., through Azusa, Bryan, Peru, Fish Cut, Green River, Wilkins, Canada. The itinerary of this route can be taken from route number 266. You will have to study out reversed routes from those given in the Spring Touring Number. Take route 266 in reverse, thus: Call Rock Springs 00 miles; then Point of Rock will be 27.6 miles, etc. Route 266 takes you from Rock Springs to Rawlins, Wyo. Next take route 262 also reversed to Cheyenne, and follow that with route 263 Cheyenne to Denver. This route has to be worked out reversed, as above.

From Denver follow route 246 direct to Hugo, Col. From Hugo take route 225 to Oakley, Col. From Oakley take route 236 to Salina, Kan. From Salina take route 237 to Topeka, and route 243 from Topeka to Kansas City, Kan. Next take 230 from Kansas City to Mexico, Mo. From Mexico, Mo., take route 239 reversed to St. Louis, Mo. Follow this over route 241 from St. Louis to Terre Haute, Ind.

From Terre Haute take route 214 reversed to Indianapolis, Ind.; then route 134 reversed from Indianapolis to Columbus, O. From Columbus take route 146 reversed to Pittsburgh, Pa. From Pittsburgh take direct route 148 to Hagerstown, Md. From Hagerstown take the first portion reversed of route 80 to Baltimore. Allow 100 miles per day for runs except in Idaho, Colorado, Wyoming.

Almost any good carrier obtainable from the agent will serve your purpose for the trip. Use khaki clothing, carrying a blanket and sweater and canteen. Don't forget goggles; ones that will not hurt your eyes; try them before purchasing.

SCRANTON TO PHILADELPHIA.

HARRY LADWIG.—From Scranton go to Lackawanna (6 miles), then to Pittston (9), cross river to West Pittston (10), Kingston (17), then Wilkesbarre. From Wilkesbarre follow Route 70, Wilkesbarre to Reading; then take Route 62 reversed, beginning at 56.7 Reading. Call this 86.0 Reading; then Baumstown will be 94.1; Douglassville 98.5; Pottstown, 102.9; Limerick, 110.0; Fairview, 119.0; and Philadelphia 142.7 miles from Wilkesbarre. The roads from Scranton to Wilkesbarre are good clay with some gravel. Total distance, about 162 miles.

START FOR FOREIGN TOUR.

AKRON, Ohio.—James Hogg and William Shaw, of Urbana, Ill., passed through Akron recently on their way to New York, from which point they will sail for a tour of southern Italy. They will travel by way of London, Paris and Venice. Hogg, who has made several long trips in the past, has plans laid for continuing around the world and returning home via San Francisco, but Shaw expects to return by the Atlantic route late in October. The tourists are riding twin machines fitted with Diamond 29 by 3-inch tires. In Akron the riders were entertained at the Diamond factory, where they were deeply interested in the production of the tires to which they have pinned their faith for their long, foreign jaunt.

J. R. BURNS.—Communicate with the Canada Cycle Company, of Toronto.

OFFICERS FOR BIG TOUR.

FOLLOWING are the officers who will be in charge of the various divisions participating in the big annual tour of the Kansas Short Grass Club, which is to start August 7 and extend over a period of two weeks:

Eastern Kansas division, Guy Elliott, Topeka, captain; Lewis I. Tower, Topeka, lieutenant; Nebraska division, Charles Gabus, South Auburn, captain; North Kansas division, Dice Morrow, Otego, captain; Roy Smith, Concordia, lieutenant; Western Kansas division, Ward Clark Logan, captain; L. I. Goodrich, lieutenant; Central Kansas division, P. E. Zimmerman, Lindsborg, captain; Edward Anderson, Salina, lieutenant; Southern Kansas division, Earl Clark, Pratt, captain; G. E. Woodwell, Wichita, lieutenant; Colorado division, George Bartlett, Colorado Springs, captain; Automobile division, Charles Barton, Pratt, captain; I. S. Puckett, Pratt, lieutenant. Dr. B. J. Patterson, of Pratt, Kansas, vice-president of the central division of the F. A. M., will be commanding officer of the tour. He will ride unattached.

QUICK TRIP TO PORTLAND.

TACOMA, Wash.—Ray Day, Tacoma agent for Flying Merkel motorcycles, was the original early bird on Sunday, June 16, when, ignoring his customary "ham and," he plugged forth at 4:45 in the morning on his way to Portland. Under him was a single-cylinder Merkel and ahead of him 188 miles of "don't care" roads to Portland, where he planned to size up the entries in the motorcycle race meet held there that afternoon. Seven hours' running is the record he claims for the trip, as he arrived in Portland at 1:15 Sunday afternoon, in ample time to see the races. The roads, he says, were in very good condition. One puncture cost him 15 minutes; breakfast at Chehalis took 45 minutes, and more time was lost in crossing the Columbia river on a ferry between Kelso and Goble. While in Portland the agent met A. E. Bierly and J. N. Harrell, of North Yakima, Wash., who are now on their way on Merkels to San Francisco, from which city they will tour across the continent to New York.

AN ALASKAN TRIP.

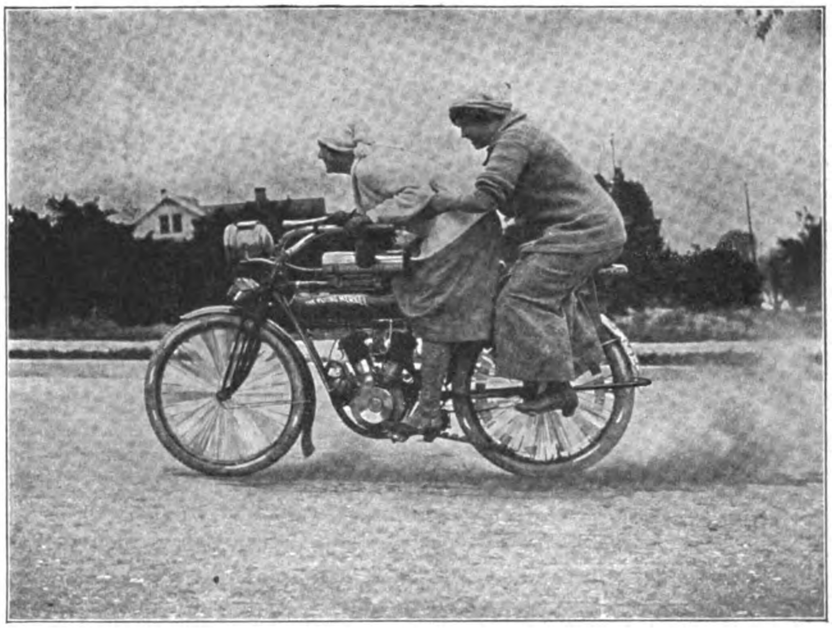
UNDER a heading "The first motorcycle to reach Perseverance," the *Daily Alaskan*, of Juneau, Alaska, prints an account of a motorcycle trip recently made by William Merchant. Riding his Pierce machine, Merchant made a run to Perseverance Mine in 45 minutes from Juneau over the roughest of roads and hills. He was given an ovation because of the fact that the mine had not hitherto been reached except by wagon and team, and then only after the hardest kind of going.

LICENSE REGULATIONS.

H. S. MORRISON.—You will be obliged to take out a license in Massachusetts, obtainable from the State Highway Commission, at Boston. The fee is $2. Non-residents are exempt for ten days in Massachusetts if registered in their home State; but as New York riders are not registered you will have to take out a Massachusetts license, not being able to claim exemption under the laws of that State as a non-resident. The fact that you come from New York is not held valid as exempting you from registration.

A HOT PACE.

FROM Los Angeles, Cal., comes the photograph herewith which shows two fair enthusiasts cutting out a lively clip on a Flying Merkel machine. Although they are full-fledged motorcyclists the girls did not like the idea of having their names used in connection with the picture, and for that reason the illustration will have to be taken at its face value. The photograph was snapped as the girls were chugging along over one of the fine boulevards of which Los Angeles is justly proud.



A WESTERN TOUR.

MINNEAPOLIS, Minn.—Arrangements for a tour of the West by eight riders from this city have been practically completed and under the leadership of A. R. Horn, who has had some experience in transcontinental touring, the party expects to leave Minneapolis the middle of July for a trip to the Rockies. The course as laid out now will be to Omaha, to Wichita, Kan., St. Louis, Mo.; El Reno, Okla.; Denver, Col., and back to Minneapolis by way of the Dakotas. The riders will carry a complete camping outfit part of the way in preparation for a stay in some of the picturesque spots that will be passed through en route to Denver. They expect to be gone about two months.

PENNSYLVANIANS ON TOUR.

BALTIMORE, Md.—Louis J. Eagle, Jr., and William Ridings, of Landsdowne, Pa., passed through this city recently on their way South. They came down by way of Philadelphia, Wilmington, Del., and Havre de Grace, Md. From this city they struck out for Middletown, Va. They stated that they expect to be on the road about four weeks and will make their tour down and back by leisurely stages. They reported sand a foot deep between Elkton and Perryville, and advise all motorcyclists to take the long route from Philadelphia to this city by way of Lancaster and York.

GATES ON CROSS-COUNTRY TRIP.

CHARLES FULLER GATES, F. A. M. referee on the Pacific Coast, has made arrangements to ride his two-speed Indian across country to the Columbus convention, and later he will proceed to New York. It is his intention to visit his old home in western New York State, and he will also spend some time in the metropolis. The western boomer will follow the route of the Ocean-to-Ocean Highway to Columbus. Plans for the complete mapping and maintenance of this road are now being boomed by Arizona and southern California.

PARK RIDGE TO ELMIRA.

CHAS. LATTERMAN.—Route from Park Ridge to Elmira, N. Y.: From Park Ridge go to Hillsdale, then to Westwood, and Hackensack. At Hackensack join route 35 (Spring Touring Number, issue of May 16) New York to Delaware Water Gap. Follow to 98.1 Water Gap. From there take the route to Scranton, Pa., 52.7 miles over fair mountain roads. Water Gap 0.0; Stroudsburg 3.6; Analomink 8.9; Henryville P. O. 13.0; Paradise 15.8; Mt. Pocono 19.9; Tobyhanna 24.9; Gouldsboro 30.5; Moscow Station 40.9; then through May Aug Park; reaching Scranton 52.7 miles.

From Scranton take the following route to Binghamton, over fair to poor dirt and gravel roads with macadam and pavement near Scranton and Binghamton. Scranton 0.0; Providence 2.8; Chinchilla 5.9; Clarks Summit 7.6; Wallsville 14.1; Glenwood 20.4; Hartford 30.7; New Milford 37.9; Great Bend, Pa., 44.7; Kirkwood, N. Y., 50.3; Binghamton 59.3 miles. From Binghamton go next to Elmira over good roads, mostly macadam; distance 63.6 miles. Binghamton 0.0; Endicott 9.2; Appalachin 16.5; Owego 24.3; Lounsberry 29.9; Smithboro 35.2; Waverly 45.0; Chemung 49.5; Lowman 55.6; Wellsburg 56.7; Elmira 53.6 miles. Total distance about 279 miles.

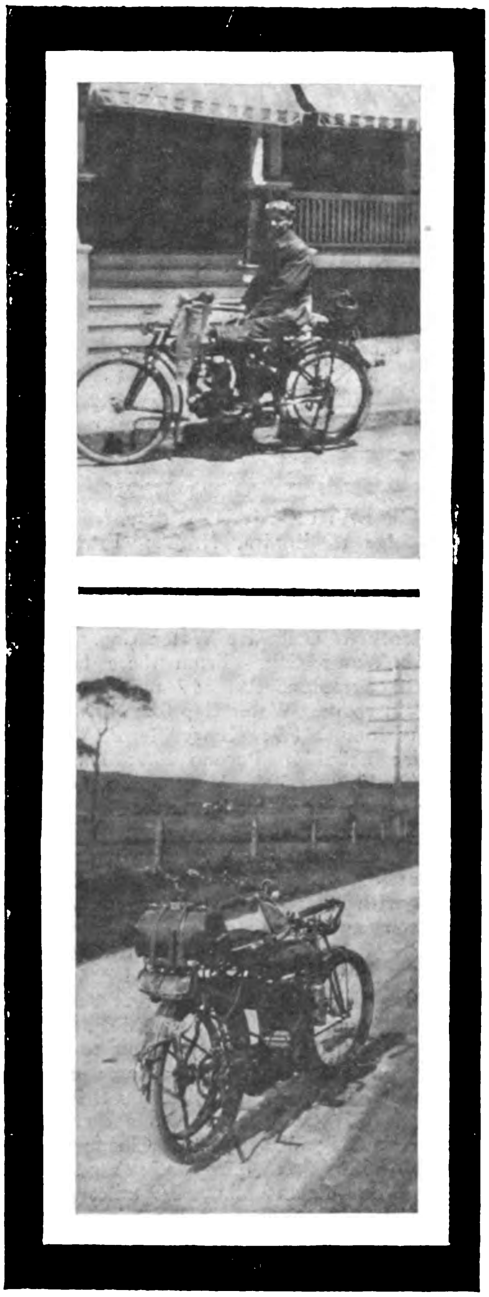
GREENSBURG, PA., TO LONG ISLAND, KAN.

LLOYD CULBERTSON.—From Greensburg go to Pittsburgh, via Adamsburg, East McKeesport, Wilmerding, and Wilkinsburg—32.3 miles over mostly macadam roads. Take Route 144 (Touring Number of MOTORCYCLE ILLUSTRATED), Pittsburgh to Canton, O.; then Route 126 to Lima. From Lima take next Route 118 to South Bend, Ind., and on to Chicago via Laporte, New Carlisle, Pinhook, Westville, Valparaiso, Hobart, Highlands, Hammond, South Chicago and Jackson Park. The distance is 101.6 miles.

From Chicago take Route 153 to Davenport, Iowa. Then Route 166, Davenport to Des Moines; following this with Route 188 to Omaha, Neb. From Omaha take Route 186 to Kearney, Neb., and from Kearney go to Newark, Minden, Keene, Wilcox, Ragan and Huntley to Alma (Harlan county). From Alma go to Woodruff (Phillips county, Kan.), then to Long Island.

A PENNSYLVANIA TRIP

New Jersey Motorcyclist Finds Some Rough Going on Rocky and Hilly Roads of Keystone State.



WILLIAM A. HARDIN, of Atlantic City, N. J., writes the following interesting account of a motorcycle trip made recently from the Jersey coast resort to Allentown, Pa., and return on his Haverford machine. He left Atlantic City at 1.10 p. m. on June 1 and bowled along without a hitch for about seven miles, when he found that dirt had accumulated under the auxiliary air valve of his machine. After remedying this trouble he resumed the trip and completed it without further mechanical annoyance. From the Jersey coast he passed through Mays Landing, Egg Harbor and Hammonton on the way to Camden, finding the roads in good condition and nearly all of macadam. Hardin pulled into Camden about 4 p. m., crossed over to Philadelphia and remained there for the night.

On the following morning he took to the road again at 9.30, going out North Broad street to the Bethlehem pike, on which he rode to Allentown. At the end of Broad street he missed a turn and proceeded about two miles out of his course. On striking the trail again he found rough roads and numerous hills, but succeeded in climbing them, with one exception. The grade which balked him started at a sharp turn which was littered with loose stones and it was impossible to approach the hill at anything but slow speed. This stretch afforded some of the roughest going ever encountered by the traveler, but he managed to pull through and finally reached his destination.

He stopped at the Allen Hotel until Friday, June 7, when the return trip was started. Hardin rode through Nazareth and Easton and crossed the Delaware river at Phillipsburg into New Jersey. From Phillipsburg he proceeded to White House over bad roads. The road was so rocky in places that he was obliged to dismount and push his machine. On this leg of the journey he lost his tail lamp and broke the tandem attachment with which the machine was fitted. Hardin stopped overnight near White House and stored his machine in a stable. He was on his way again the following morning at 7.30. He had only traveled about a mile when he encountered a long hill which had recently been covered with crushed stone. His rear wheel could not find traction and another walk was necessary. This hill ended the rider's troubles, however, and the remainder of the run into Atlantic City was made without incident.

Hardin does not regard his trip in the light of a "grind," but he does feel that it is a fair sample of the test to which a rider is put when he attempts to ride the hilly roads of Eastern Pennsylvania and Western New Jersey. To cover 373 miles Hardin used four and three-quarter gallons of gasoline and eleven pints of oil, his outlay in this direction being $1.30. The rider experienced no trouble with his 28 by 2¼-inch Kokomo tires.

FORT WAYNE TO DETROIT.

H. C. SCHERER.—The route from Fort Wayne to Toledo is over good dirt roads with some macadam and the chief towns passed through are as follows. Distances are from Fort Wayne: 0.0 Fort Wayne; 15.3 Maysville; 25.9 Hicksville; 47.0 Defiance; 58.8 Okolona; 66.2 Napoleon; 83.3 reach Maumee River; 97.2 Haskins Station; 106.0 Perrysburg; 115.6 Toledo. From Toledo to Detroit, 115.6 Toledo; 126.3 Erie; 131.8 LaSalle; 141.1 Monroe; 150.8 Old Port; 163.0 Trenton; 168.0 Wyandotte; 173.1 Fort Wayne; 175.9 Detroit. The roads from Toledo to Detroit are fair dirt surfaces. You need not touch Adrian, the route going via Napoleon, Ohio. The roads are fair to poor at Adrian and vicinity. The route is direct from Toledo to Detroit.

TO NIAGARA FALLS.

J. WISSLER.—Follow the route to be taken to Buffalo by the 1912 Eastern (F. A. M.) tour from Albany. Go to Albany over the Hudson River route as suggested. From Buffalo go to Niagara Falls following route 30 (Spring Touring Number) as far as the Falls (23.4 miles).

We suggest a steel body side-car for your purpose. You may have to use a 5 or 5¼ to 1 gear, although the 4¾ to 1 high gear should take you almost anywhere. Experiments on the roads out through New Jersey will give you an idea whether the 4¾ gear is suitable or if a higher is needed. The side-car is naturally much more comfortable for the passenger than the tandem attachment, but the consumption of gasoline will be greater with its use.

GRADE PERCENTAGE.

Editor MOTORCYCLE ILLUSTRATED:

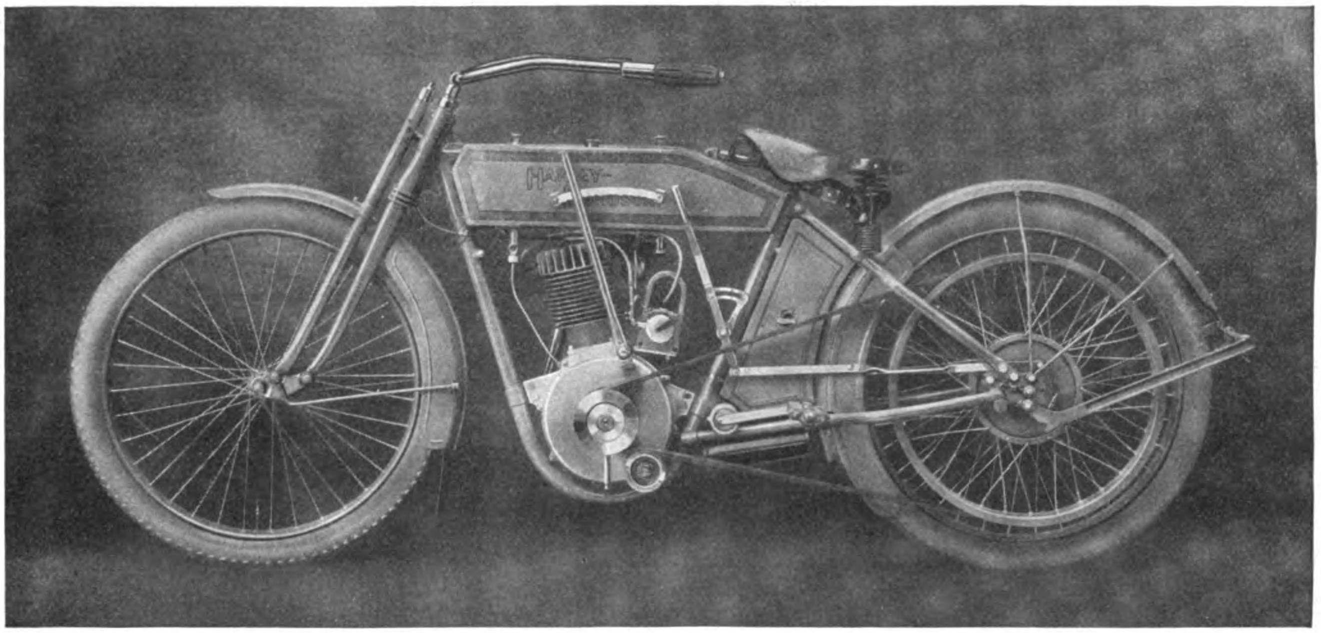
I NOTICED in your May 2 issue a communication from "A Reader" regarding grade percentage. He says that the grade of the banking of the Los Angeles track (50 degrees), figures out at 76.6 per cent. instead of over 100 per cent. as stated on page 40, March 7 issue. I do not see where he can find any such rules as he mentions; 100 feet by tangent 50 degs. = 119.17 per cent. Thus the grade must be over 100 per cent. J. P

YALE RIDERS IN SOMERVILLE.

M. B. DOOLEY, Yale agent in Somerville, N. J., forwards the accompanying photograph of a squad of Yale riders ready for the start of a recent Sunday run into the country. It will be noted that the Yale contingent in Somerville is of creditable size, which in itself is proof of the claims made by Dooley's friends that he is one of the liveliest dealers in his section of the State. Somerville has an F. A. M. club, by the way, which is growing steadily.

NEW COMPANY FORMED.

COLUMBUS, Ohio.—The O. & H. Tire Company, of East Palestine, has been incorporated with a capital stock of $50,000, for the purpose of manufacturing motorcycle and automobile tires among other things. The incorporators are: J. A. Shumate, C. A. Oatsdean, C. F. Hanoble and A. S. Mauk.



The United States Government has just purchased another Harley-Davidson for use in the Reclamation Service.

The Government now uses Harley-Davidsons in the Reclamation Service, Geological Survey, Navy Department, Forestry Service and in the Fish and Game Commission.

Uncle Sam is following the lead of the more progressive municipalities and public service corporations who have learned to buy motorcycles on the basis of SERVICE RENDERED and NOT merely PRICE.

An interesting phase of this Government business is that, not long ago, before the Government was as familiar with motorcycles in general as they are now, they were buying machines that sell for less than Harley-Davidsons, which machines in some places have been replaced outright with Harley-Davidsons.

Harley-Davidson Motor Company

230 C Street
Milwaukee, Wisconsin

RAIN SPOILED AN OUTING

Pleasure Trip of Augusta Club Developed into an Endurance Contest with Only Four Survivors.

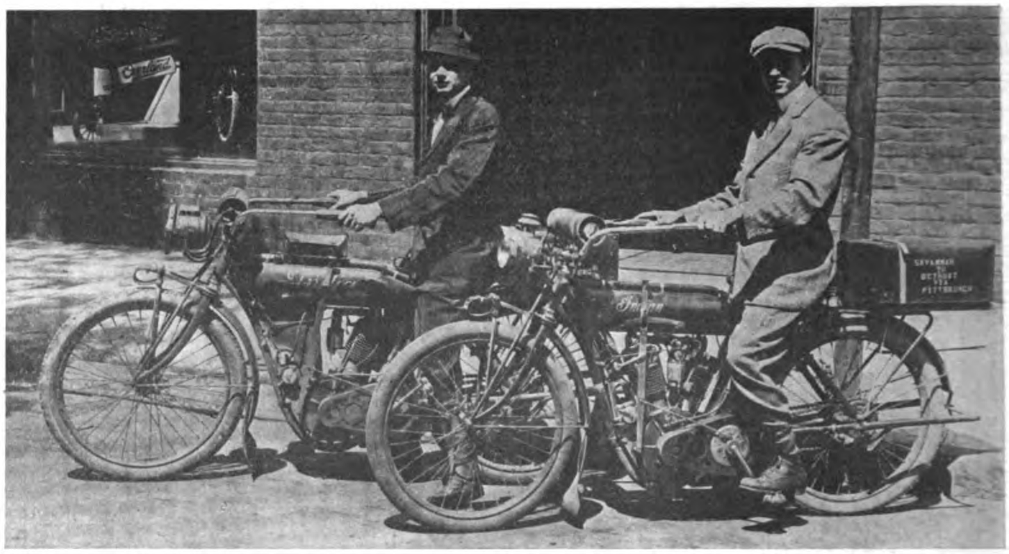
OWING to heavy rains the plans of the Augusta (Ga.) M. C. for the club run and barbecue slated for Sunday, June 15, were completely upset, and it is likely that a program along similar lines will be given later in the season to square matters with the weather man. Rain the greater part of the night before and a downpour in the morning, just before the start, kept a great number of the motorcyclists from attempting the trip, but eighteen riders got under way. Four of them survived the mud and slush of the slippery roads, ate barbecue and returned to Augusta with "perfect scores." The others fell out at various points along the route, some of them coming back by train and some, after finding the roads well-nigh impossible, taking a back track.

The route lay through Boneville, Thomson and Washington, then 12 miles beyond to the place of entertainment, a total distance of 71 miles. At Boneville, 28 miles from Augusta, three of the riders gave up the fight, and rode back to Augusta after a breathing spell. At Thomson, three miles beyond Boneville, a dozen of the riders held a consultation as to the advisability of giving up the run and returning. The twelve being unable to come to a verdict, seven of the boys fell out, four taking the train and three returning awheel. Eight of the motorcyclists finally reached Washington, after a six-hour battle against the worst possible road conditions, all tired, hungry and covered with mud.

Here it was learned that the place of entertainment was still twelve miles distant. On this information four of the boys expressed themselves as satisfied with the day's work, and after getting dinner at a restaurant they returned to Augusta by train, shipping their machines. The remaining four continued the fight and in another hour were enjoying the reward of their toil in the form of a most delightful barbecue dinner. The hosts of the occasion, Messrs. McNeill, Ramsey and Anderson, had prepared an elaborate spread for fifty riders, and were greatly disappointed when the road conditions prevented the Augusta boys from being on hand. The four riders on the return trip found the road had dried out considerably and they made much better time. All declared when they reached home that they felt as if they had done a day's work. One of the boys said he wouldn't take the same kind of a trip again for a month's salary, and he draws a pretty good salary at that.

Three invitations to attend race meets have been received by the Augusta Motorcycle Club within the past week, all to be given on the Fourth of July. The Savannah M. C. writes that it will celebrate the day with a card of five events, all strictly for amateurs, and that it will have prizes aggregating in value something over $300. The Columbus (Ga.) club will put on half a dozen events on the mile track at the driving park in that city. They expect to have professional as well as amateur events, and will have entries from Macon, Birmingham and Atlanta. The club is offering handsome prizes in the way of cups and motorcycle accessories. The Columbia (S. C.) club will celebrate the glorious Fourth by holding its first F. A. M. meet. The program will include five events and will be run on a mile track. The feature event will be a fifty-mile race, for which they are offering a big sterling silver cup as a prize. In the meantime the Augusta club is busying itself on preliminary plans for a big club meet to be held on July 4 on the Georgia-Carolina fairgrounds track.

Earl McCone, of Savannah, holder of the record for the fastest time made by a motorcycle between Augusta and Savannah, and winner of many racing events in this section, passed through Augusta on June 16 on the first leg of the long motorcycle ride he is taking in Detroit, via Pittsburgh. His companion is Henry Kuck, also of Savannah.



Earl McCone (at the left) and Henry Kuck, Jr., Starting on 2,000-Mile Journey from Savannah, Ga., to Detroit, Mich.

MUST HAVE LICENSES.

ST. PAUL, MINN.—Steps to enforce the law requiring every motorcycle in Minnesota to be registered with the Secretary of State will be taken by the Minnesota State Motor Vehicle Association, through its club and individual members throughout the State. Members of the association have been notified that in many towns of the State motorcycle owners are found who refuse or neglect to register their machines or to properly display their license number on the rear of the machine, as required by the law. Automobiles are also coming under the ban of the association which has found many offenders. The registration of motorcycles at office of the Secretary of State shows about 3,225 machines, but it is said that outside the cities may be found many machines which have never been licensed or else are displaying an old number.

Secretary of State Julius A. Schmahl says that the enforcement of the law is up to local officials. The State association therefore is going to make an attempt, out of fairness to those who do obey the law, to get all machine owners to register with the secretary.

OFFICIAL PLATES REQUIRED.

THE Toronto police authorities have issued a warning to all motorcycle riders that no number plates other than those issued by the department can be used on any machine. No more make-shift plates will be allowed, and a minimum fine of $50 has been fixed for a violation of the ruling.

OFF ON 2,000 MILE TRIP

Savannah Motorcyclists Are Now on Their Way to Detroit via Pittsburgh—A Southern Tour.

SAVANNAH, Ga.—Earl McCone, mounting an Indian single, and Henry Kuck, Jr., piloting a twin Indian, left this city recently for a 2,000-mile jaunt to Detroit, Mich., and are now well out on the route which is to lead them to the City of Straits. The trip is being made via Pittsburgh and will consume about ten days, according to final calculations of the riders. McCone, popularly known as "Mac," has long been to the front among Savannah motorcyclists, and Kuck is equally enthusiastic, although his riding career has been shorter.

From Savannah the tourists rode to Augusta, Columbus and Charlotte, where they connected with the National Highway to Salisbury, Greensboro, Ridgeway, Rock Mount, Va., Roanoke, Lexington, Stanton, Martinsburg, Buffalo, Erie, Pa., Toledo, Cleveland and Detroit. McCone is riding the same machine on which he went from Savannah to New York in 1910, while Kuck is using a 1911 machine. McCone holds the record between Savannah and Philadelphia, of five days, being in the saddle of his machine only 72 hours during the trip.

He also holds the record between Savannah and Augusta, a distance of 143 miles, which he made in four hours and nineteen minutes, beating an automobile by nineteen minutes. Another trip for which he won fame was made between St. Louis and Denver when he made the first motorcycle run between these places. Besides this he holds several track records in St. Louis, his home city.

J. D. Ivy and O. W. Stacy, both mounting Excelsior twins of 1912 make, left Saturday, June 22, on a 700-mile trip through Georgia and Florida. They expect to be gone about two weeks.

AN attractive racing program will be given under the auspices of the Reading (Pa.) M. C. at the fair grounds on the afternoon of July 4.

A plain talk on Carbon Deposit.

There are three mistaken ideas on carbon deposit.

(1) Light colored oil is commonly supposed to leave the least carbon deposit. (2) Heavy-bodied oils are often avoided through fear of excessive carbon deposit. (3) Claims that some lubricating oils are "non-carbon" are often accepted as sound.

Our experience has clearly shown that:

(1) Color is an unsafe guide in determining the amount of carbon in an oil.

(2) The body of the oil does not determine the amount of carbon deposit. The heaviest oil that can be properly used gives the most efficient motorcycle lubrication.

(3) "Non-carbon" oils do not exist. Lubricating oils are a hydro-carbon product. Were all carbon eliminated, **the oil could not lubricate.** The **free** carbon is the only carbon that can be safely removed.

The amount of carbon deposited in the cylinders depends partly on the carburetion and gasoline combustion, partly on the oil, partly on its fitness for the motorcycle.

Unfortunately, the more the layman tries to comprehend carbon deposit, the more he is bewildered. He needs authoritative guidance.

Equipped with the experience gained from our authoritative position in lubrication, we studied every make of American motorcycle and many foreign makes.

We found that no one grade of lubricating oil would suit all motorcycles. We produced our Gargoyle Mobiloils in several grades, and prepared a schedule showing the correct grade for each make of motorcycle.

The complete schedule is printed on the right.

We refined and filtered these oils to remove free carbon. Aside from furnishing the correct oil for each motorcycle, that is the most that any producer can do toward eliminating carbon deposit.

We can say without fear of successful contradiction, that these oils establish a world standard for motorcycle lubrication.

GARGOYLE

Mobiloil

A grade for each type of motor

Gargoyle Mobiloils are put up in barrels, half-barrels, in 5 and 1 gallon sealed white cans. They are named:

Gargoyle Mobiloil "A"
Gargoyle Mobiloil "B"
Gargoyle Mobiloil "Arctic"

All are branded with the Gargoyle, which is our mark of manufacture. They are handled by the higher class garages, auto-supply stores and others who supply lubricants.

TO THE TRADE

By carrying Gargoyle Mobiloils, with our chart of recommendations, you can say to the owner of any motorcycle: "I can give you the correct grade of oil for your machine. It is recommended by the Vacuum Oil Company—the recognized leaders in lubrication."

By handling Gargoyle Mobiloils you also get the benefit of the strongest advertising campaign ever run for automobile and motorcycle lubricants. In addition to all the leading automobile and motorcycle magazines, we are running our large-space advertisements in the Saturday Evening Post, Collier's, Literary Digest, Life and Scientific American. Later we will advertise in leading monthly magazines.

VACUUM OIL CO., Rochester, U. S. A.

General Sales Offices, 29 Broadway, New York City.

Distributing warehouses in the principal cities of the world.

The list below shows the right oil for your motorcycle.

Explanation: In this schedule the letter opposite the name of motorcycle indicates the grade of Gargoyle Mobiloil that should be used. For example, "A" means "Gargoyle Mobiloil A." "Arc" means "Gargoyle Mobiloil Arctic." Recommendations cover all types of the same make unless otherwise stated.

MODEL OF	1908		1909		1910		1911		1912	
MOTORCYCLE	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
American	....	....	....	....	B	A	B	A	B	A
Apache	B	B	B	B	....	....	....	....	....	....
Armac	B	A	B	A	....	....	....	....	B	A
Arrow	....	....	....	....	....	....	....	....	B	A
Augstin-Koch	....	....	....	....	....	....	....	....	B	A
Aurora	....	....	....	....	....	....	....	....	B	A
Auto-Bi	B	A	B	A	....	....	....	....	....	....
Black Hawk	....	....	....	....	....	....	....	....	B	A
Bradley	....	....	....	....	....	....	....	....	B	A
Breed	....	....	....	....	....	....	....	....	B	A
Crouch	B	B	B	B	....	....	....	....	....	....
Curtiss	B	A	B	A	B	A	B	A	B	A
C. V. S.	....	....	....	....	B	B	B	B	B	B
De Luxe (1 cyl)	....	....	....	....	....	....	B	A	B	A
De Luxe (2 cyl)	....	....	....	....	....	....	A	Arc.	A	Arc.
Detroit	....	....	....	....	....	....	B	A	B	A
Detroit Bi-Car	....	....	....	....	....	....	....	....	B	A
Eagle	....	....	....	....	B	B	B	B	B	B
Electra	....	....	....	....	....	....	....	....	B	A
Emblem (1 cyl)	....	....	B	B	B	B	B	B	B	B
Emblem (2 cyl)	....	....	....	....	B	A	B	A	B	A
Erie	B	B	B	B	....	....	....	....	....	....
Excelsior (1 cyl)	B	A	B	A	B	A	B	A	B	A
Flanders	....	....	....	....	....	....	....	....	B	A
F. N.	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Geer	B	A	B	A	B	A	B	A	B	A
Gerhart	....	....	....	....	....	....	....	....	B	A
Greyhound	....	....	....	....	B	A	B	A	B	A
Harley-Davidson	B	A	B	A	B	A	B	A	B	A
Haverford	....	....	....	....	....	....	B	B	B	B
Hilaman	B	A	B	A	....	....	....	....	....	....
Henderson	....	....	....	....	....	....	....	....	A	Arc.
Indian (1 cyl)	B	B	B	B	B	B	B	B	B	B
Indian (2 cyl)	B	A	B	A	B	A	B	A	B	A
Iver Johnson	....	....	....	....	....	....	....	....	B	A
Kokomo	....	....	....	....	....	....	....	....	B	A
Majestic	....	....	....	....	....	....	....	....	B	A
Manson	B	B	....	....	....	....	....	....	....	....
Marvel	....	....	....	....	B	B	B	B	B	B
Mayo (1 cyl)	B	B	....	....	....	....	....	....	....	....
Mayo (2 cyl)	B	A	....	....	....	....	....	....	....	....
Merkel	B	A	B	A	B	A	B	A	B	A
Minerva	B	A	B	A	....	....	....	....	....	....
Minneapolis	....	....	B	A	B	A	B	A	B	A
M. M.	B	A	B	A	B	A	B	A	B	A
Monarch	....	....	....	....	....	....	....	....	B	A
Motorette	....	....	....	....	....	....	....	....	B	A
New Era	....	....	B	A	B	A	B	A	B	A
N. S. U. (1 cyl)	B	B	B	B	B	B	B	B	B	B
N. S. U. (2 cyl)	....	....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Peerless	....	....	....	....	....	....	B	A	B	A
P. E. M.	....	....	....	....	....	....	....	....	B	A
Peugeot	B	A	B	A	B	A	B	A	B	A
Pierce (1 cyl)	....	....	B	A	B	A	B	A	B	A
Pierce (4 cyl)	....	....	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Pope	....	....	....	....	....	....	B	B	B	A
Racycle	....	....	....	....	....	....	B	A	B	A
Reading Standard	B	A	B	A	B	A	B	A	B	A
Reliance	B	B	B	A	B	A	B	A	B	A
Royal	B	B	B	A	B	A	....	....	....	....
Schickel	....	....	....	....	....	....	B	A	B	A
Scott	....	....	....	....	....	....	....	....	B	A
Theim	B	A	B	A	B	A	B	A	B	A
Thor (1 cyl)	B	B	B	B	B	B	B	B	B	B
Thor (2 cyl)	B	A	B	A	B	A	B	A	B	A
Torpedo	B	B	B	B	B	B	....	....	....	....
Triumph	B	A	....	....	....	....	....	....	....	....
Wagner	B	B	B	B	B	B	B	B	B	A
Yale (1 cyl)	B	B	B	B	B	B	B	B	B	B
Yale (2 cyl)	....	....	....	....	B	A	B	A	B	A

Questions and Answers

In order to add interest and value to this Department, an entirely new feature is introduced herewith. The Editor will, as heretofore, answer all inquiries to the best of his ability. In addition, however, he will in each issue propose a question of his own, and invite the readers of Motorcycle Illustrated to test their ingenuity and mechanical knowledge in answering them.

Two cash prizes of $5 and $3, respectively, will be awarded every two weeks for the best and second best answers to each question. All the good answers will be published.

The decision in each case will be made by the Editor of this Department, and prizes will be awarded to the two readers whose replies are most thoroughly characterized by clearness, accuracy and brevity. A new question will appear in each issue. Answers will be published the *second* issue following the number in which each question is asked. For example, answers to the question published in this, the June 27 issue, will be printed four weeks hence, in the issue of July 25. We cannot guarantee the publication of any answer received more than three weeks after the publication of the question.

For a time, the questions will be of a general nature, having to do with fundamentals. Later, however, problems of a specific nature will be considered. In this connection readers of Motorcycle Illustrated are requested to suggest questions which they would like to have their fellow-riders answer.

All communications should be addressed to: "Editor Questions and Answers, Motorcycle Illustrated, 51 Chambers street, New York."

Question No. 1.—Define, briefly and accurately, the general design and operation of a carbureter. Answers to this question will be published Thursday, July 25, and should be received at this office not later than Thursday, July 20. The answer to Question No. 1 is limited to 150 words, and should be written so that a novice will clearly understand its meaning.

MOTORCYCLES FOR WOMEN.

E. S. I.—You would do better to have a regular motorcycle frame reconstructed for ladies' use. Go to a good bicycle or motorcycle machinist and have the top and brace-tubes fitted somewhat as follows: Top-tube from the steering head to about half to three-quarters of the way down the seat-mast. Brace tube from head to about centre of top-tube; remainder of brace-tube from top-tube to original fixture of latter on seat-mast tube. Motor attached to loop but inclined either very far forward or in line with seat-mast tube. The tank will be fitted forward in the angle between the top and brace tubes; they will, of course, have to be shaped accordingly. If the motor is inclined forward, a second thin tank will be fitted in the angle between the seat-mast tube and rear brace tube. Or a second loop tube and short brace tube can be fitted in place of the regular "diamond" members (brace and top tubes).

Following are makers of ladies' machines. There are no agents for them in this country: Douglas Bros., Kingswood, Bristol, England (2¾ h. twin Douglas); Wm. Hobart Bird & Co., Coventry, England (2½ h. single Hobart); Bradbury & Co., Ltd., Oldham, England (2½ h. single Bradbury); H. & A. Dufaux, Geneva, Switzerland (2¼ h. single Motosacoche).

SPARK TIMING—STARTING

W. NOVA SCOTIA—A readjustment of the spark timing will probably help in the matter of running slowly and starting, but this will be had at the expense of speed. The tension of the inlet valve spring is too weak, or carbon deposit would not appear where you state. It is better to keep the tension of any inlet valve spring the same as that when the machine left the manufacturer's hands; therefore, if you can, return the spring to its original tension or get a new one. The latter is the more advisable.

Quite a number of machines of this make are hard to start, and this seems to be due to the design originally. It is necessary to "warm up" the motor on the stand before starting, and riders usually do this or run with the machine. The readjustment mentioned above will be in the direction of giving more retard to the spark (supposing that your mixture is O. K. and the exhaust valve opens and closes at the proper time). Move the piston to compression dead-center and note the position of the contact-maker cam in relation to the contact-blade with the spark at full retard. Change the relative position of the cam and casing so that the full retard will occur later in the travel of the cam; i. e., away from the cam in the direction of its travel. In driving, use the throttle and follow it up with the spark, relying on spark for very slow running only. Don't retard the spark any more than is necessary. We suggest that you get a copy of our 1912 *Motorcycle Manual*, which will enable you to remedy practically all troubles encountered on the motorcycle.

BELTS AND PULLEYS

HARRY B. WILKOW—The assertion that a new pulley will be necessary as often as a new belt is needed is ridiculous, and may have been given from malice or from sheer ignorance. A moment's thought should convince you of this. If the motorcycle or the pulley is of reliable manufacture, a V-belt should last for as much as 5,000 miles if given proper care.

A BATTERY-CASE.

JOHN HERRICK—Write the Hendee Mfg. Company, Springfield, Mass., with regard to the battery-case for the 1909 machine mentioned. Your local dealer of the Motorcycle Equipment Company, Hammondsport, N. Y., may be able to get you one at or below your price.

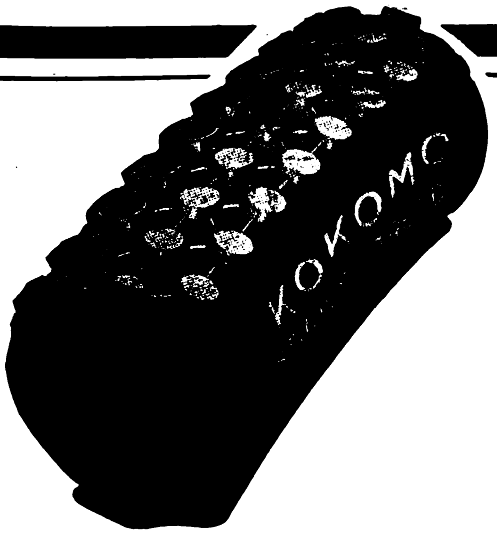
A NEBRASKAN OBJECTS.

Editor Motorcycle Illustrated:

On page 77 of your Spring Touring number I notice a letter headed "Beware Nebraska Roads." In my opinion this letter was entirely uncalled for. I do not say that there are no poor roads in Nebraska, all States have them, but, as a rule, Nebraska roads are fairly good. If "A Nebraskan," in a fit of grouch, wanted to talk about the roads why didn't he locate exactly the "log-jam" roads he speaks of, instead of condemning the roads of the State in general? I can show him between 25 and 30 motor cars owned by farmers in the vicinity of Fullerton and any number of town cars. I have heard tourists refer to the fact that we are well supplied with automobiles, and we all know that the automobile is not likely to be popular where the roads are bad.

This spring the roads were not as good as usual owing to the lateness of the season which hampered the farmers and prevented them from dragging the roads as is their custom. However, I feel that the roads in this district are about as good as the average. Perhaps I don't know a poor road from a good one, but I rather think I do, and I don't think it fair to make the sweeping denunciation of Nebraska road conditions embraced in the letter of "A Nebraskan."

Fullerton, Neb. Chas. D. Miles.



The chief qualifications tires must possess are

**Low { Original Cost
Up-Keep Exponse**

and

Service-giving qualities;—their ability to take you over all kinds of roads—through sand, mud, snow, over stones and slippery pavements.

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are built with a view to meeting the requirements of the most exacting motorcyclist. Sixteen years' experience in the making of good tires has resulted in the production of a low-cost, durable, efficient tire that has been proven by many tests to have longer life, to require less attention and to be more adaptable to the severest conditions than any other motorcycle tire on the market today.

Literature sent upon request.

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RUBBER COMPANY
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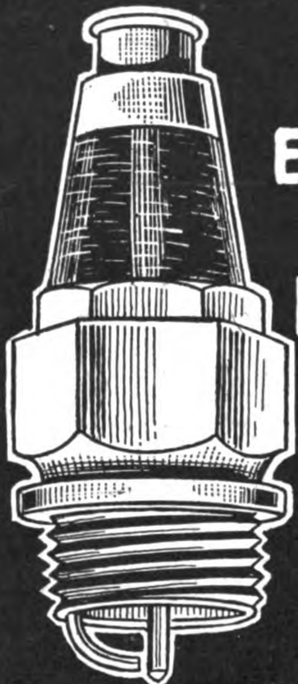
**Mosler's
MOTORCYCLE PLUGS**



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have been adopted by the leading motorcycle manufacturers of the United States.

The following manufacturers are equipping with

Mosler's Motorcycle Plugs:—

Hendee Mfg. Co. (Indian)
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Merkel Light Co. (Merkel)
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Pierce Cycle Co.
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Minneapolis Motorcycle Co.

**Buy the best—they cost no more
But give results**

**A. R. MOSLER & CO.,
NEW YORK, N. Y.** #66

MAKING QUICK DELIVERIES

BOB GILBERTSON, of Minneapolis, Minn., conducts a quick-delivery service which gives his patrons unfailing satisfaction, and the accompanying photograph shows just how he does it. In the picture he is loaded to capacity and ready to start on one of his delivery trips. He makes from twenty to forty stops and covers from 60 to 120 miles daily. Gilbertson makes his rounds regardless of weather conditions. For the last two years he has used a Yale single, but he is now mounting a Yale twin of the current season's output.

MAC SET THE PACE.

PERCY A. McBRIDE, the popular motorcycle salesman of Toronto, appeared in an entirely new role recently, on the occasion of an alarm of fire while he was out for a spin on a Henderson four-cylinder machine. One fireman had been left behind, but Percy came to the rescue with an invitation to hop on, which the gallant one did, taking a position on the tank saddle of the machine. McBride, with the uniformed fire fighter in front using both hands on the horn, let 'er out, with the result that he was soon scooting by all the vehicles on the road. The improvised "motor fire truck" got to the scene ahead of the rest of the brigade, and the fact that it proved to be a false alarm did not detract in the slightest from the machine's performance.

THE PROPER SPIRIT.

IN C. Elmer Von Eiff, Los Angeles has a boomer with the proper spirit. When the beautiful California city was referred to in the Spring Touring Number of MOTORCYCLE ILLUSTRATED the pesky type sneaked in a statement to the effect that "Los Angeles has a population of more than 60,000." As a matter of fact, the city has more than 300,000 inhabitants, and Von Eiff promptly forwarded a correction. It is such readiness to stand by the city at all times that has worked wonders for Los Angeles and its rapidly growing clan of motorcyclists.

RED BANK, N. J., has its first motorcycle policeman.

A MOTORCYCLE MERCURY.

SAN JOSE, CAL.—Mounted on a 7 h. Excelsior motorcycle, C. D. Reade, president of the San Jose Motorcycle Club, made a remarkable run recently in getting the returns of a special "wet" and "dry" election held in Santa Clara County. Reade left San Jose at 6 o'clock and loafed along the road for the first half hour he was out, making but 30 miles. He then started to "jig it up" for the next ten miles over a stiff grade, to a small town situated in the Santa Cruz mountains. He gathered his information there, made stops at eight other places, in the meantime telephoning the information gathered to the San Jose *Mercury*, and after stopping for a hasty lunch blew into the office at 9 o'clock, having covered 90 miles in three hours. Similarly good runs were made by H. Manchester and William Zettle, two other crack amateur riders of the local club. This is the first time that the motorcycle has been used here for gathering election returns to any extent but the showing made was so good that the San Jose *Mercury* has decided to use this means of collecting the data exclusively in the future.

SPEEDY R. F. D. RIDER.

R. M. JOHNSON, the R. F. D. carrier shown in the photograph, covers a route of 23 miles out of Aspermont, Texas, and makes stops at 60 boxes in half an hour on an average. Recently Johnson made the trip referred to in 23 minutes. Not long ago he rode from Stamford to Aspermont, 41 miles, in 50 minutes. Most of Johnson's riding is done in hilly country and over roads that are none too good, so that his performances are all the more remarkable. He rides an Excelsior twin and the picture shows him with his 1911 mount. The records referred to were made on a new Excelsior, recently put into service.

IN THE NICK OF TIME.

IF the motorcycle were human it would probably be a candidate for several Carnegie hero medals. In Woodsocket, La., Ralph Plazo owes his life to the prompt response of Dr. George W. Ashton, who came to the scene of the accident on his motorcycle. Plazo was rendered unconscious by a fall from a buggy, an artery was severed and the physician, with the aid of his two-wheeler, reached the side of the patient just in time to cheat death.

SCOUTED ON MOTORCYCLES

Montana Riders Broke New Trail into Rainy River Country and Decided to Settle There.

TWO riders of Butte, Mont., have just accomplished a nervy trip of exploration into the new country of the Rainy River district in northern Canada, for the purpose of locating farm homesteads. The travelers were Frank Davis, Harley-Davidson, and Leonard Wood, Yale, both experienced farmers, who, hearing of the possibilities and future of the great wheat-growing section of the Rainy River country, undertook to spy out the land by means of the motorcycle. After leaving their erstwhile home, they crossed the international boundary line into the Province of Alberta, where they passed through the thriving western cities of Edmonton and Calgary, thence on to Edson, and over the Government road to their destination, where the put-put-put of a motorcycle had never been heard before.

Their main difficulty after leaving Edson was to keep supplied with fuel. But these hardy travelers rigged up extra tanks on their machines, in which sufficient gasoline was carried to take them through. The homeseekers did not make a selection of a homestead before they set out upon their trip, but looked over the country in the land of their adoption, until they found a couple of good half sections. The tourists created quite a stir wherever they went, as their mode of travel was an entirely new one for the purpose.

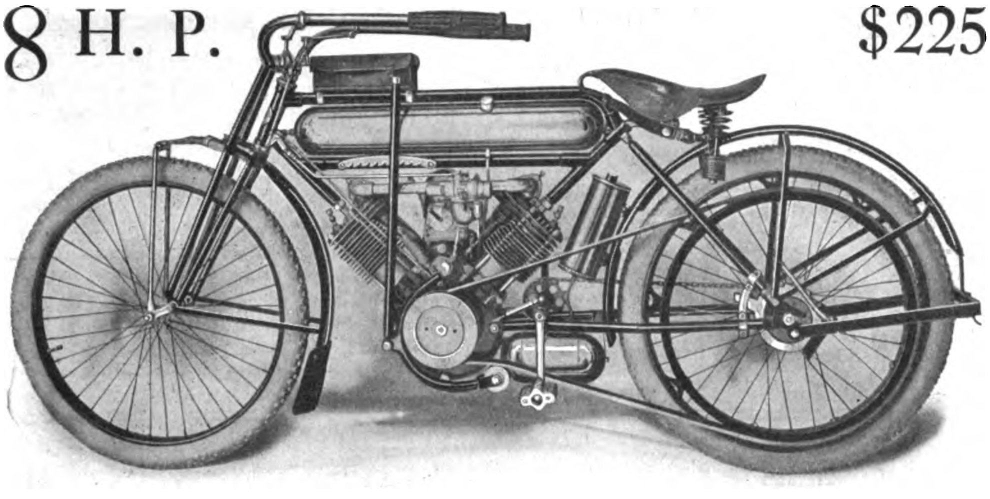
FAVOR NEW ORDINANCE.

MOTORCYCLISTS of Lawton, Okla., are assisting the officials of their city in the enforcement of a recently-passed motor vehicle ordinance, one of the clauses of which places a ban upon the muffler cut-out. The Lawton squad is growing steadily, and several outings have been planned for the near future.

AN ALAMEDA WINNER.

M. NEWMAN, of Alameda, Cal., appears in the accompanying photograph with the Pierce four on which he scored perfectly in the recent Alameda endurance contest. This run was held June 9 over a 200-mile course, from Alameda to Oakland, through a tunnel 1,300 feet long to Dublin, to Pleasanton, over Mission San Jose Grade, through Niles and return to Alameda. This course was covered twice in 10 hours' riding.

8 H. P. $225



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The Only Perfectly Balanced Twin—The Strongest Hill Climber—By Far the Best Motorcycle Buy of the Season.

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M·M

King of Motorcycles

The machine that satisfies the old riders—read what this one says:

Baldwin, L. I., Feb. 8th, 1912.

AMERICAN MOTOR COMPANY,
Brockton, Mass.

Gentlemen—The machine I purchased from you in June, 1909, for use in the Police Department, has been in service for 40,000 miles. At the same time there were five machines of another Eastern make. While I have been riding this machine, the other machines have been duplicated twice. One year the M-M earned more in fines than the other five put together. These fines were collected from automobiles, one being a 90 H. P. Simplex that was traveling better than 60 miles an hour over country roads and gave the M-M a chase of over 28 miles, catching the victim in that distance. Have always found the M-M ready to start at all times and start very easily for a twin cylinder machine with magneto. I don't think there is an easier starting or more flexible machine on the market, and I have ridden nearly all of them.

Yours very truly,
OTTO W. PAYNE,
Nassau Co. Police Dept.

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Twin Cylinder connecting rods and roller crank pin bearing.

ARE YOU RIDING?

If you are, it is a close guess that you are a MECO customer, for MECO means "shipments made same day order is received," and you can have

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SHAMROCK-GLORIA

RUBBER BELTS hold World's Record Speed of 91·37 miles per hour (C. R. Collier). French International Hill Climb—Mr. H. Bashall makes fastest time of the day using S.G. Belt.

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Our customers seldom have to wait for the articles they need. They are usually the first to ride, and they keep at it because we are Johnnie-on-the-spot to help them to do so.

Our big catalog lists every desirable guaranteed supply you may wish. There are 773 to choose from. If you are shy on equipment today and have our catalog, or can borrow one, address your order M. E. CO., Hammondsport, N. Y., and watch our 20th century method in filling it. To prove to you that the articles we will send you will more than please you, you may return them AT OUR EXPENSE if they are not entirely satisfactory, and we will refund your money without asking a question.

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One time, three cents a word; twice, two cents a word each insertion. Agents' cards, five cents per word; two or more times, three cents per word each insertion. No advertisement for less than fifty cents.

FOR SALE.—Brand new 5 h. Waverley Motor equipped with mechanical oiler and for magneto ignition. (No magneto.) Bought to do mile in 58 seconds. Never used. Will sacrifice for $55 to quick buyer. Small deposit to clinch. Address "Waverley" care MOTORCYCLE ILLUSTRATED.

FOR SALE.—7 h. 1912 Thor twin; brand new. Ridden 100 miles; lamp, Barco horn and luggage carrier. Machine in perfect condition. First certified check for $250.00. Doctor has forbidden my riding. R. J. Mathews, Jr., 822 Quincy avenue, Scranton, Pa.

FOR SALE.—1912 Majestic side-car; used three weeks; owner bought two, must sell one; $50. Better get next quick. H. O. Jones, P. O. Box 2, New Bedford, Mass.

1912 HARLEY-DAVIDSON, single cylinder, magneto, free wheel; 2¾ in. tire on rear wheel; run less than 150 miles; absolutely in first-class condition; must sell; $195.00. E. Herbolsheimer, 615 Francis street, Defiance, Ohio.

FOR SALE CHEAP.—Motorcycle garage for one or two machines. Address Gus Winter, 1975 Third avenue, New York City.

FOR SALE OR EXCHANGE.—One Eclipse flat belt and one M-M V belt, free engine pulley. Fit M-M's. Used 200 miles. Best offer. V. E. Smith, Mannington, W. Va.

YALE motorcycle, 4 h., 1912; ridden about 200 miles. First check for $180 takes it. Eugene Stahl, Vandalia, Ill.

1911 INDIAN TWIN seven, fully equipped, for sale or trade for Pierce 4 cylinder. Will pay difference. H. Melching, 219 W. 5th street, Newport, Ky.

FOR SALE.—1912 M-M twin, 8 h.; used little for $160.00. Need money. Jas. Taggart, Cadiz, Ohio.

MOTORCYCLE TIRE BARGAIN!—A. C. C. A. prices talk! Diamond, Goodrich, G. & J. and other standard makes, guaranteed: Gridiron, Basket and Bailey Threads; 28 x 1¾, $3.00; 28 x 2¼, $5.70; 28 x 2, $4.95; 28 x 2½, $6.20; 26 x 2¼, $5.43; 26 x 2¼, $6.20. Guaranteed. Tubes priced proportionately low. Shipped on approval. Don't buy until you receive our price list! The Automobile and Cycle Company of America, Dept. X, 1769-1787 Broadway, New York City.

WANTED.—Side-car to fit 1912 twin Excelsior. Must be cheap for cash. Address J. H. B., care of Athens Cycle Co., Athens, Ga.

TRADE.—Empire Candy Floss machine; fine condition; at a bargain, or will take good motorcycle. Jas. Taggart, Cadiz, Ohio.

HENDERSON motorcycle, 4 cylinder; ridden about 100 miles. $260.00. Address "C," care MOTORCYCLE ILLUSTRATED.

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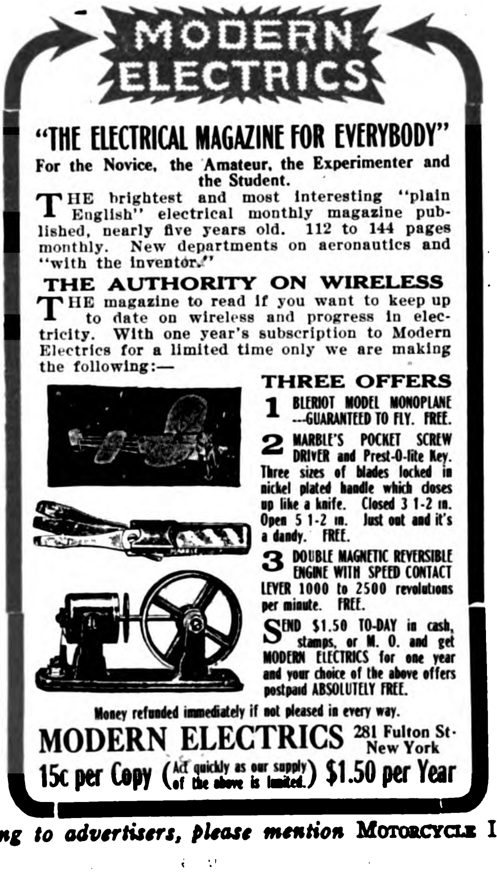
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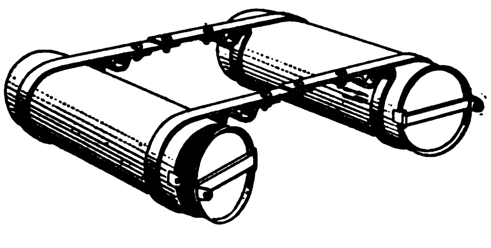
FULL LINE of N. S. U. and Flanders "4" motorcycles; N. S. U. repairs and parts, two speeds, motorcycle accessories. The Sun Motor & Supply Co., 307 Amsterdam Ave. (at 74th St.), New York City.



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Compact, Convenient, Indestructible. Straddles the luggage carrier. Especially adaptable to Indians.

A tool-roll made of any cloth with departments sewn in for each tool, besides keeping each particular tool where it can always be easily found prevents tool-rubbing and the usual noisy rattle of loose tools.

When finished using the tools, simply roll up the tool-roll and insert in one of the tubes of the carrier. The second tube can be used for other purposes.

Price, $6.00

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Two cents per week is all it costs to be a member of the F. A. M., the national organization of motorcyclists. Its strength and influence and the value of the service it can render you are directly proportioned to the number of its members. Join and ask your fellow riders to do likewise. The F. A. M. is worthy of your support. Write

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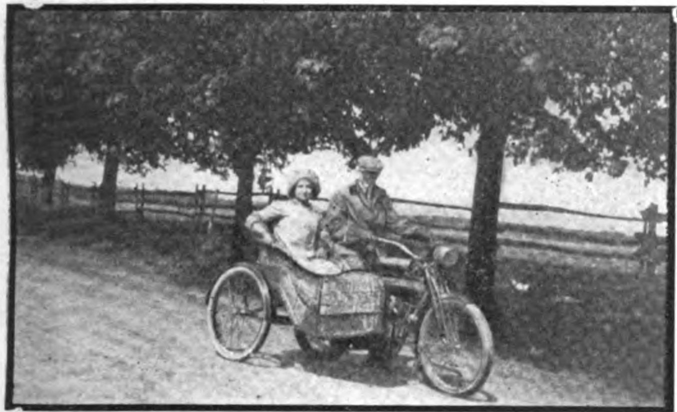

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The Baxter Sidecar holds all sidecar records in England, from one to fifty miles. It is universally conceded to be the last word in perfect sidecar construction. The body is of India rattan, designed to be as roomy, comfortable and commodious as possible.

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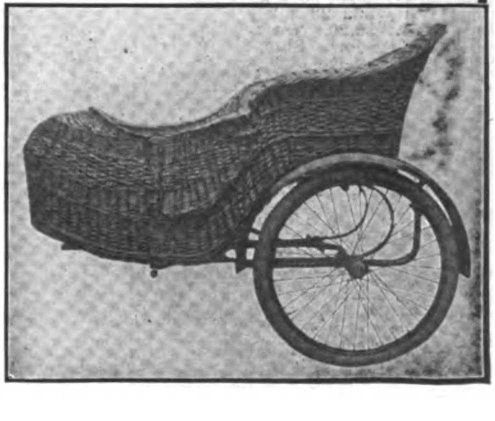

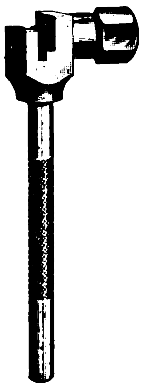

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Hammer steel tempered and finely finished. Attached to rivet punch for removing chain rivets makes a very desirable tool for Motorcycle riders. Takes up small space, and easily carried.

Price each, plain, $1.00
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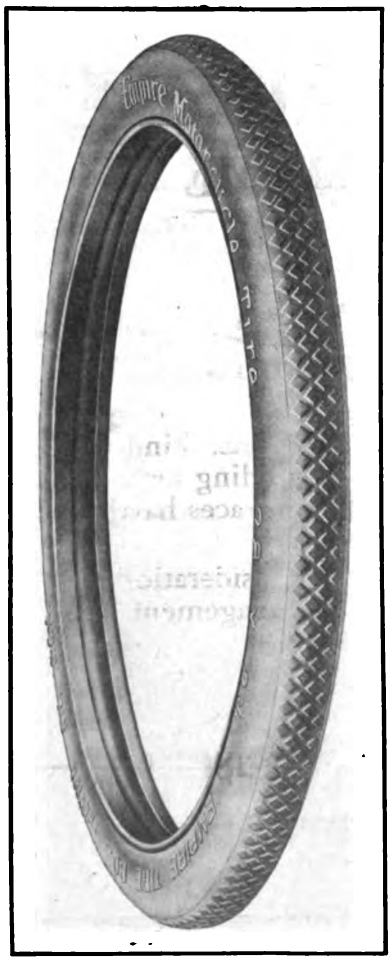

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MOTORCYCLES AND REPAIRING
Everything in the Motorcycle Line

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Gentlemen:

Here is a true statement, and, as you are well aware, unsolicited.

Mr. Roger Wolfinger has on his Curtiss motorcycle in use to-day and which looks as if it may still give a couple of hundred miles' service, one of your Empire Motorcycle tires purchased of you and put into use by myself in June or July, 1908. This tire has been in service, with the exception of a few winter months, all of this time. Same tire was on in my New York City to Hagerstown Run, coming through with but one puncture on that trip. The number of miles this tire has stood will be hard to equal. Size 28"x2½".

Yours very truly, WILL A. HEBB.

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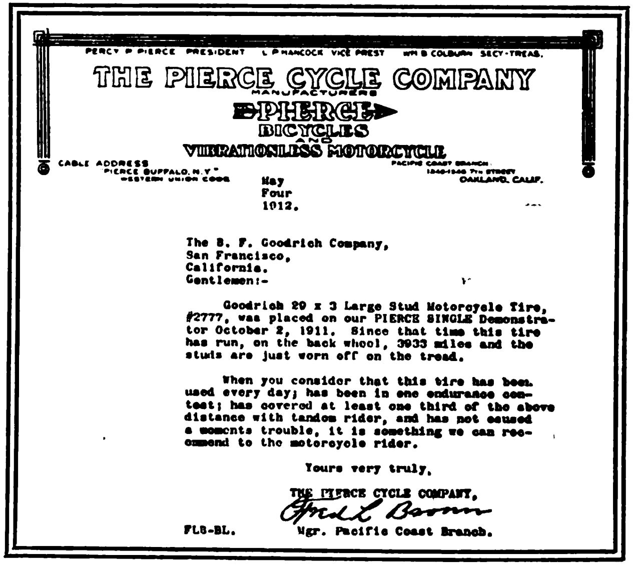
Made with that Tough White Tread, the Large Studs and the Center Rib.

The Real Service Tires for Tandem Riders.

Here is the Proof that they are "Best in the Long Run."



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May
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The B. F. Goodrich Company,
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Gentlemen:-

Goodrich 29 x 3 Large Stud Motorcycle Tire, #2777, was placed on our PIERCE SINGLE Demonstrator October 2, 1911. Since that time this tire has run, on the back wheel, 3933 miles and the studs are just worn off on the tread.

When you consider that this tire has been used every day; has been in one endurance contest; has covered at least one third of the above distance with tandem rider, and has not caused a moments trouble, it is something we can recommend to the motorcycle rider.

Yours very truly,

THE PIERCE CYCLE COMPANY,
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FLB-BL.

THE B. F. GOODRICH COMPANY, AKRON, OHIO
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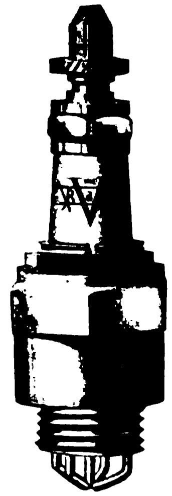
The V-Ray Famous Spark Plug

Guaranteed for Life
(Including Porcelain)



Not only do we guarantee easier starting, more power and and less gas—but we guarantee this service for Life.

Is a lifetime of trouble-proof spark-plug service not worth $1.25 per plug?

At all reputable Dealers.

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Cleveland, Ohio, Sixth City.
Steepest Track in the World.
Record-Breaking Attendance.
Races are held on Wednesday, Saturday and Sunday nights.
No racing or sport of any other kind has taken Cleveland. and surrounding territory by storm as the motorcycle races have on Luna Track.
Every possible courtesy and consideration are shown to riders by the Management and the Public.

The Luna Park Amusement Company

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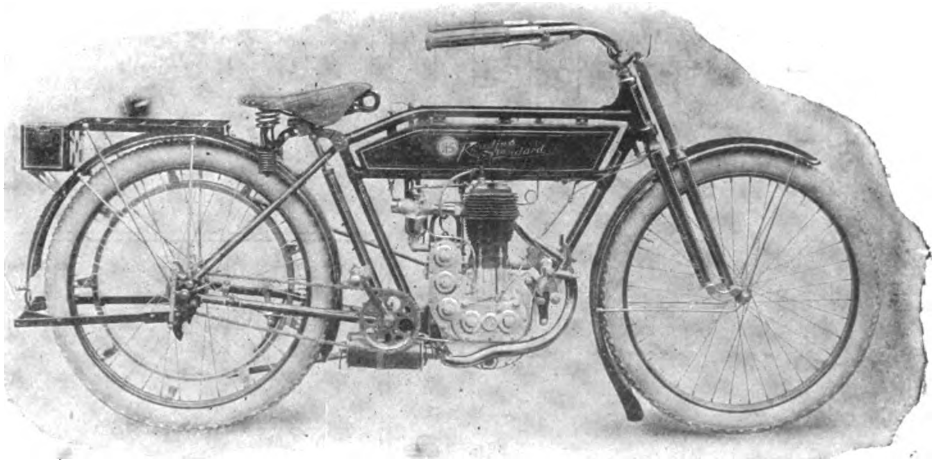


R-S **R-S**

"That Willing Winning Worker"

The dealer who says "Oh, the R-S is a dandy machine and I'm going to handle it next year" is going to be badly disappointed if he puts off writing from day to day. **Now** is the time to make arrangements! We're closing territory right and left these days **and** it's up to the hustler to act mighty quick if he wants that particular slice of territory he has his eye on. **Go to it!**

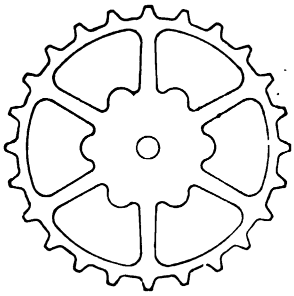
THE FINEST MOTORCYCLE IN THE WORLD is just getting its stride, and just as surely as the sun rises and sets, the R-S is going to **set the pace.**

Write today.

Reading Standard Company

306-340 Water St., Reading, Pa.

SPROCKETS



Hydraulic Pressed Steel Co.

Cleveland, Ohio

The Monarch "Big 5"

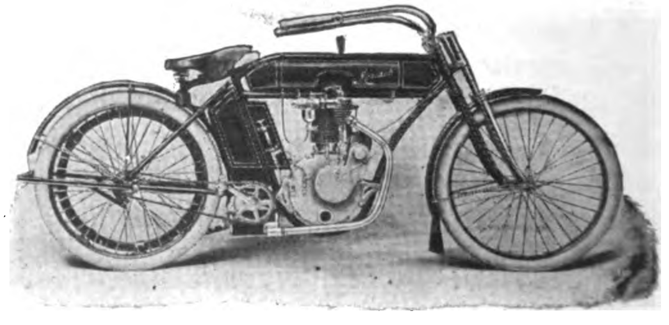
"The Big Single with Twin Power"

If you but knew the inexhaustible possibilities of the **MONARCH**—its hill-climbing powers, its perfect action on rough roads, its consistent staying powers—you would make a "bee line" for our nearest agent and ask for a demonstration. And it is fast, too. Read this:

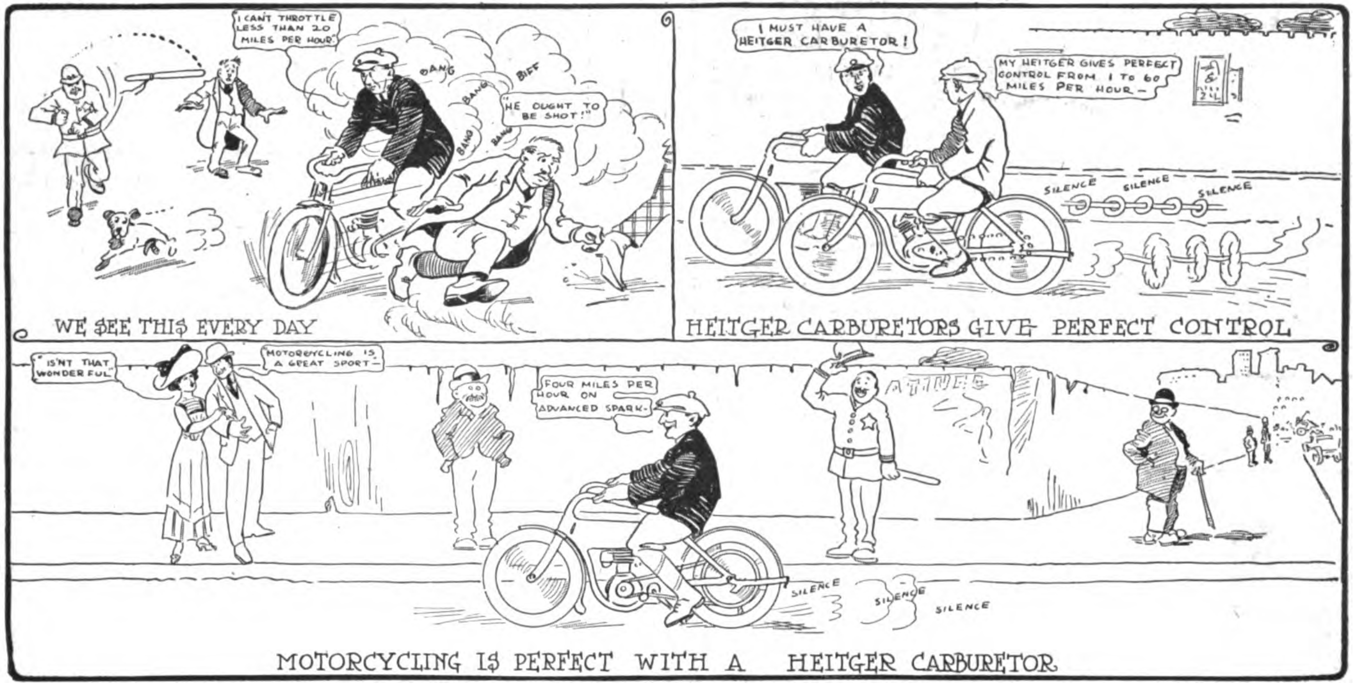
At Binghamton, June 22, five-mile race for singles, club members, **MONARCH,** first place. Ten-mile for twins, club members; **MONARCH** "Big 5" gets second place against five twins of most popular makes. Just a stock machine that the owner has ridden nearly three thousand miles.

Ives Motorcycle Corporation

Owego, Tioga Co., N. Y.



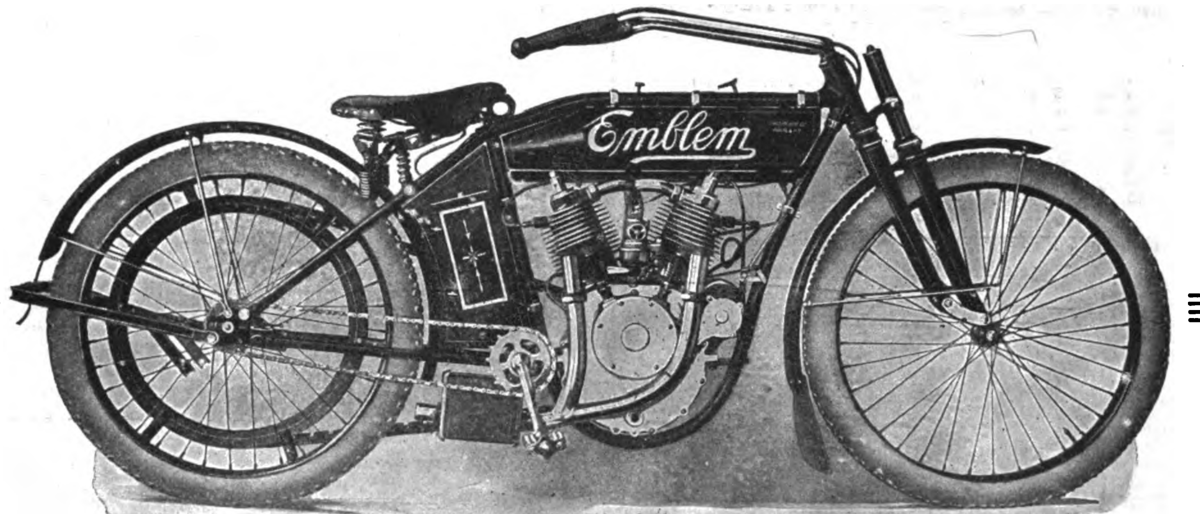
HEITGER CARBURETERS GIVE PERFECT CONTROL


"I CAN'T THROTTLE LESS THAN 20 MILES PER HOUR"
BANG
BANG
BANG
BANG
BIFF
"HE OUGHT TO BE SHOT!"
WE SEE THIS EVERY DAY
I MUST HAVE A HEITGER CARBURETOR!
MY HEITGER GIVES PERFECT CONTROL FROM 1 TO 60 MILES PER HOUR—
SILENCE
SILENCE
SILENCE
HEITGER CARBURETORS GIVE PERFECT CONTROL
"ISN'T THAT WONDERFUL"
"MOTORCYCLING IS A GREAT SPORT—
FOUR MILES PER HOUR ON ADVANCED SPARK—
SILENCE
SILENCE
SILENCE
MOTORCYCLING IS PERFECT WITH A HEITGER CARBURETOR

If you cannot run your motorcycle slowly, it is the fault of your carbureter. Heitger Carbureters are designed to give a perfect mixture at any speed. The majority of Racing riders use the Heitger Carbureter, because it gives highest engine efficiency at all speeds. Specify a Heitger Carbureter on your motorcycle.

HEITGER CARBURETER COMPANY - - Indianapolis, Ind.

H. T. Roberts, Selling Agent, 588 South Dearborn Street, Chicago, Illinois



THE EMBLEM

"The Eager Motorcycle"

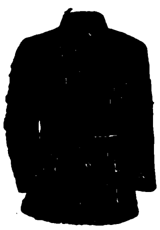
The powerful, economical Emblem is like a well-trained, efficient, versatile servant. Your every command is obeyed **eagerly,** efficiently, promptly. More than once we have received compliments like: "My Emblem is more than a mere machine to me. It's my pal." The Eager Emblem soon becomes as dear to its rider as his horse is to a mounted policeman. It's the thoroughbred motorcycle. **Let us send our catalog to you.**

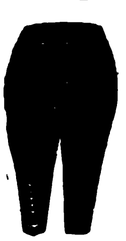
EMBLEM MANUFACTURING CO. - - Angola, Erie County, N. Y.

GOOD SERVICE

The Best Possible Service is Due Your Customers; Therefore, Serve Them with

THE BEST and FORGET THE REST





Nathan's Motorcyclo Suits

Not the crdinary kind, but a suit in which the combination of style, perfect fit, wearing qualities, and comfort will agreeably surprise you. Made specially for motorcycle use by expert cutters and tailors.

Quality.	Style.	Retail Price.
Neverleak	Norfolk coat	$6.00
"	Riding breeches	5.50
Khaki	Norfolk coat	4.50
"	Riding breeches	4.00
Covert Cloth	Norfolk coat	3.75
" "	Riding breeches	3.25
Lightweight Khaki	Norfolk coat	3.00
" " "	Riding breeches	2.50

In ordering give waist, chest and inside leg measurements.

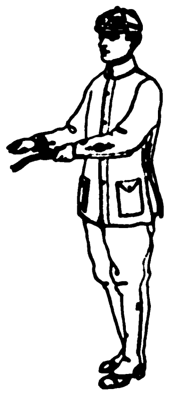
THE FAMOUS

KOVERAUL **NATHAN**

Patent Pending

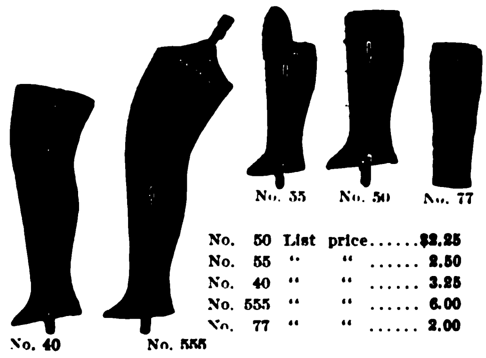
GARMENT

IS A BIG SUCCESS BECAUSE it is the only garment permitting the motorcyclist to make a trip over muddy or dusty roads without soiling his clothing. At a hotel, restaurant or home he may remove his **KOVERAUL** in a moment and his clothing will be as neat and clean as when he started.

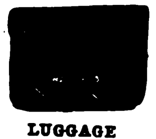


Quality.	Style.	Retail Price.
Neverleak	Coat	$6.50
"	Trousers	5.50
Mackintosh	Coat	8.00
"	Trousers	7.00
Khaki	Coat	4.50
"	Trousers	4.50
Covert Cloth	Coat	3.75
" "	Trousers	3.75

In ordering give chest, waist and inside leg measurements.



No. 50	List price	$2.25
No. 55	" "	2.50
No. 40	" "	3.25
No. 555	" "	6.00
No. 77	" "	2.00



LUGGAGE CARRIER.

NATHAN

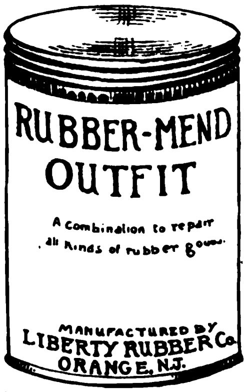
TRADE MARK

OUR TRADE MARK APPEARS ON ALL OUR GOODS.

BEWARE OF IMITATIONS

NATHAN NOVELTY MFG. CO.

84A READE STREET, NEW YORK CITY


RUBBER-MEND OUTFIT
A Combination to repair all kinds of rubber goods.
MANUFACTURED BY LIBERTY RUBBER Co. ORANGE, N.J.

Large size, $1.00 Small size, $.35

RUBBER-MEND Motorcycle Outfit. It makes its own patch—repairs punctures in the tube and repairs cuts or blowouts in the outer casing. It will also repair football and basketball bladders, or ANY KIND OF RUBBER ARTICLES.

Philadelphia Distributors

HAVERFORD CYCLE COMPANY

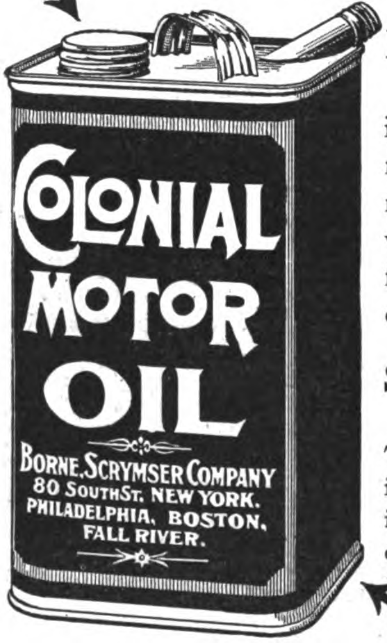
Manufactured by

LIBERTY RUBBER COMPANY

Orange, N. J.

Makes Good

That's the essential element. That's the verdict of the users of Colonial Oil. That's why they always say "Colonial," because they know it's "*The Motor Oil that Makes Good.*"


COLONIAL MOTOR OIL
BORNE, SCRYMSER COMPANY
80 SOUTH ST. NEW YORK.
PHILADELPHIA. BOSTON.
FALL RIVER.

COLONIAL MOTOR OIL

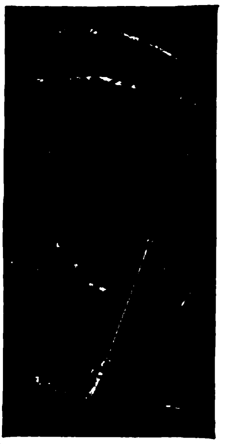
Medium Grade

is expressly prepared to meet the conditions of motorcycle lubrication, which differ radically from automobile lubrication.

SILEX GREASE

The greasiest grease made

The real test of a grease is not its looks or the feeling but its lubricating properties. SILEX is made to lubricate and last.



PURDY WHISTLE

"THAT LOUD ONE"

Now used on the Chicago police motorcycles and by other police and fire departments in all parts of the country—Recognized everywhere as the "King of Road Clearers."

Lever or Handle Bar Control.

PRICE COMPLETE, $6.00

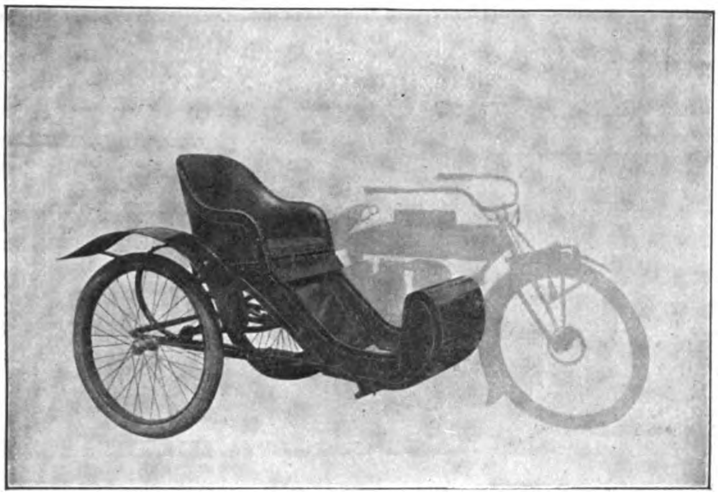
Descriptive booklet of "Purdy Specialties" free on request.

Dealers: Ask for our proposition.

PURDY BROTHERS

941 West 55th Blvd.
Chicago

Kindly always mention the paper when writing to advertisers.



Simplex Side-Cars

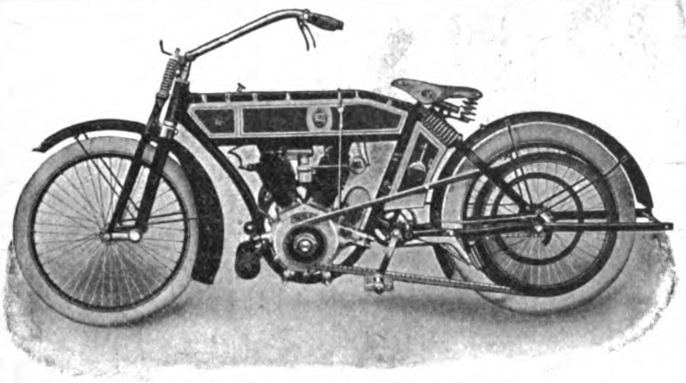
Graceful Design, Excellent Material and Workmanship, combined with the following Exclusive Features:

All-steel body, reinforced rectangular frame, offset axle, detachable hub spindle. A special set of quick detachable lock fittings is furnished for each standard make of machine, insuring proper strength and alignment without causing additional strain on the frame of the motorcycle.

Backed by our eight years' practical experience

Price, $75.00 **SEND FOR CATALOG**

Simplex Machine Works
45th Street and 6th Avenue **Brooklyn, N. Y.**



N. S. U. 7-h. p. Twin de Luxe, 1912.

We can make prompt delivery of the new

N. S. U. Spring Frame Models

Write for catalogue

Complete line of

HIGHEST GRADE MOTORCYCLE ACCESSORIES

at very reasonable prices.

Write for our "Sun" specialties catalogue

We also carry complete stock of

N. S. U. PARTS FOR ALL MODELS

N. S. U. Two-speed Gears, Etc.

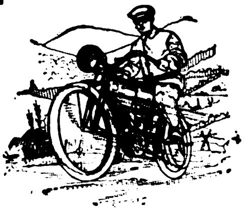
THE SUN MOTOR AND SUPPLY CO.
307 Amsterdam Avenue, New York

FOR ALL-ROUND
CONTINUOUS SATISFACTION

Ride the Good Old M·M 4 to 8 H. P. $140 to $225

Send for Catalog and Booklet.

AMERICAN MOTOR COMPANY
716 Center St. BROCKTON, MASS.



Motorcycle Tours in the United States

350 Routes over the best roads in every State of the Union

56 Pages ***15 cents postpaid***

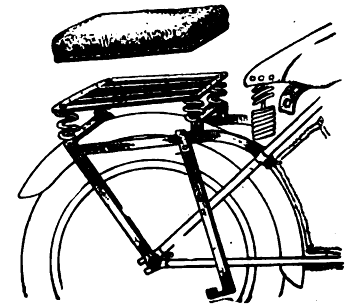
Reprinted from the Spring Number of MOTORCYCLE ILLUSTRATED, 51 Chambers Street, New York City.

HOWELL'S Combination Tandem Attachment and Luggage Carrier

Nothing on the market to compare with it in quality, price and appearance.

IT FITS ALL MACHINES
WRITE FOR PRICES

LEE & COMPANY
DANVILLE ILLINOIS

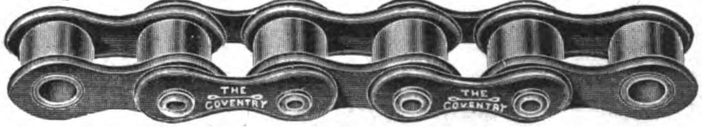


"The Coventry" Chains

Power—Speed—Flexibility—Endurance—Lightness.

In no other chains are these qualities so strongly apparent as in "The Coventry" Chains. If the fact that all the speedsters abroad, as well as a good many in America, use and heartily endorse "The Coventry" Chain is any criterion, then they are the logical chains for **you**. Don't you think so?

Sarco Engineering Co., 112 Broad St., N. Y.



The Peerless Motorcycle Whistle

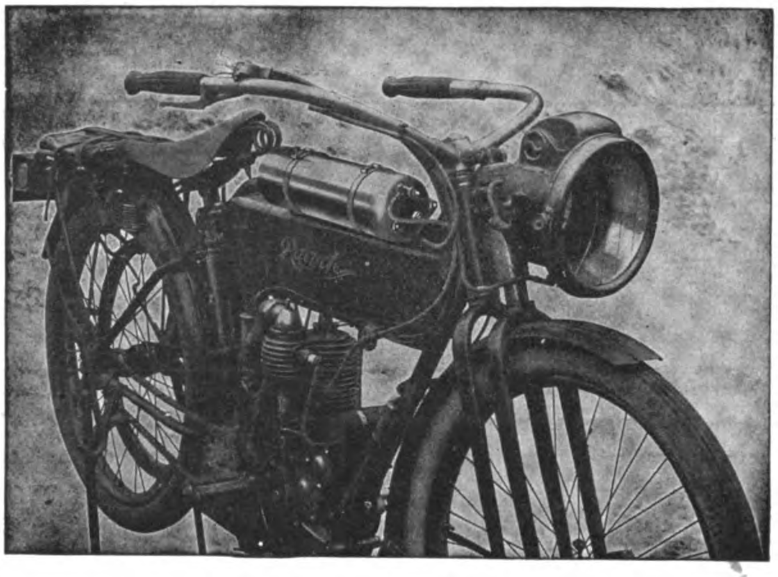
Produces a sound similar to that of a locomotive whistle. The sound can be varied from a low warning "toot!" to a shrill, piercing blast. Controlled from the handle bar, the Peerless carries further than any other warning device on the market. Its construction is simple—it cannot get out of order. Made of solid brass heavily nickeled.

Price, postpaid, $5.00

H. & H. Specialty Co.
19 Camfield St., Newark, N. J.

JUNIOR CARBO-LIGHT TANKS

FITTED ON ANY MOTORCYCLE ANY POSITION



THOUSANDS IN USE

UNIVERSAL SATISFACTION

Beautifully nickeled tank, 4 x 12 inches. User recharges it himself at cost of ten cents for 25 hours of white clear flame. Write for booklet and find out what users say about the CARBO-LIGHTS. Dealers' offer.

CARBO-LIGHT CO. - - ANDERSON, IND.

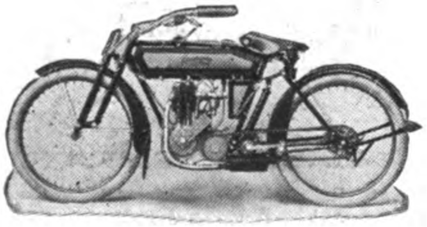
"Simplex" Motorcycle Specialties

WRITE FOR CATALOG

DEALERS—OUR PROPOSITION IS A GOOD ONE—WRITE TODAY—NOW

ANGSTEN-KOCH COMPANY 360 W. Garfield Boulevard, CHICAGO

HAVE YOU TRIED OUT THE MOST POWERFUL TWIN BUILT? 10 H P. Chain Drive Minneapolis DeLuxe



5 H. P.—CHAIN DRIVE—2-SPEED

The owner of this model never worries! Two-speed chain transmission takes care of him on hills and through sand and mud. The spring frame removes ALL road shock.

"Ride one and see."

Minneapolis

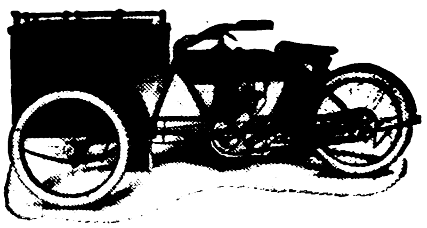
IMMEDIATE DELIVERIES

are now being made on orders for

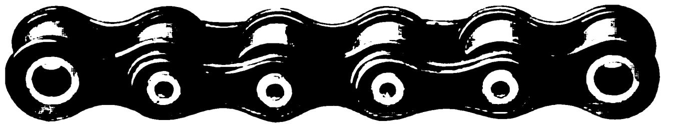
10 H. P. DeLuxe Twin Chain Drive
5 H. P. 2-Speed Single " "
5 H. P. Standard " Belt "
Tri-Car, 5 H. P., 2-Speed, Single, Chain Drive

WRITE FOR NEW ILLUSTRATED CATALOG

THE MINNEAPOLIS MOTORCYCLE CO., ∴ MINNEAPOLIS, MINN.



DEALERS How many retail merchants in your locality are looking for just such a DELIVERY CAR? 2-speed, chain drive, clutch; QUICK—ECONOMICAL—SATISFACTORY. Write for tri-car literature.



"DUCKWORTH"

CHAINS AND REPAIR LINKS

IN A CLASS BY THEMSELVES

Do Not Accept Any of the Just as Good Kind

THERE IS ONLY ONE DUCKWORTH

DUCKWORTH CHAIN & MFG. CO. - - - Springfield, Mass.

The Neverout

TRADE MARK

MOTORCYCLE OIL LAMP

(Patented)

SHOWING A RED REAR LIGHT
THE ONLY RELIABLE MOTORCYCLE OIL LAMP

LAMP WEIGHS ONLY 12½ OUNCES.

The Neverout complies with the laws of the various States and Municipalities.

The Neverout burns kerosene ten hours with one filling, and will stay lighted under any and all conditions. All riveted—will not rattle or jar apart over roughest roads.

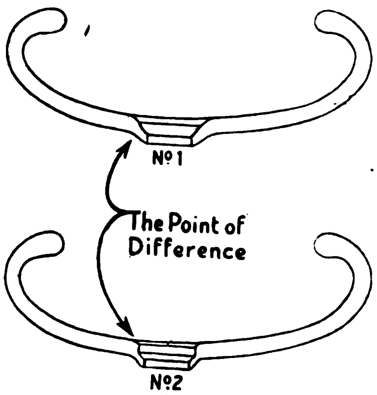
Made in gun metal, brass or nickel finish. Double clamp bracket furnished; fastens lamp securely to fork of motorcycle. No danger of shaking off, and *shows red rear danger signal.* Sold by leading jobbers and dealers everywhere. The Neverout is equipped with a *Patent Glass Covered Reflector of German Silver,* instantly removable; never loses its original brilliancy.

The Neverout
NOTE REAR SIGNAL
FOR MOTOR CYCLES
PATENTED

Guaranteed to stay lighted or money refunded

FOR SALE BY LEADING DEALERS.

Made Only by **ROSE MANUFACTURING COMPANY**
933 Arch Street, Philadelphia, U. S. A.



Mott Rims for Strength

THE superiority of the Mott motorcycle rim lies in the little points that the average riders never notice, but that show up strongly in hard service. For instance, take the way the spoke holes are punched. On Mott rims this is carefully and accurately done so that there is ample strength to hold the nipple securely. Sketch No. 1 shows the idea. Most other ribs come out like No. 2. This part of the work is hurried over, carelessly done, and as a result the holes are counterpunched too deep, making a weak spot, which often allows the nipples to pull through the rim.

Mott thoroughness shows up in the tests. Note the wheels that come through the severe endurance runs in the best condition. You'll find them fitted with Mott rims. To be sure of satisfaction, specify Mott rims for your machine.

WRITE US FOR FULL DETAILS
THEY WILL SETTLE THE RIM PROBLEM FOR ALL TIME

MOTT WHEEL WORKS, Utica, N. Y., Manufacturers

R. B. ABBOTT SALES CO., Sales Agents, Majestic Bldg., Detroit

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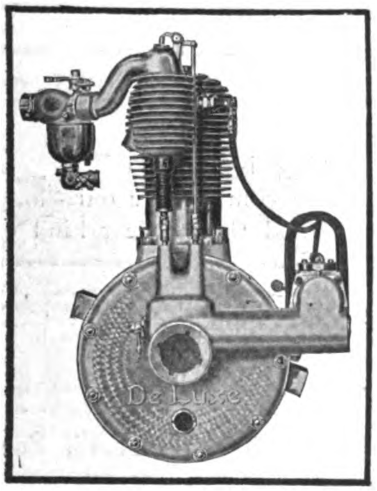
A REVOLUTION
IN MOTORCYCLE MOTOR DESIGN

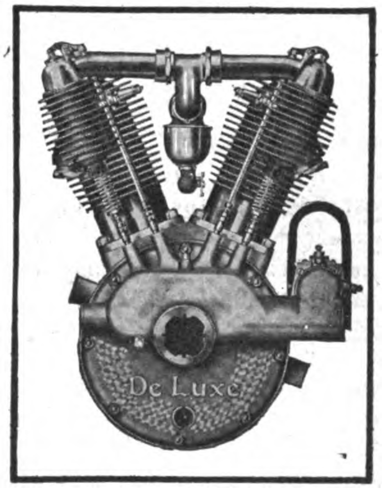


In bringing out our DE LUXE line of motorcycle motors, we have introduced a large number of improvements, and offer these motors as the most advanced now before the trade.

NOTEWORTHY IMPROVEMENTS.

- One-piece crank shaft.
- One-part crank case with cover.
- Improved cam and magneto drive.
- Oil tight motor.
- Large Valves.
- Simplified design throughout.
- Reduced number of parts.
- Silent Motor.
- Large ball bearings mounted in steel lined pockets.
- Equipped with Bosch Magneto.

These improvements in design, together with the high grade materials used in construction, the modern methods of manufacturing applied, and the remarkable performance of these motors in road tests mark a revolution in motorcycle motor building.



FOUR SIZES

Four H.P. Single Cylinder. Five H.P. Single Cylinder.
Seven H.P. Twin Cylinder. Nine H. P. Twin Special.

PLAIN OR TWO-SPEED MODELS.

IMMEDIATE DELIVERY. CONTRACTS SOLICITED.

THE F. W. SPACKE MACHINE CO.
INDIANAPOLIS, IND., U. S. A.

Patents Pending.

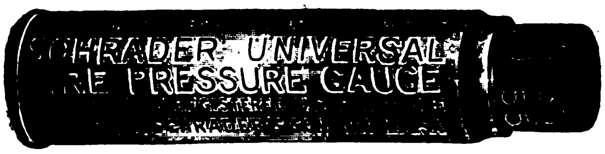
Have You Had Trouble With Your Tires?

A very large percentage of all punctures and blow-outs occur from improper tire inflation.

WOULD YOU PAY $1.00 TO OVERCOME

delays, difficulties and expense resulting from these misfortunes?

Schrader Universal Tire Pressure Gauge



(Made under patent dated March 1, 1898.)

Accurately registers at all times the exact air pressure in tires.

Simply hold gauge to tire valve for a second and recording sleeve will indicate air pressure and remain fixed until pushed back into place by the finger.

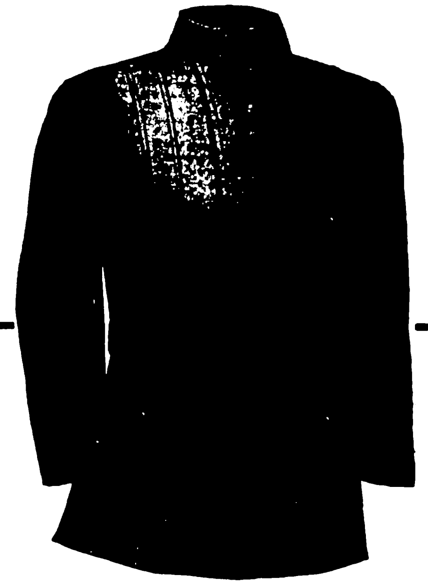
Carried easily in vest or change pocket, being only 2½" long. So simply constructed as to almost never become out of order, and if it does go wrong it will immediately tell by the action of the indicating sleeve that it needs repairs. Leather case comes with it.

PRICE $1.00 EACH

Guaranteed Simple and Absolutely Accurate

Can be obtained from all tire manufacturers, jobbers and dealers, or

A. SCHRADER'S SON, Inc.
28-30-32-33 Rose Street NEW YORK CITY



How Do You Look on a Motorcycle?

Are you thoroughly satisfied with your appearance? Is your suit all that you think it should be? Does it fit well? Is it comfortable? Was it made to **your** measure? Does it wear well? If you can't answer these questions satisfactorily, it's time you knew more about

AURORA
MOTORCYCLE CLOTHING
BRAND

Strength in Every Fibre Quality in Every Thread

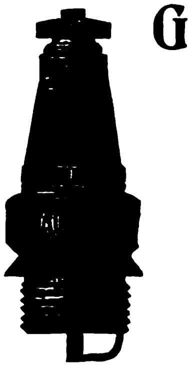
Aurora Brand clothing is made to fit you. Durability, style, fit and comfort are our "long suit." Made to withstand the hardest kind of service.

The illustration shows our natty, comfortable and durable Norfolk cut coat. It can be made to your measure in the latest style and in the following materials:

English Roseberry, English Whipcord, Fustian, Petrels and Khaki.

Dealers—get on the "Aurora" wagon—the selling's fine.

Fowler-Carnes Company
Aurora, Ill.



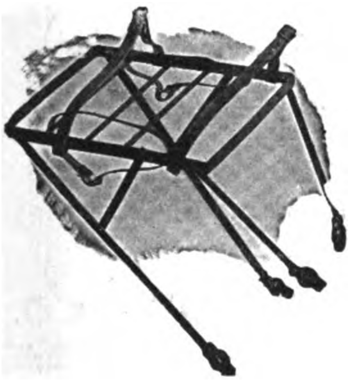
Get An Auburn Plug

It Insures a Good Spark

We are just conceited enough to claim that in the Auburn you will find the

Most Efficient, Durable and Lasting Motorcycle Plug on the Market

NEW YORK MICA & MFG. CO.
AUBURN, N. Y.



THE "STAR" LUGGAGE CARRIER

$3.50

Universal Attachment for the Motorcycle—Sold by the

Aurora Automatic Machinery Co., Chicago
Motorcycle Equipment Co., Hammondsport, N. Y.
Beckley-Ralston Co., - - Chicago, Ill.
Ira Enmark, - - - Minneapolis, Minn.
Edwards-Crist Mfg. Co., - Chicago, Ill.
Oberwegner Motor Co., - - Toledo, Ohio
Whipple, The Motorcycle Man, Chicago, Ill.
Excelsior Autocycle Co., - Detroit, Mich.
Walthour & Hood, - - - Atlanta, Ga.

Manufactured by the

STAR ELECTRIC CO.
13 North May St., CHICAGO, ILL.

Save One-Quarter

the purchase price of motorcycle accessories and parts. We sell guaranteed goods twenty-five per cent cheaper than any other house

THE MOTOR CYCLE CO-OPERATIVE COMPANY
654 Woodward Ave. Detroit, Mich.

Be Atlas Equipped

AND HAVE THAT EVERLASTING SMILE!

Manufacturers of a complete line of Leggins, Tool Rolls, Combination Luggage Carriers, Tail Lamps and many other useful accessories. Write for Catalog.

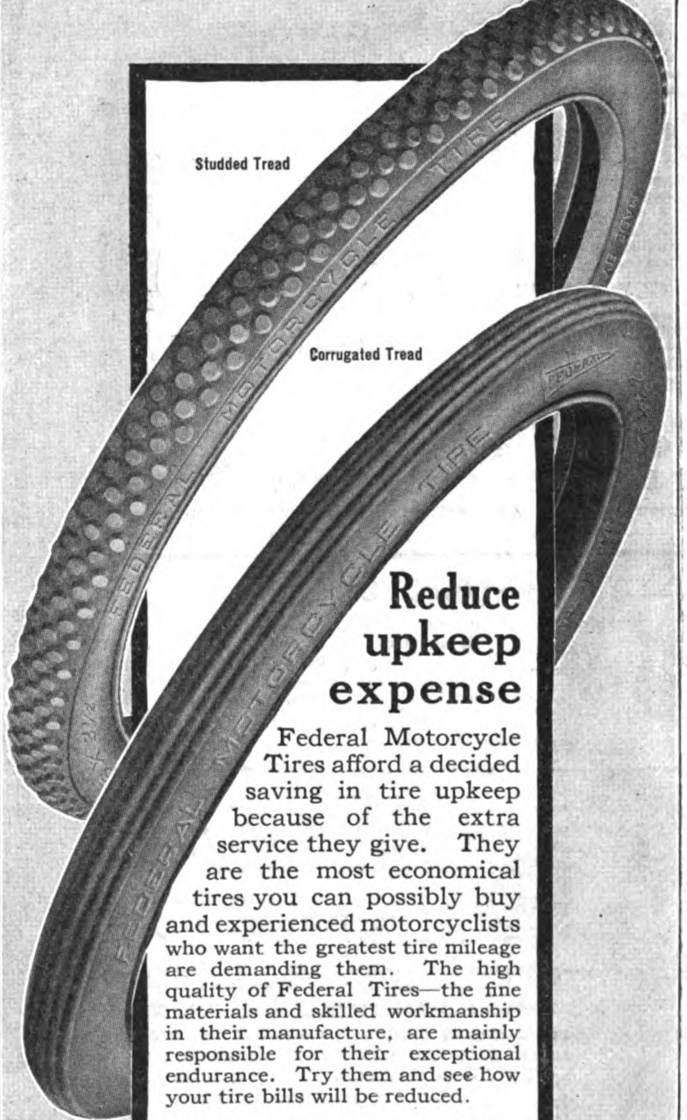
ATLAS SPECIALTY MFG. CO.
559-563 W. JACKSON BLVD. CHICAGO, ILL.

JUST OUT

New Catalog 24A which fully describes our line of Ball and Roller Bearings. Send for it.

STANDARD ROLLER BEARING CO.
Philadelphia

FEDERAL "Extra Service" TIRES



Reduce upkeep expense

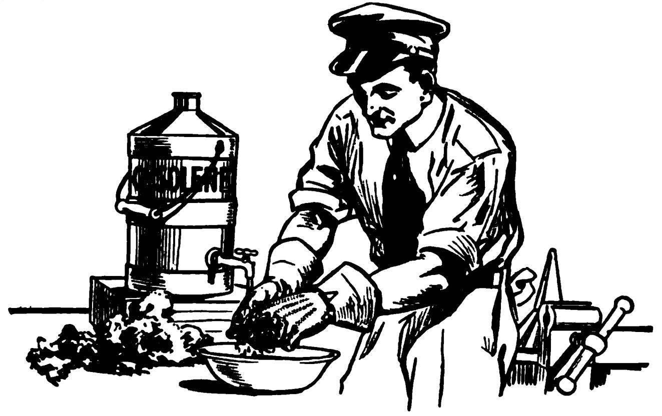
Federal Motorcycle Tires afford a decided saving in tire upkeep because of the extra service they give. They are the most economical tires you can possibly buy and experienced motorcyclists who want the greatest tire mileage are demanding them. The high quality of Federal Tires—the fine materials and skilled workmanship in their manufacture, are mainly responsible for their exceptional endurance. Try them and see how your tire bills will be reduced.

Federal Tires come in both Corrugated and Studded Treads in all sizes and in single and double clinch types.

They are supplied through leading dealers everywhere. Interesting tire book mailed on request.

Federal Rubber Manufacturing Co.
Milwaukee

BRANCHES AND AGENCIES—*New York, Boston, Chicago, Kansas City, Minneapolis, Denver, Indianapolis, Columbus, St. Louis, Louisville, Omahu, Houston, San Antonio, Little Rock, Atlanta, Los Angeles, San Diego, Pasadena, New Orleans, Portland.*



These Motorcycle Gloves are Washable

You don't have to be careful of Grinnell Gloves. Wear them when you tinker around your Motorcycle. Keep your hands clean. They are easily washed in soap water or gasoline, drying out soft and pliable.

Style 4929.

Grinnell "Rist Fit" Gloves

increase the pleasure of cycling. They are made of velvet coltskin, that insures a non-slip grip on handle bars. Cuffs of smooth stiff leather. These gloves are always comfortable. Our patented "Rist-Fit" keeps your cuff from sagging. Our Ventilated Back insures cool hands on hottest days. For style and class they have no equal.

GET A PAIR ON APPROVAL

See Grinnell Gloves at your dealers. If he hasn't them, write us his name—tell us the size, style glove you wish and color—black or tan. We'll send a pair on approval, prepaid.

Write for samples of leather and catalog showing our up-to-date styles.

Morrison-Ricker Mfg. Co.
27 Broad St. Grinnell, Ia.

MOTORCYCLE TRIP CYCLOMETER

Veeder

Specially constructed to withstand hard motorcycle usage

It adds more pleasure to the sport. Registers accurately both total and trip mileage; miles in white, tenths of miles in red.

Cut ½ Size.

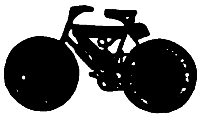
Easily adjusted to any motorcycle. Made for 24, 26, 28 and 30-in. wheels.

Sold everywhere—or write us
***Price complete with bracket and striker* $3.00**

Also makers of Odometers, Tachodometers, Counters and Fine Castings

THE VEEDER MFG. CO.
42 Sargeant St. Hartford, Conn., U. S. A.

MAKE A MOTORCYCLE OF YOUR BIKE



at small cost by using our attachable outfit. It fits any bicycle. Motorcycles, all makes, new and second-hand, $35.00 and up. Send stamp for catalog and bargain list. Keller's new 104-page booklet, "Construction, Management and Care of Motorcycles," is now ready. Price, postpaid, 25c.

SHAW MANUFACTURING COMPANY, Dept. 26, Galesburg, Kansas

ACME ALUMINUM SOLDER

Marks a discovery in methods of working Aluminum.

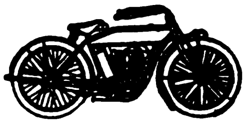
IT IS AN ALLOY OF ALUMINUM

You can do as satisfactory work with this solder and a soldering iron as you could with an Autogenous Welding Outfit, with no danger from expansion cracks.

SAMPLE FOR A STAMP

We manufacture all kinds of Brazing, Welding and Soldering Fluxes, Solder Spelter, etc. Write for booklet on methods.

UNIVERSAL FLUXINE CO., 532-4 E. Water St., URBANA, OHIO



SPRING RIDING SEASON

is about here

BE READY FOR IT

Motorcycles and Automobiles

AT 1/4 to 1/3 THE PRICE WHEN NEW

We specialize in selling standard makes of motorcycles and automobiles in slightly used condition.

Large assortment of used motorcycles, single, two and four cylinders; chain, belt or shaft driven—**Indian, Pierce, Reading Standard, Curtiss, F. N., N. S. U., M. M., Reliance, Thor, New Era, Merkel** and other high-grade makes from $35 up.

Practically all styles and makes of automobiles at $100 up.
We guarantee each purchase to be in perfect running condition.

Agents wanted everywhere. ***Write for price lists and descriptions.***

GREEN'S PURCHASING AGENCY (Dept. M. I.)
1587 Broadway, (Cor. 48th Street), New York City

CYLINDERS

Are our Specialty
(From Customers' Patterns Only)

Also Pattern Work

WRITE FOR PRICES
RACINE FOUNDRY CO., Racine, WIS.

CASH

for your motorcycle. Nothing too old, nothing too new for us to buy. We will buy one or a hundred.

Box 13, Station G.
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Complete Line Motorcycle Accessories

QUALITY, THE BEST — PRICES, THE LOWEST

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All Sizes and Styles $1

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SPARK PLUG

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254 W. 54th St.
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When writing to advertisers, please mention MOTORCYCLE ILLUSTRATED.

ARE you troubled with belt slipping, Mr. Rider? Do the screws in your lagging cut grooves in your belt? We can overcome this for you, also prevent your belt from getting glossy. The only cure today is

ABESTO PULL-E-TAPE

Applied in a minute, self vulcanizing. Dealers, this is something for you, get our proposition—it is as good as our Tape. 50c per Roll—send for some today and save your belt. State width.

KRAFT KNITTING COMPANY
150 East Exchange Street **Akron, Ohio**

Insist On Standard Pedals

Our products for the Cycle Trade include:

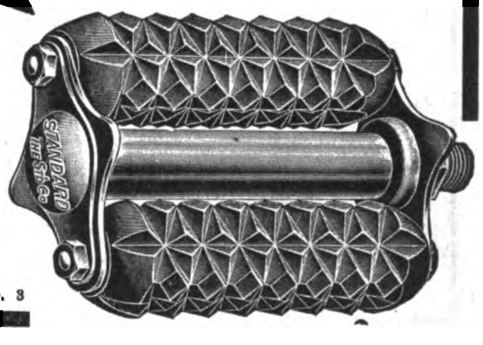
Emergency Axles, Sager Motorcycle Toe Clips, Diamond E Spokes, Bridgeport and Standard Pedals, Sager and Standard Toe Clips.

Write for our catalog. Standard quality plus Standard output mean big business for you, Mr. Dealer.

No other pedals give that "turkish carpet" feeling to the feet. The deep rubber corrugations in the big cushions keep the feet where they are put—they eliminate jars, bumps and other disagreeable features when negotiating rough roads.

With one eye to *durability* and the other to *comfort* we have succeeded in producing the ideal motorcycle pedal.

THE STANDARD COMPANY
Torrington, Conn.



No. 3

1912 **DUCK** 1912
TANDEM ATTACHMENT
Smoothes the Way
THE ASSURANCE OF LUXURY

by the addition of this tandem attachment has been unquestionably demonstrated. Always perfectly adjusted as to leverage, whether saddle be moved forward or backward. Permits of low riding position.

Particularly safe on account of extra handle bars.

Complete with Saddle and Handle Bars **$16.50**
Without Saddle and Handle Bars **$11.50**

FREED MFG. CO.
1438-40 Market St., San Francisco, Calif.
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Some More Acme Sirens

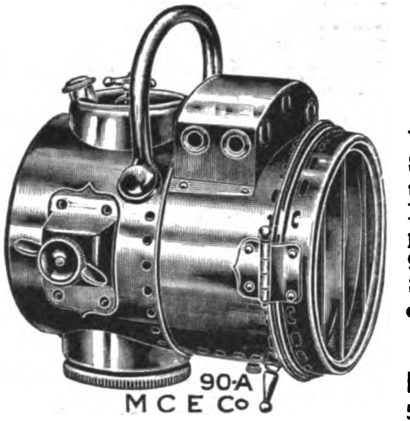
Are due from the other side next week. Get in on this lot before they are all gone. The little horn with the distinctive tone and enormous range. Write

Sarco Engineering Co., 112 Broad St., N. Y.

GET WHIPPLE'S NEW "DATED" SECOND HAND LIST

Prices have "TUMBLED"—Are you "HIP" to "WHIP"? He's handing them out fast. Ask for DATED LIST. If you delay you lose, if decisive you win. Now's the time to buy a good, used machine (and buy it right). We ship to all points. We are RESPONSIBLE; if you don't know "Whip" ask any real motorcycle man or any large dealer.

WHIPPLE THE MOTORCYCLE MAN
WHIPPLE MOTORCYCLE BUILDING
1227 West Jackson Boulevard CHICAGO (West of Centre Avenue)



An Ideal Motorcyclists' Lamp

With a "Close Coupled Searchlight and Generator" Combined; Nickel Plated throughout, complete in every detail. No. 90 Rear Prop. No. 90A Side Props. List price each, $6.00.

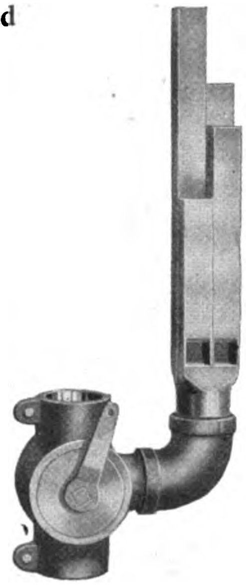
Get it from your dealer.

MOTOR CAR EQUIPMENT CO.
55 Warren Street Dept. M NEW YORK

Economy Is The Keystone Of Success

If you want to make the first long step toward true economy in the purchase of guaranteed motorcycle supplies and accessories, send for our large illustrated catalog. It will save YOU Money.

OBERWEGNER MOTOR CO.
Toledo, O.



TRINITY CHIMES

An Exhaust Horn with a Musical Tone
Warns Without Giving Offense
A Hair-Raiser When Needed

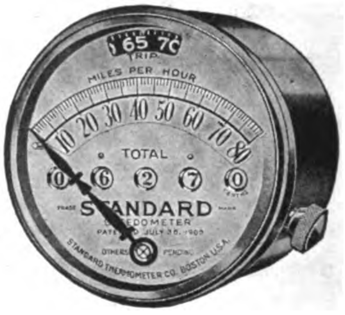
There is absolutely nothing about the Trinity Chimes to get out of order—no moving parts, no batteries, no wire connections. It never fails. It costs nothing to operate. It is operated by a three-way valve which is supplied with the horn. Its four tubes give a perfectly blended chord of pleasing harmony. Its body is a brass casting. The tubes are brass-wedged into slots in the casting, and instead of being of flimsy construction and supported separately, they are carefully brazed together, building up a unit of such strong construction as will last a lifetime. It is furnished in triple nickel-plate, highly polished.

Get the best horn at a lower price; don't spend more for one not so good.

EVERY DEALER SHOULD CARRY A STOCK OF TRINITY CHIMES

Send for description and prices.

NEW ERA MANUFACTURING COMPANY
645 Railway Exchange, Chicago, Ill.



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"THE INSTRUMENT of PERMANENT ACCURACY"
Guaranteed for One Year

SOLD AND RECOMMENDED BY ALL THE BEST DEALERS

$15.00 **Fittings**
$18.00 **For All**
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BALLOU & WRIGHT
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Standard Thermometer Co.
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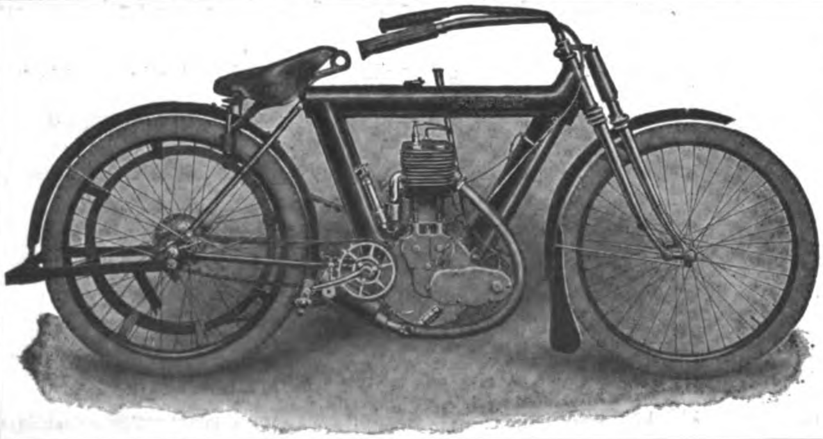


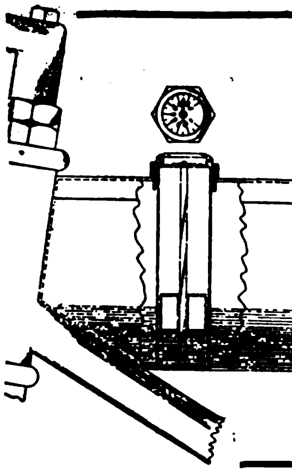
Endurance Triumph
A Record Seldom Equaled

Night Lettergram.
June 18, 1912.

Conner, on Pierce Single, won perfect score in Seattle Endurance Contest June 17th. Only single out of seven to reach Portland perfect. The only perfect score winners out of 30 entries were two twins and Pierce Single. Twins proved unequal to our Single. Average speed 24 m. p. h. Roads awful.

FRED L. BROWN.

The Pierce Cycle Company, Buffalo, N. Y.



WEISS

GASOLINE AND OIL GAUGES

FOR ANY MOTORCYCLE

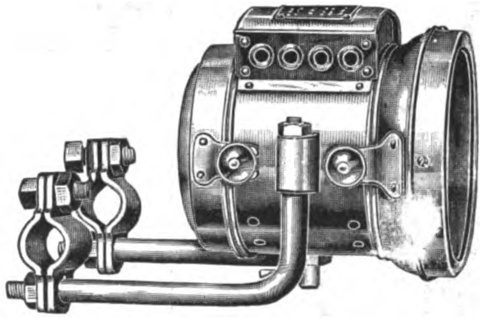
Amount of gasoline in tank shown at a glance. Can be seen while riding

$1.50 each postpaid

CIRCULARS ON REQUEST

Give depth of tank when ordering

Weiss Manufacturing Co.
TORRINGTON, CONN.



MOTORCYCLE SEARCHLIGHT No. 102 showing back closed

20th Century Lamps

Always Leading
Never Failing

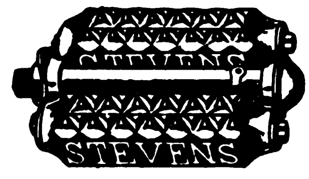
Durable
Compact
Handsome

Ask Us For Catalogue and Prices

20th Century Mfg. Co.
420-22 Ogden Street, Newark, N. J.

STEVENS

CELEBRATED MOTORCYCLE PEDALS
Strong, High Quality, Beautiful Finish, Full Size.



BLUEMEL'S CELLULOID FRAME PUMPS
The Standard of the World.

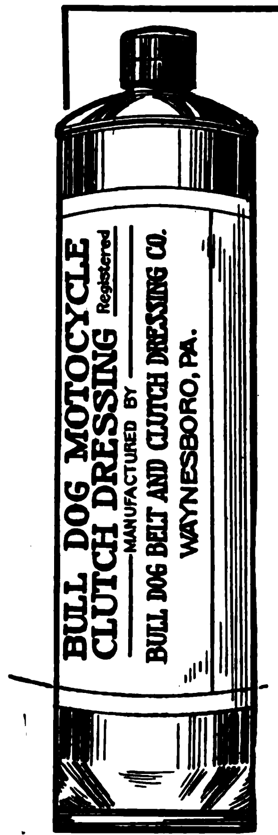
THE STERLING.
Embossed handle, trade mark in gold.
15 ins. long, ⅞ in. dia.

THE RELIABLE.
Embossed handle, 15 ins. long x $\frac{11}{16}$ in. dia.

Far superior to brass pumps in every respect. Handsome, Indestructible, Perfect. Order through your jobber.

STEVENS & CO.,
375 Broadway, - NEW YORK

STEVENS


BULL DOG MOTOCYCLE CLUTCH DRESSING Registered
MANUFACTURED BY
BULL DOG BELT AND CLUTCH DRESSING CO.
WAYNESBORO, PA.

Clutch Slipping Now A Thing of the Past

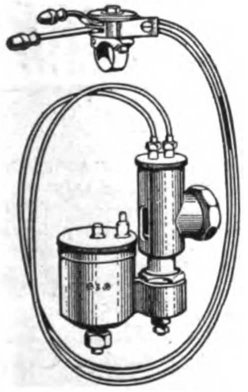
Bull Dog Clutch Dressing makes your clutch hold up to its job, without incessant applications. In collapsible tubes, by mail, 25c. postpaid.

BULL DOG BELT DRESSING

is the only belt dressing ever produced which will prevent belt slipping and at the same time increase the life of the belt.

From dealers 50c. per can, or by mail 10c. extra.

BULL DOG CLUTCH AND BELT DRESSING CO.
WAYNESBORO, PA.



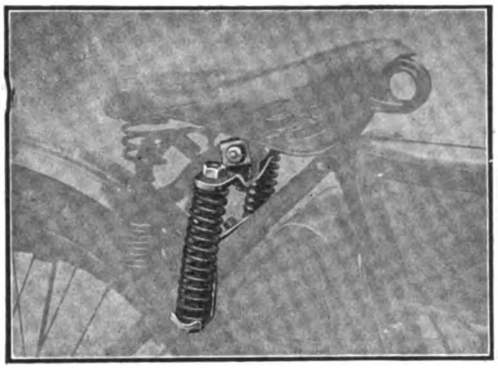
Imported Single-Jet B & B Motorcycle Carbureter

Fits Any Machine—Entirely Controlled from Handle-Bar

The B & B carbureter affords simplicity, efficiency and ease of control at all times. With a B & B you needn't bend down and take your hands from the bars in order to adjust your mixture. Instead, adjustment of the flow of gas and air to fit changing speeds is possible without the rider changing his upright position. Price is low, and material and workmanship the finest.

Write for catalog, price and agency terms

A. J. MUSSELMAN, IMPORTER, 1305 Wells Street, CHICAGO



The Y-A Shock Absorber

Equip your motorcycle with a Y-A Shock Absorber "That absorbs the shock."

Make every ride a pleasure ride.

The last word in shock absorbers.

An absolute necessity for real comfort.

Demand the only real "jolt-killer."

Refuse all make-shifts they tell you are "just as good."

Made for Indian, Yale, Thor, Excelsior and Harley-Davidson.

A grand selling proposition for live dealers.

Write for literature today.

THE CONSOLIDATED MANUFACTURING COMPANY, 1730 Fernwood Ave., Toledo, Ohio

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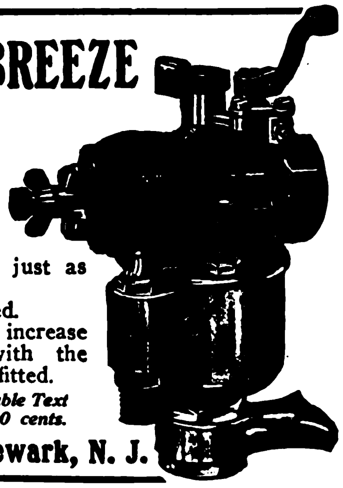
The New "N. A." BREEZE



Delivers a larger volume of properly mixed gas than any other motorcycle carbureter in the market.

Works Perfectly When Throttled Down to 230 Revolutions Per Minute.

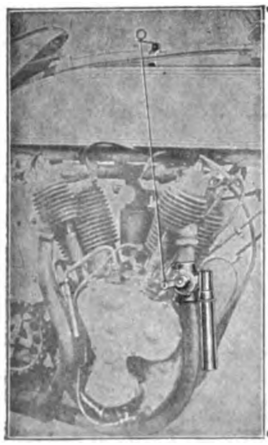
At over 3,500 revolutions it is just as effective.

All air ports have been enlarged.

A perfect mechanical device to increase gasoline supply automatically with the opening of the throttle has been fitted.

Send for free catalog. Our Engine Trouble Text Book, 54 pages, will be mailed for 10 cents.

BREEZE CARBURETER CO., Newark, N. J.



Barco Motorcycle Chimes

The illustration shows the extreme simplicity and compactness of the New Barco Motorcycle Chime, and the ease with which it is attached to the machine.

The chime has three clear loud tones (copied after the Barco Automobile Chimes). The outfit is easy to operate and is made to fit any machine.

NO PARTS TO SHAKE LOOSE.

Order from your dealer or direct from us.

Send for catalogue and full directions.

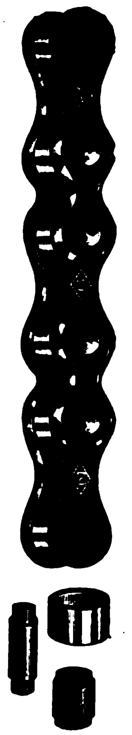
BARCO BRASS & JOINT CO.

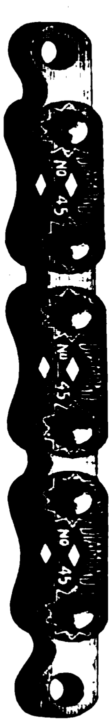
230 N. Jefferson St.

CHICAGO, ILL.

DON'T FORGET THE CONNECTING LINK

WHEN BUYING A NEW CHAIN





You know this is important for quick repairs on the road.

Diamond Chains have absolutely the simplest connection ever offered—one that can be made or broken in an instant. The chains themselves are right up to scratch in every way too.

Ask your dealer.

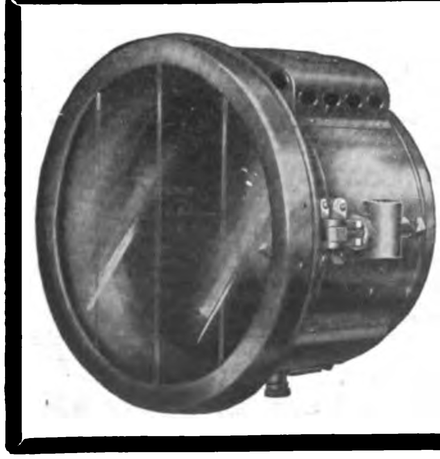
TRADE ◇ MARK

Diamond Chain & Mfg. Co.

227 W. GEORGIA STREET, INDIANAPOLIS, IND.

8,000,000 FEET PER YEAR

105



G and J, M and W and Goodrich Casings

28 or 26 x 2¼ Shoes will Fit 2½ Rims $3.50

INFALLIBLE HEAD LIGHT

Throws a long and powerful light ahead and at the sides. It is specially adapted for motorcycle use. Very strongly and handsomely made. Has perfect projecting 5-in. mirror and 6-in. flare front. Furnished in fine nickel or highly polished brass. Price in Brass, $4.00; Nickel, $5.00. Brackets, per pair, 10c.

INFALLIBLE SPEEDOMETER

A perfectly adjusted and constructed instrument tested for accuracy. Guaranteed for satisfactory service. Steady registering hand. Made in three models: No. 1, registering speed only, price $7.50; No. 2, measuring season's mileage and speed, $10.00; No. 3, season and trip mileage and speed, $12.50. Mention make of motorcycle when ordering. Rear attachments furnished unless otherwise specified.

10
20
30
40
50
60
INFALLIBLE

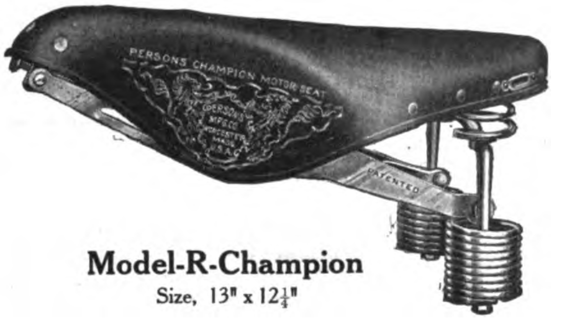
MODEL No. 2

Model No. 1, $7.50 No. 2, $10.00 No. 3, $12.50

F. A. BAKER & CO., 10½ Warren Street, New York City

Every Rider Wants Low Position

S U P E R I O R



Model-R-Champion
Size, 13" x 12¼"

Q U A L I T Y

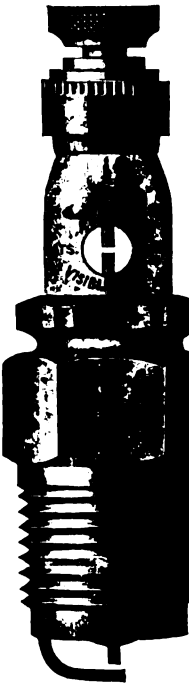
This saddle gives you the lowest possible position with good wide seating surface.

The Only Saddle

With genuine compound springs that absorb all the shocks

The Persons Mfg. Co.
Worcester, Mass.

Let this Spark Plug solve Your ignition troubles



The ***J. D.*** Visible Spark Plug lays bare all ignition trouble. The "visible gap" is an open window, giving you a full view of the internal workings of your spark plug. If the spark is seen jumping the gap, look for your trouble between the gap and the sparking point. If there is no spark in the gap, your trouble lies behind. This new great plug also facilitates timing, intensifies spark, uses only minimum current, and cleans itself when you widen the gap by turning knurled adjusting nut. Gap can also be entirely closed.

One look tells everything

The "visible gap" feature, so far as being incorporated in a plug, has always seemed as far away as perpetual motion. The visible feature has been marketed as a separate device for years, but this is the only plug embodying the visible feature in a practical manner. It is simple—merely a hole in the porcelain, and a spiral action to regulate length of gap in the central electrode which carries the current. The hole in no way lessens the strength, and the current in jumping the gap loses nothing of its intensity.

Every part is made in our own factory—even the porcelain being produced in our potteries from imported clays and other ingredients. This unequivocal guarantee goes with every one: ***"Your money back or a new plug if you are not satisfied."***

If your dealer hasn't the J. D. Visible yet, send your money direct to us for a set, specifying size wanted, and we will ship them prepaid. Remember, the price is only $1 for this plug.

$1.00

JEFFERY-DEWITT CO., 555 Butler Ave., Detroit

Motorcycle Belts and Accessories
Chicago Belting Co.
Chicago

YOU will forget this advertisement in a day or so but our catalogue will be of use all the year.

We furnish these books to dealers free. This is one of the ways we assist our agents to sell our belts.

Do you want to learn more?

Chicago Belting Co.
124 N. Green St.
Chicago
New York New Orleans Portland, Ore.

TEN THOUSAND RIDERS READ
THE MART
Our Classified Advertising Page
THREE CENTS A WORD

Everything You Need
The LIVE STORE
OF NEW ENGLAND
Large and Complete Stock of
BICYCLE AND MOTORCYCLE SUPPLIES
Reasonable Prices Prompt Shipments Catalogue Free
The Hub Cycle Co., Portland St., Boston, Mass.

GIVE US A CHANCE

you good dealers, when you next order your supplies We'll treat you as an old friend, giving you our very best goods and our very best prices.

Supplies of Every Nature for Motorcycle and Bicycle

GUARANTEED GOODS IMMEDIATE DELIVERIES

Pass the word along, boys

CATALOGUE YOURS

SIDNEY B. ROBY CO.
208-214 South Ave., Rochester, N. Y

IMMEOIATE DELIVERIES ON MAJESTIC SIDE-CARS

OBERWEGNER MOTOR COMPANY.
Per A. Oberwegner, Mgr.
139-141 Michigan St., Toledo, O.

MAJESTIC MFG. CO., Worcester, Mass.

Gentlemen: After putting your Majestic Side-car through three months of continual hard usage, attached to a 1912 EXCELSIOR AUTO CYCLE, we have nothing but praise to offer.

This car has withstood the severe conditions without a particle of trouble. It is a big hit with the ladies, and we have sold a large number of machines on the strength of this Side Car.

The writer has had considerable experience with both former American and foreign made Side Cars, but your Majestic Side Car proves to us that you have studied the conditions carefully before you marketed same. Very truly yours,

OBERWEGNER MOTOR CO.

Havermeyer Place, Greenwich, Conn., 4/26/12.

TO THE MAJESTIC MFG. CO.

Gentlemen: Yours of the 22nd received and contents duly noted. I take pleasure in offering my approval of your meritorious Side-Car. It has filled a long-felt want, and I consider it all the makers claim for it. I am riding a Twin M M and attain a maximum speed of 45 miles per hour; furthermore, my friends all aver "The ride exceeded their most sanguine expectations." Yours truly,

GEO. BARNES.

THE MAJESTIC MANUFACTURING CO.
Worcester, Mass., U. S. A.

Dear Sirs: Yours of 20th received some days ago. In regard to side car I cannot say very much yet as I have not had much time to use same. But I can say that car certainly is a dandy. I had it attached to a 4 H. P. 1910 Indian; went along good with about 165 lb. passenger; made long steep grade with very little throttle. Of course I had to gear machine about 8 to 1 on account of several bad hills. No trouble to get anybody to ride in it either. If there is anything in this letter that you can use you are welcome to do so.

Yours very truly, D. L. SANDRETTO.

Lancaster, Pa., April 24, 1912.

THE MAJESTIC MFG. CO., Worcester, Mass.

Dear Sirs: Replying to yours of April 16th would say I have tried the Majestic Side-car, first on Single Cylinder Motorcycle, and it worked well on good roads. Then I attached the Side-car to a 1912 twin Reading Standard, and making an extra arm of tubing from under the seat of the Motorcycle to the tandem attachment and, connecting the rocker arm of the Side-car to the extra tube under seat of motorcycle, have run over good and bad roads fifty miles on one gallon of gasoline, carrying three men—one operator—one on Side-car and one on Tandem attachment—taking all hills and at different times speedometer registered 38 to 40 miles per hour. Yours truly,

JOHN H. TRAGESSER.

THE BIGGEST BUSINESS BRINGER IN THE MOTORCYCLE FIELD

Orders taken from **Live Dealers** for prompt shipment in Standard Colors. Write today and state your requirements

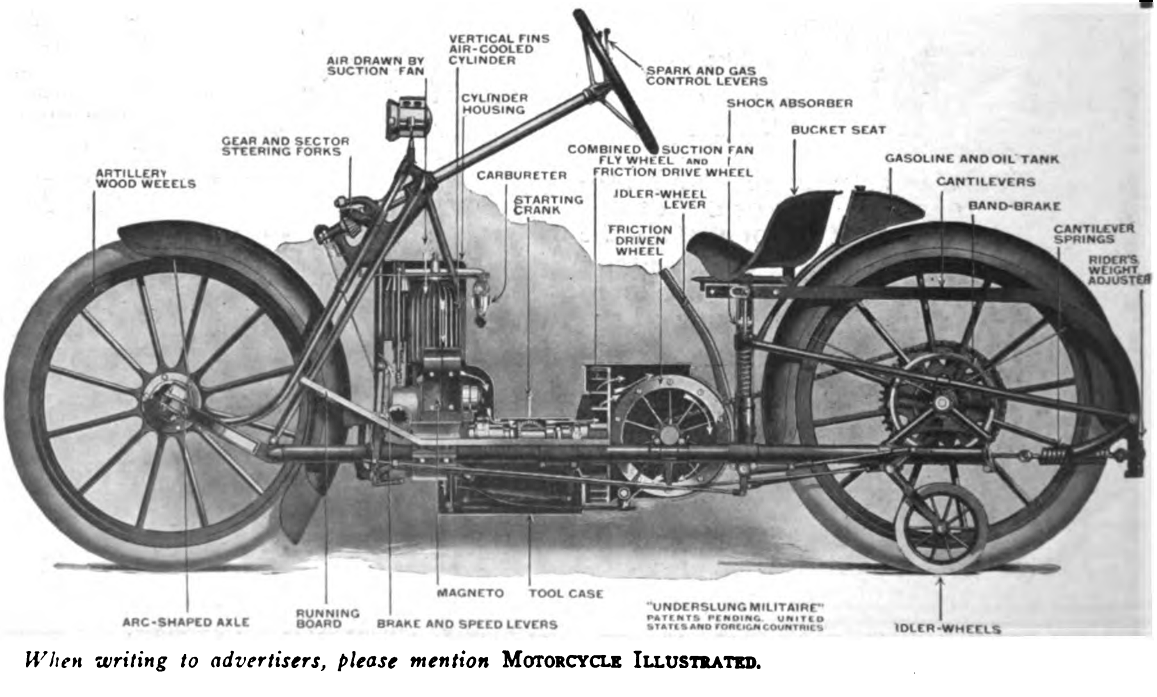
"DON'T FORGET THE GIRL"

MAJESTIC MANUFACTURING CO., WORCESTER, MASS.

THE "MILITAIRE" is built in *anticipation* of the logical evolution of the motorcycle. It is the result of keen study of traffic and other conditions in this country, and we unhesitatingly affirm that the "MILITAIRE" is better fitted to cope with road conditions than any other motorcycle on the market. It is radical, we admit, but so was Fulton's steamboat, and Marconi's wireless, and Westinghouse's brake.

Give yourself a chance to learn more about

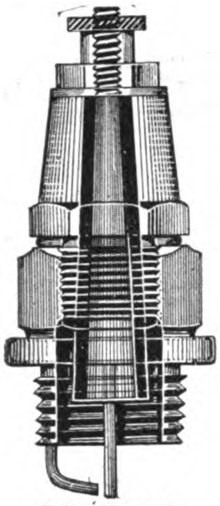
The "Militaire"


AIR DRAWN BY SUCTION FAN
VERTICAL FINS AIR-COOLED CYLINDER
SPARK AND GAS CONTROL LEVERS
CYLINDER HOUSING
SHOCK ABSORBER
GEAR AND SECTOR STEERING FORKS
BUCKET SEAT
COMBINED SUCTION FAN FLY WHEEL AND FRICTION DRIVE WHEEL
ARTILLERY WOOD WEEELS
CARBURETER
GASOLINE AND OIL TANK
STARTING CRANK
IDLER-WHEEL LEVER
CANTILEVERS
BAND-BRAKE
FRICTION DRIVEN WHEEL
CANTILEVER SPRINGS
RIDER'S WEIGHT ADJUSTER
MAGNETO
TOOL CASE
ARC-SHAPED AXLE
RUNNING BOARD
BRAKE AND SPEED LEVERS
"UNDERSLUNG MILITAIRE" PATENTS PENDING. UNITED STATES AND FOREIGN COUNTRIES
IDLER-WHEELS

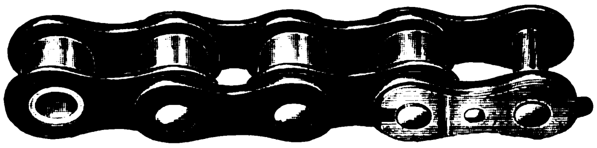
THE MILITAIRE AUTO CO.

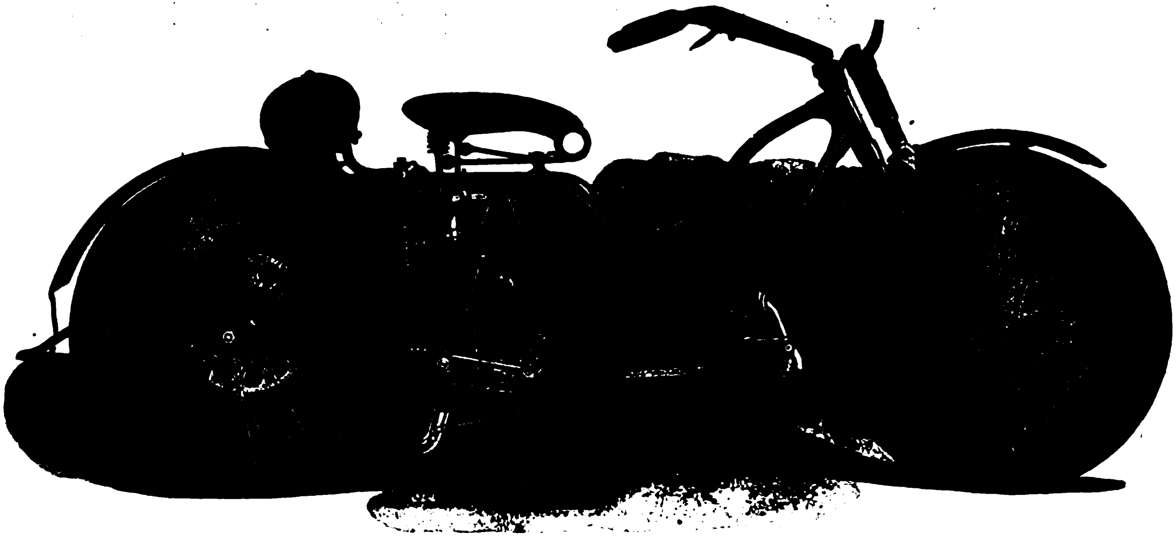
(Inc.)

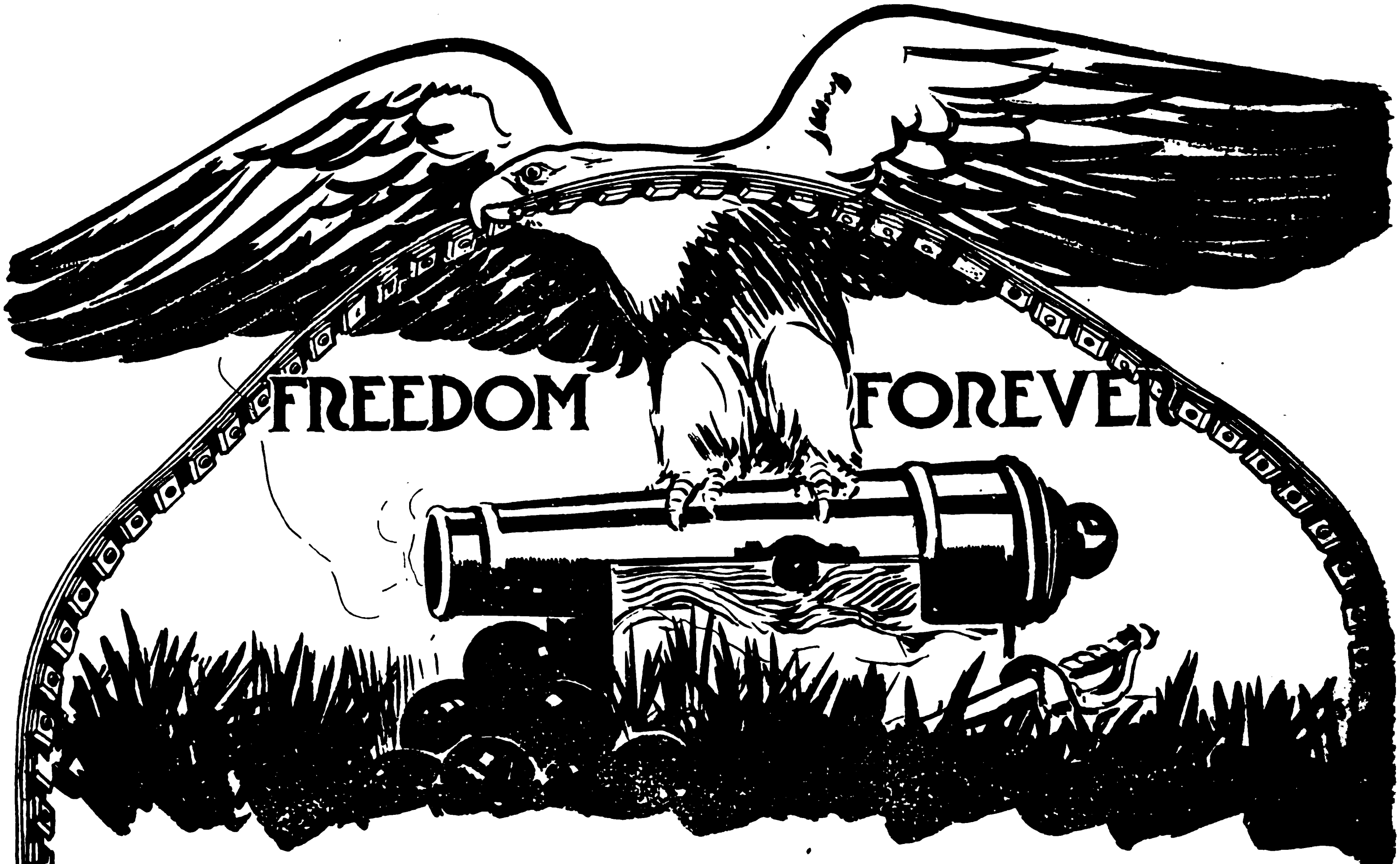
CLEVELAND OHIO


Price 60c. each.

ATTENTION
Motorcyclists
Don't throw away your money for ordinary Spark Plugs.
Buy the Best
at a reasonable price
The Monarch
Every part of which is made at our own factory and under our strictest supervision. That accounts for its perfect efficiency and low selling cost.
Send a Dollar Bill for Two
plugs. Each is guaranteed for one year. Cut shows why this plug is so efficient.
Manufacturers and Dealers Write for Prices
THE BENFORD MFG. CO.
Mount Vernon, N. Y.

WHITNEY

High-Grade Motorcycle Chains
ARE accurate, strong, durable and dependable, because they are made from material selected for quality regardless of cost, and are made by specialists in a factory especially equipped for the making. When making replacements, try a "Whitney" and get acquainted with its merits.
"WHITNEY" CHAINS
Are Built for Strains
THE WHITNEY MFG. CO.
HARTFORD, CONN.

ANYWHERE UNDER ANY CONDITION
IS THERE ANY SATISFACTION?
In knowing you can go WHEN and WHERE you please?
In riding comfortably?
In not having to stop for repairs?
In owning a motorcycle that responds to your every wish?
In riding a motorcycle that is chuck full of energy?
In knowing that you have the very best motorcycle that money can buy?

4 H. P. ROADSTER.
We build machines for the man who requires all of these. Write for Agency proposition.
For the man who is critical. For THE MAN WHO KNOWS.
This year's model of THE NEW ERA satisfies a long-felt want in the motorcycle world. LET US SEND YOU OUR CATALOGUE.
THE NEW ERA AUTO-CYCLE CO., 22 Dale Ave., Dayton, Ohio



The war of 1776 forcefully demonstrated a good principle —a right thing and a good thing is worth fighting for.

SPARTAN BELTS

are good things and right things for practical, perfect motorcycle transmission and they are worth fighting for, but that isn't necessary.

80 Per Cent

of the motorcycle manufacturers are using them exclusively and they can be obtained from dealers everywhere.

GRATON & KNIGHT MFG. CO.

FRANKLIN and NORFOLK STS. **WORCESTER, MASS**

Dealers, Order Through Your Jobber Or Any of These Branches:

ATLANTA, GA......93-95 South Forsyth Street
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DALLAS, TEX.........309 North Austin Street

Distributors for Province of Ontario, Chas. F. Orr, 141 King St., East, Toronto, Canada

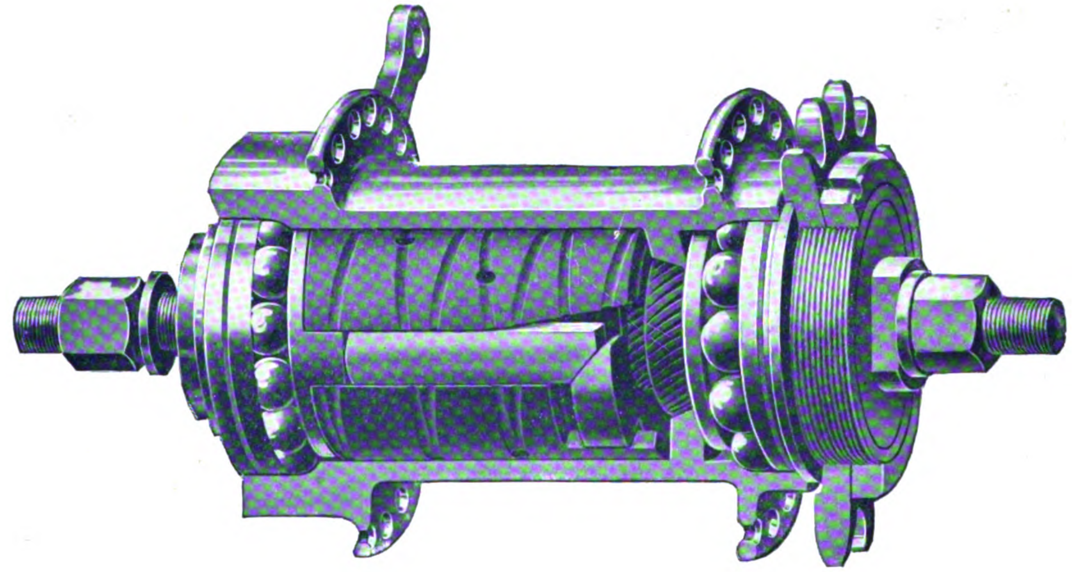
PUT ON THE BRAKE

that has no equal for

EFFICIENCY AND DEPENDABILITY

THE ECLIPSE

COASTER BRAKE



THE POSITIVE BRAKE

You can stop instantly or coast delightedly

Examine the 1912 model at your dealer's
or write to us for descriptive catalogue

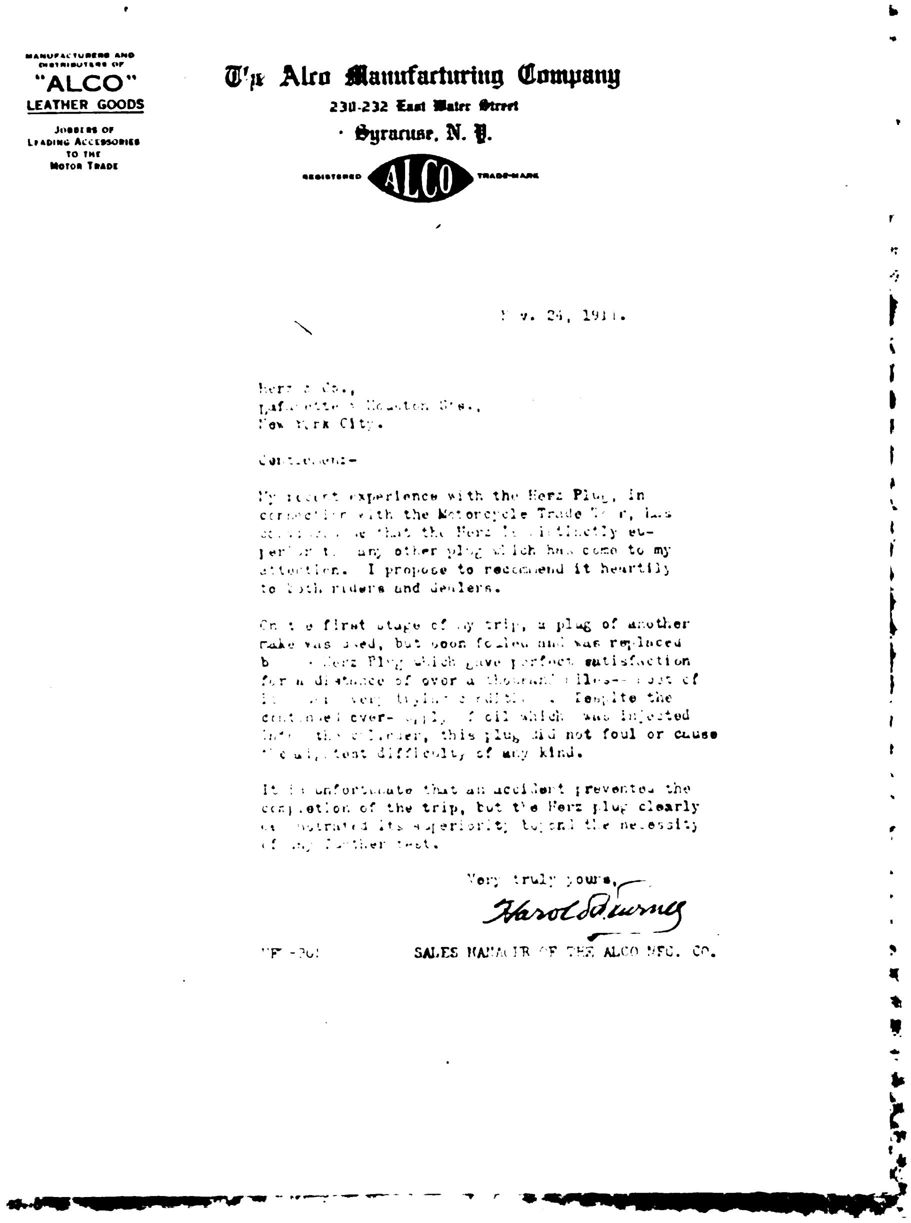
ECLIPSE MACHINE COMPANY

Licensed Brake Manufacturers
ELMIRA NEW YORK

HERZ PLUG

"BOUGIE MERCEDES'

"gave perfect satisfaction"



MANUFACTURERS AND DISTRIBUTERS OF
"ALCO"
LEATHER GOODS
JOBBERS OF
LEADING ACCESSORIES
TO THE
MOTOR TRADE

The Alco Manufacturing Company
230-232 East Water Street
Syracuse, N. Y.

REGISTERED ALCO TRADE-MARK

Nov. 24, 1911.

Herz & Co.,
Lafayette & Houston Sts.,
New York City.

Gentlemen:-

My recent experience with the Herz Plug, in connection with the Motorcycle Trade Tour, has convinced me that the Herz is distinctly superior to any other plug which has come to my attention. I propose to recommend it heartily to both riders and dealers.

On the first stage of my trip, a plug of another make was used, but soon fouled and was replaced by a Herz Plug which gave perfect satisfaction for a distance of over a thousand miles--most of it under very trying conditions. Despite the continued over-supply of oil which was injected into the cylinder, this plug did not foul or cause the slightest difficulty of any kind.

It is unfortunate that an accident prevented the completion of the trip, but the Herz plug clearly demonstrated its superiority beyond the necessity of any further test.

Very truly yours,

HF-[illegible]

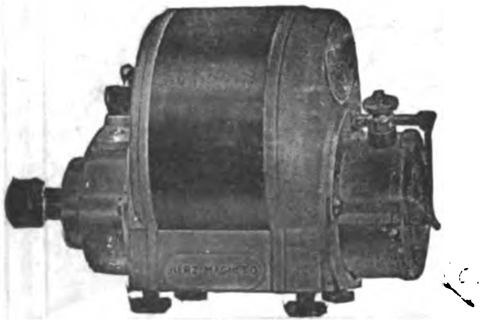
SALES MANAGER OF THE ALCO MFG. CO.

HERZ PLUG

New Motorcycle Model

HERZ
PATENT
BOUGIE
MERCEDES
HERZ & CO
NEW YORK

Ask for Improved 1912 Model



Herz Magneto

Herz Plug and Herz Magneto form the ideal ignition system.
They can be relied upon, day in and day out, for a fat, hot spark.

HERZ & CO.

295 Lafayette St. **New York**

MOTORCYCLE ILLUSTRATED

TEN CENTS A COPY FOR THE TRADE AND THE RIDER ONE DOLLAR A YEAR

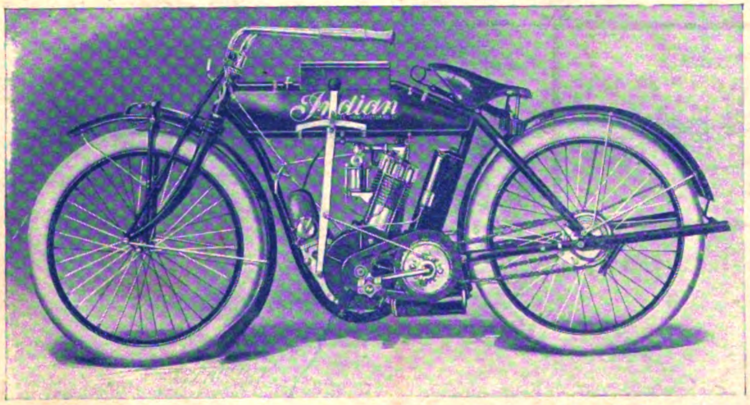
VOL. 7 THURSDAY, JANUARY 25, 1912 No. 2

ssued Every Other Thursday By The Motorcycle Publishing Co., 51 Chambers St., New York

$200 $200

The Indian

Free Engine Clutch and New Indian Armored Type Magneto supplied free of extra charge with all 1912 Model Indians



4 H.P. Single

1912 Model

"Count the Indians on the Road!"

The price of this model, $200, buys a machine of proven efficiency in every branch of motorcycling—Reliability, Speed, Hill Climbing, Economy, etc.
Indian models for 1912 embody 14 important improvements over 1911, yet they are offered at a reduction of $50 on last year's prices. Increased production has enabled us to do this.

Exhibited at Chicago Show, February 5th-10th Write at once for 1912 Free Catalog

THE HENDEE MANUFACTURING COMPANY, Springfield, Mass.
(Largest Manufacturers of Motorcycles in the World)
Chicago Denver San Francisco London

$200 $200

A Motorcycle Tire Machine That Prevents Human Mistakes

There are two kinds of motorcycle tires.

One is hand-stretched. That is, the plies of fabric, of which the tire is built up, are stretched, one at a time, by hand, over an iron core. Naturally some of those plies are drawn tighter than others. The tight ones take up most of the strain—soon break down under it. This is the common type tire.

The other kind—the Goodyear—is built up on a tire building machine. Every ply goes on at the same tension. Every ply bears an equal part of the strain. The strength is uniform—the tire *lasts*. This is the *Goodyear* type tire.

And this is the *tire* for which the 13 leading motorcycle manufacturers in America have made contracts for their 1912 output. The tire that holds all world's records—amateur and professional. The tire that you will come to eventually.

By Countless Tests The Most Durable Tires in Existence
GOODYEAR
Motorcycle Tires
Made By The Makers of No-Rim-Cuts

Extra Thick Treads for Endurance

Goodyear Motorcycle Tires are results of over 13 years successful auto tire building experience.

You get more *wear* out of them because they are built with extra thick treads. These treads have a toughness—a puncture resistance that is equalled by no other tire on the market.

To prove this, we test our tread and the tread of every other make tire on an endurance machine. If ours isn't toughest, doesn't outlast all others it never reaches the market. So in our claim for the greatest endurance, we are merely stating a fact that any one can verify.

Our tires are also made larger than most others. Hence there is extra strength to take care of overloads, and extra cushioning effect to make the tires ride easier.

Without a penny of extra cost, they offer you the strength and endurance of best auto tires adapted to motorcycle needs by the world's greatest tire experts—the same motor tire builders who built such service into Goodyear No-Rim-Cut Auto Tires.

You ought to investigate these money and trouble-saving tires at once. They fit all standard rims. They *satisfy* with a service rendered by no other tire.

Write for our Booklet on Motorcycle Tires

THE GOODYEAR TIRE & RUBBER CO. - - Mott Street, Akron, Ohio

Branches and Agencies in 103 Principal Cities. We make all Kinds of Rubber Tires, Tire Accessories and Repair Outfits

MOTORCYCLE ILLUSTRATED

TEN CENTS
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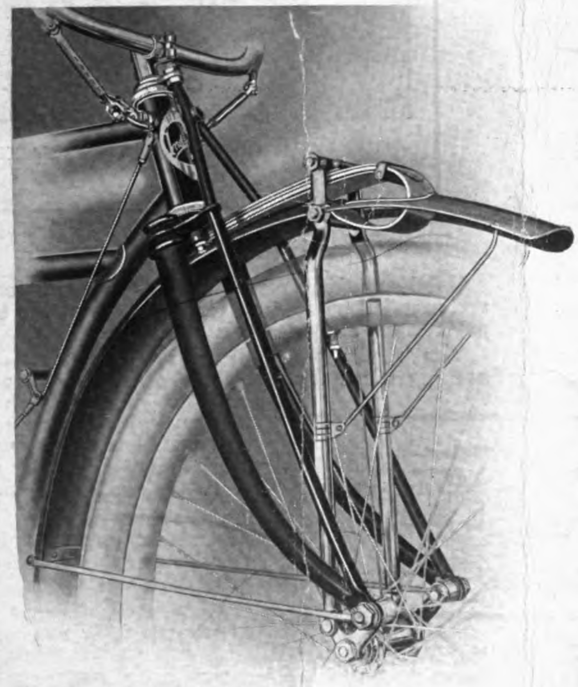
ONE DOLLAR
A YEAR

VOL. 7

THURSDAY, FEBRUARY 22, 1912

Issued Every Other Thursday by the Motorcycle Publishing Co., 51 Chambers Street, New York

No. 4



The
Indian
Motocycle

Cradle
Spring Fork
(Now in its third year)

¶ The main shock-absorber is the Indian "C" Spring, by the adoption of which an increase of fully 50% actual working length is attained with a saving of space. Rubber bumpers overcome all "jar" in the spring action. The wheel is swung from a bell crank extending to the rear of the main fork. ¶ The whole construction materially assists in rendering the Indian motocycle as smooth-running as the ideal six cylinder automobile.

"It Simply Irons Out the Road!"

Send for free catalog of 1912 Indians

THE HENDEE MANUFACTURING CO. - Springfield, Mass.

(Largest Manufacturers of Motorcycles in the World)

Chicago Denver San Francisco London

Leading Motorcycle Tires

Endurance built in by Goodyear Tire Machine

We do not exaggerate when we say that Goodyear Motorcycle Tires lead.

They lead in endurance and in performance.

They hold every world's amateur and professional speed record; hundreds of tests in factory and field have proved them the most durable tires in existence.

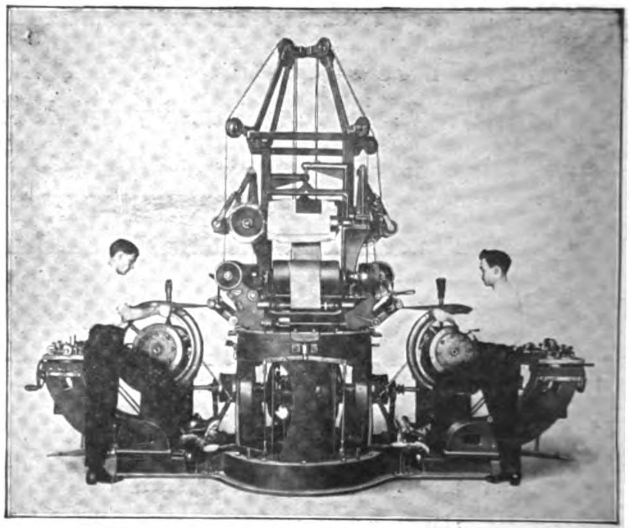
The 13 largest Motorcycle Manufacturers have contracted for Goodyear Motorcycle Tires for their this year's output. Every third new machine this year will be tired with Goodyears.

Made on the Goodyear Tire Machines, these "little brothers" to No-Rim-Cuts offer tire buyers an unusual service.

We wish you could go through other motorcycle tire factories—and then go through **ours.**

We would like you to compare our policy and our methods with those commonly used.

We would like you to watch step by step, the fascinating process by which from a wealth of tire building experience the world's master auto tire builders perfect these tires for **motorcycles.**



GOODYEAR TIRE MACHINE.

OUR TIRE-MACHINE

You would see the most perfectly equipped factory in the world—and on all sides you would see signs of growth, development, improvement.

For instance, you would see among other special machinery, a new patented device for stripping the feather edge off the semi-cured tire beads before they are built into the fire.

And you would see the Goodyear Tire Machine—the only machine that eliminates human error in tire construction.

TIRES OF UNIFORM STRENGTH

In building a tire, a number of plies of fabric are stretched, one at a time, over an iron core. To secure uniform strength and endurance every successive ply must be stretched on at **uniform tension.** If one ply is loose and the next one tight, the tight ply gets all the strain—eventually gives way, and the tire is soon ruined.

Our tire machine builds **perfection** into the tire.

Hour after hour, day after day this machine with unfailing accuracy stretches on ply after without slightest variation in the tension. No hidden **loose** plies to shirk their duties. No over strained plies to **give way.** Nothing but supreme uniformity; and as a result a proved **durability** equalled by no other tire in the world.

GOODYEAR

Motorcycle Tires

Bulletin: At Los Angeles, Feb. 11, Goodyears make clean sweep, lowering 2 World's Records; 2-mile, 1:19⅗; 4-mile, 2:40⅘. Hasha wins both on Goodyear Tires.

YOU PAY NOTHING EXTRA

Goodyear Motorcycle Tires are built for standard rims and are supplied by all first class dealers at the same price you would pay for any standard tire.

You pay nothing extra for the painstaking workmanship—nothing extra for the years of successful auto tire building experience—nothing extra for the tire perfection and greater endurance rendered by the tire machine which was made and is controlled exclusively by us.

All this you get for the mere price of the tires alone—tires that are past the **experimental stage—saving** tires that reduce to the very minimum punctures and all other tire troubles.

With such tires as these at your command it is folly to chance lesser tires.

ASK FOR OUR BOOK ON MOTORCYCLE TIRES.

This book tells all about the Goodyear Quintette of Motorcycle Tires—"one for every road condition."

It will also safeguard your pocket book against tire wastes that mean not only financial loss but a loss of pleasure and service not to be measured in dollars and cents. Send today for the book.

THE GOODYEAR TIRE & RUBBER CO., - - - - Akron, Ohio

Full Line of Motorcycle Tire Accessories. Write for Booklet

Branches and Agencies in 103 Principal Cities

MOTORCYCLE ILLUSTRATED

TEN CENTS
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ONE DOLLAR
A YEAR

VOL. 7

THURSDAY, MARCH 7, 1912

No. 5

Issued Every Other Thursday by the Motorcycle Publishing Co., 51 Chambers Street, New York

The Verdict of the People

The Great Majority of Motocycle Riders
have recorded their verdict that

THE INDIAN

Is the Best Motocycle

Of 20,353 Motocycle riders in the 11 States that require registration, 32.9% ride Indians. The nearest competitor shows only 13.9% and the third on the list 11.84%. The rest are divided between 25 manufacturers and miscellaneous concerns.

It is only fair to assume that similar percentages exist in those states not requiring registration.

You can't make a mistake if you join the Great Experienced Majority of Indian Riders.

Send for Free Catalogue containing pictures and descriptions of every model and part.

THE HENDEE MANUFACTURING CO.
SPRINGFIELD, MASS.
(Largest Producers of Motocycles in the World)

CHICAGO DENVER SAN FRANCISCO LONDON

How Goodyear Motorcycle Tire Machines Insure Perfection—Cut Tire Costs

Goodyear Tire-making MACHINE sets a new standard for tire endurance. Hundreds of comparative tests prove Goodyears the most durable motorcycle tires in existence.

The Goodyear Tire-making machine affords the only method by which efficiency, not faults, can be built into motorcycle tires. It is the invention of tire-making experts—the result of 13 years' tire-making experience. The Goodyear No-Rim-Cut—today's most popular auto tire—proves the success of this tire-making machine.

GOODYEAR
Motorcycle Tires

Makes Flaw-Proof Tires

This tire-making machine is saving thousands of dollars which motorcyclists have heretofore been obliged to waste on faulty tires.

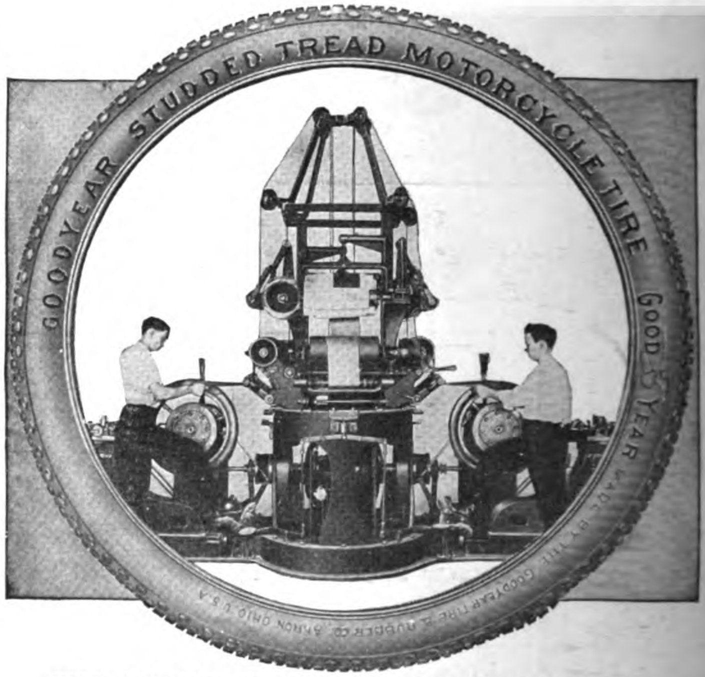
In building a tire, a number of plies of fabric are stretched, one at a time, over an iron core. If one ply is stretched tighter than another, the tight ply gets undue strain when in service and breaks down. The tire is then quickly ruined, for each and every ply must be stretched on at the same tension if the tire is to **last.**

The usual way to stretch these plies is **by hand.**

But no human being working hour after hour can always pull the fabric the same. Uniform tension, so vitally important to the life of the tire, is thus **out of the question.**

But the Goodyear Tire Machine **can**—and does insure this **uniformity.**

This machine stretches on every inch of every ply at exactly the same tension. There can be no **one** ply **tighter than another.**


GOODYEAR STUDDED TREAD MOTORCYCLE TIRE
GOODYEAR
GOODYEAR TIRE & RUBBER CO. AKRON OHIO U.S.A.

THE GOODYEAR TIRE MAKING MACHINE

All plies share the strain alike. And the **tire lasts.** Do you not see why such tires are bound to give most service and most satisfaction? Do you not see how these **machine-made-perfect** tires will **cut your tire cost?**

Economy Tires for All Rims

Our motorcycle tires are built to fit the standard rim. The beads are moulded, semi-cured, to exact duplicates of your rim. So they **fit absolutely.** And all are built on the Goodyear Tire Machines.

As a result of the masterful methods used, Goodyears will save you a **raft** of tire trouble and tire expense. Yet these premier tires cost you no more than any standard tire. **Remember that.**

BULLETIN
Los Angeles, Cal., March 17, 1912.
"Goodyear Motorcycle Tires won seven firsts, five seconds, eight thirds and four fourth places at Los Angeles Motordrome."

Hold All World's Records

ASK US TO SEND YOU OUR MOTORCYCLE TIRE BOOK

THE GOODYEAR TIRE & RUBBER CO. - - - - Akron, Ohio

Full Line of Motorcycle Tire Accessories

Branches and Agencies in 103 Principal Cities

MOTORCYCLE ILLUSTRATED

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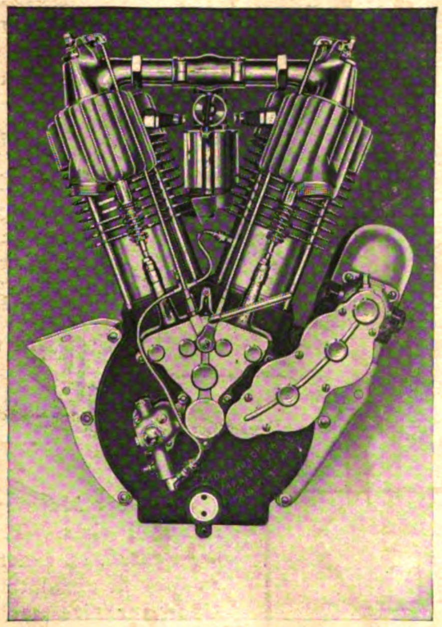
Vol. 7

THURSDAY, APRIL 4, 1912

Issued Every Other Thursday by the Motorcycle Publishing Co., 51 Chambers St., New York

No. 7



The Hedstrom Motor

USED ON ALL

INDIAN MOTOCYCLES

A NOTABLE feature of the Hedstrom Motor is the accessibility of every part. Both valves can be reached with ease and the parts replaced or adjusted readily. Simplicity is another of the leading features.

The Single Cylinder Hedstrom Motor has an actual piston displacement of 30.46 cubic inches, developing over 4 H. P. The Twin Cylinder has 60.92 cubic inches displacement and is rated at 7 H. P.

For full description of all 1912 model INDIANS and improvements, send a postal for free catalog

THE HENDEE MANUFACTURING CO., Springfield, Mass.

(Largest Motocycle Manufacturers in the World)

CHICAGO DENVER SAN FRANCISCO LONDON

More Enduring Motorcycle Tires Goodyear Tire Machines Cut Tire Costs

Goodyear Motorcycle Tires are the most satisfactory tires you can buy, the results of over 13 years' Auto Tire building experience. Countless tests have proved them the most durable Motorcycle Tires in existence.

Because of their endurance, 20 big and well-known motorcycle makers have contracted for these tires.

Because of their endurance one out of every three new machines you see this year will be equipped with them.

Goodyears are built on the Goodyear Tire Machine. This is the secret of good tires.

The Goodyear Tire machine does away with all liability of tire flaws due to human errors. It means a tire of flawless, uniform strength and dependability.

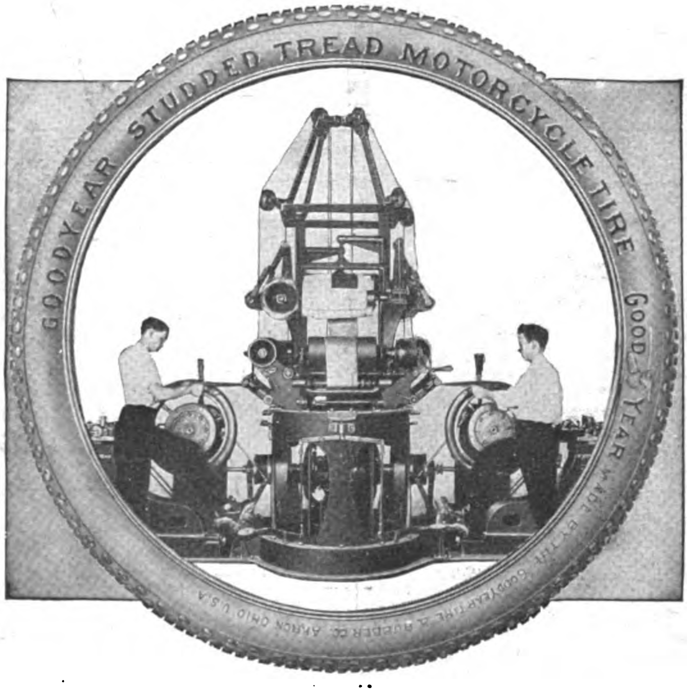
Hence Goodyear Motorcycle Tires are saving Motorcyclists thousands of dollars, and an enormous amount of trouble due to faulty tire construction.

In building a tire a number of plies of fabric are stretched, one at a time, over an iron core. If one ply is stretched tighter than another the tight ply gets undue strain when in service and breaks down. The tire is then quickly ruined, for each and every ply must be stretched on at the same tension if the tire is to last.

The usual way to stretch these plies is by hand.

But no human being working hour after hour can always pull the fabric the same. Uniform tension, so vitally important to the life of the tire, is thus out of the question.

But the Goodyear Tire machine can—and does insure this uniformity.


GOODYEAR STUDDED TREAD MOTORCYCLE TIRE
GOOD YEAR
MADE BY THE GOODYEAR TIRE & RUBBER CO. AKRON OHIO U.S.A.

With this machine the tension is determined by **weights.** These weights do not vary. Hence the **tension** cannot vary, and every inch of every ply gets the same unvarying pull.

With this assured uniformity of tension goes a corresponding uniformity of strength. And this means the amazing durability that has made these tires leaders, both in popularity and sales.

These tires have **back** of them the same years of experience and the same expert workmanship that built perfection in the Goodyear No-Rim-Cut Auto Tires. Yet they cost you no more than any Standard tire.

Built for Rims You Ride

Goodyear Motorcycle Tires are made for standard rims. The beads are moulded, **semi-cured,** on exact duplicates of your rim, so they fit absolutely. All are built on the Goodyear Tire machine.

Our book on Motorcycle Tires explains all. Contains a mass of money-saving facts on tire buying. You should write for it at once.

GOODYEAR
Motorcycle Tires

BULLETIN
Goodyear Blue Streaks won seven firsts, five seconds, at the Los Angeles Stadium March 24th.

Hold All World's Records

Let Us Send You Our Book On Motorcycle Tires

THE GOODYEAR TIRE & RUBBER CO. - - - - Akron, Ohio

Full Line of Motorcycle Tire Accessories

Branches and Agencies in 103 Principal Cities

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A YEAR

Vol.
7

THURSDAY, APRIL 18, 1912

Issued Every Other Thursday by the Motorcycle Publishing Co., 51 Chambers St., New York

No.
8

What Are Records?

To be an "Official Record" a trial or race must be sanctioned and conducted by officials of the **Federation of American Motorcyclists,** who file sworn certificates of distance, time, accuracy of watches and size of machines.

Under These Strict Conditions, Ed. Hasha, on

The *Indian* Motocycle

at Playa del Rey, Calif., April 5th, rode:

1 mile, 37 4-5 seconds
2 miles, 1 min. 18 2-5 seconds
3 miles, 1 min. 59 seconds
4 miles, 2 min. 39 3-5 seconds
5 miles, 3 min. 20 4-5 seconds
6 miles, 4 min. 1 3-5 seconds
7 miles, 4 min. 42 3-5 seconds
8 miles, 5 min. 24 seconds
9 miles, 6 min. 5 seconds
10 miles, 6 min. 45 4-5 seconds

These are **Real Records.** Nothing approaching them has ever been made by any other rider or machine in any country. They are

WORLD'S RECORDS

Records fall year after year, step by step, with the steady improvement of the Indian.

Note:—Write for Free 1912 Catalog

The Hendee Manufacturing Co. **Springfield, Mass.**

(Largest Motorcycle Manufacturers in the World)

CHICAGO **DENVER** **SAN FRANCISCO** **LONDON**

Modern Motorcycle Tires
Goodyear Tire Machine Insures Perfection

Countless tests have proved Goodyears the most durable tires in existence.

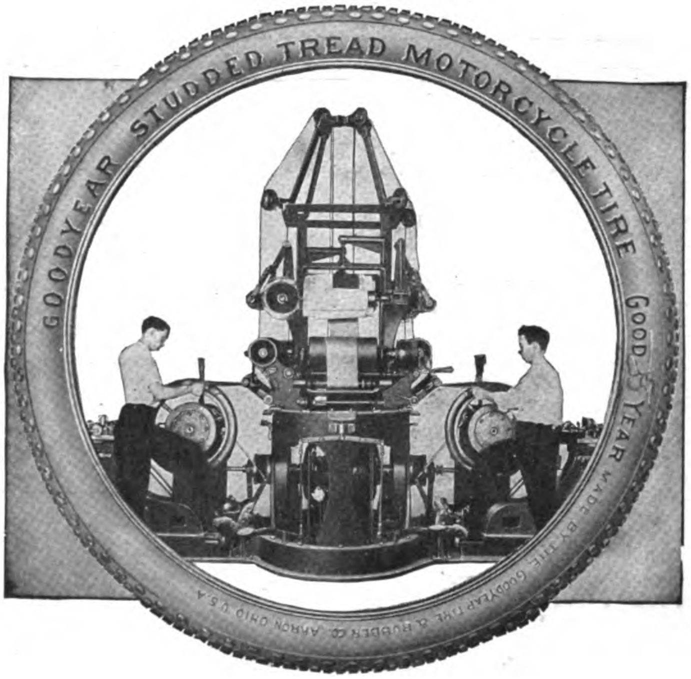
These tires, built on the Goodyear Tire Machine, also hold every world's amateur and professional speed record. They stand on a pinnacle of performance never before approached in the history of motorcycle tires.

These premier tires have helped mete out success to the biggest star performers in the racing field — men who in turn have standardized and popularized these tires by using them almost exclusively.

Twenty big motorcycle makers contracted for Goodyear Tires for their output this year. Every third new motorcycle will be thus equipped.

Goodyear Motorcycle Tires are the machine built tires. Like No-Rim-Cut Auto Tires, they owe their greater endurance to this scientific method

The Goodyear Tire Machine


GOODYEAR STUDDED TREAD MOTORCYCLE TIRE
GOODYEAR
MADE BY THE GOODYEAR TIRE & RUBBER CO. AKRON OHIO U.S.A.

A tire to be **good must** be made of good **rubber** and good **fabric.**

But that is not all.

Everything depends on the way the **goodness** is **assembled** — the method used in building it into the tire.

All motorcycle tires are made of a number of plies of fabric, one stretched on over the other, all built up on an iron core.

If every ply is stretched at the same tension—no **one** ply can get undue strain. All are taxed alike. And the tire is a unit of uniform strength.

It thus stands to reason that the method best calculated to insure uniform tension of plies, **produces strongest tires.**

This is why Goodyear Motorcycle Tires lead in strength and endurance. They are built on a machine. This machine banishes the errors of the hand stretching method and stretches on every inch of every ply with a tension as unvarying as the great weight that does the pulling.

And the tire **lasts.**

Best fabric, best rubber properly compounded, the tire-machines and master workmanship backed by over 13 years' auto tire-building experience are distinctive features of Goodyear Motorcycle Tires.

Yet with all this in their favor—with all their enormous saving of trouble and expense, those tires cost you no more than any other tire you might buy.

Built to perfectly fit the standard rim—five great tires for as many different road conditions.

Our book on motorcycle tires tells all. Better write for it today.

GOODYEAR
Motorcycle Tires

Hold All World's Records

THE GOODYEAR TIRE & RUBBER CO., Mott Street, Akron, Ohio

Branches and Agencies in 103 Principal Cities

Full Line of Motorcycle Tire Accessories

MOTORCYCLE ILLUSTRATED

TEN CENTS A COPY

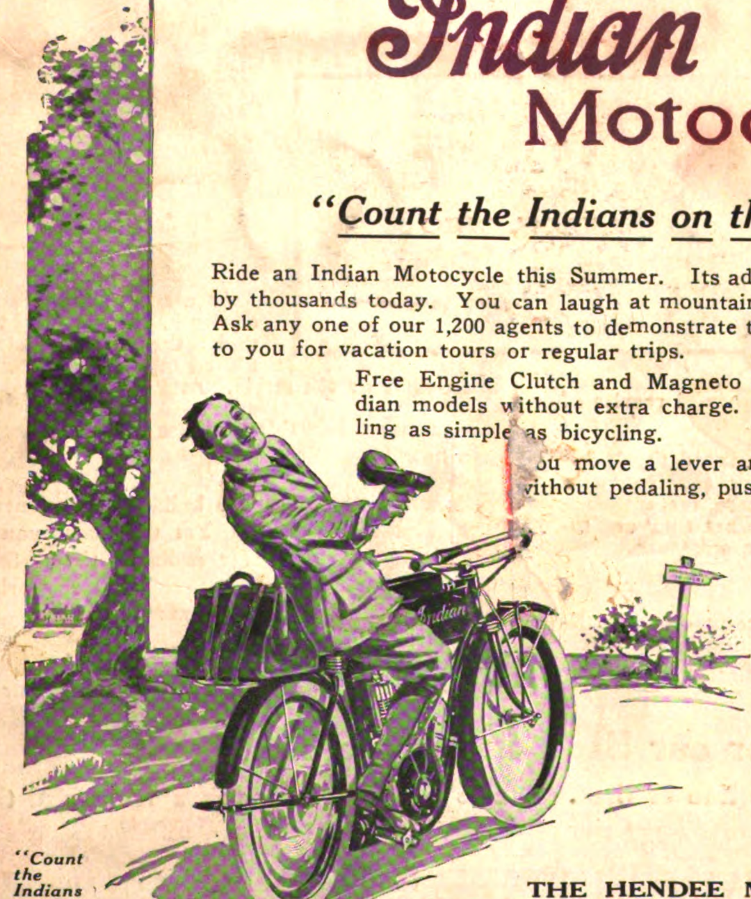
ONE DOLLAR A YEAR

Vol. 7

THURSDAY, MAY 2, 1912

Issued Every Other Thursday by the Motorcycle Publishing Co., 51 Chambers St., New York

No. 9


Indian
"Count the Indians on the Road"

When you say goodbye to business cares this summer, ride away on

The Indian Motocycle

"Count the Indians on the Road!"

Ride an Indian Motocycle this Summer. Its advantages are being enjoyed by thousands today. You can laugh at mountainous roads and head winds. Ask any one of our 1,200 agents to demonstrate the Indian. Learn its value to you for vacation tours or regular trips.

Free Engine Clutch and Magneto supplied with all 1912 Indian models without extra charge. Clutch makes motorcycling as simple as bicycling.

You move a lever and start from a standstill, without pedaling, pushing or running alongside.

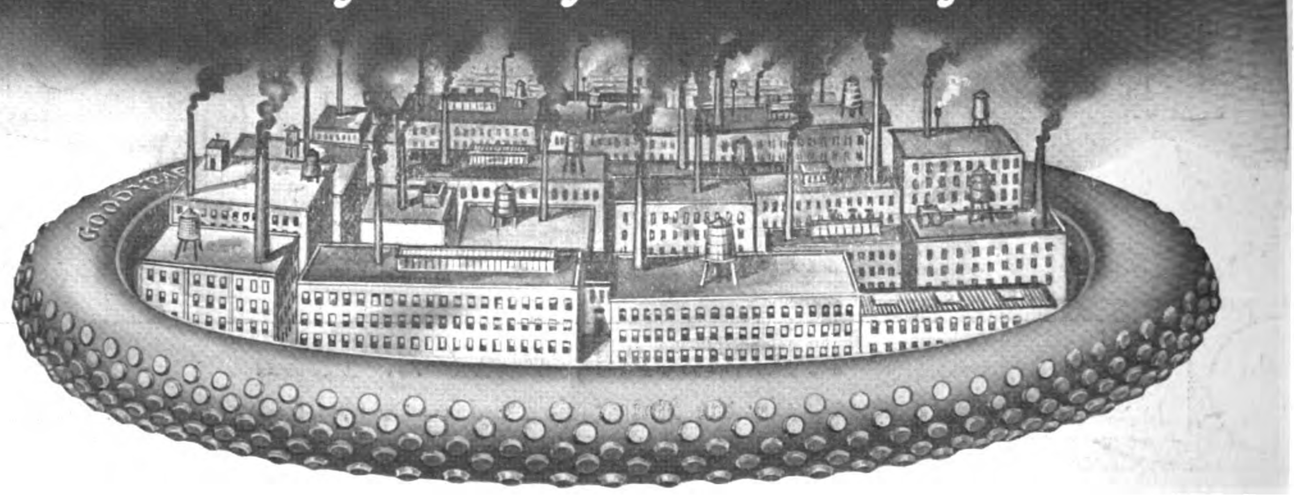
4 H. P. SINGLE CYLINDER, COMPLETE, $200

7 H. P. TWIN CYLINDER, COMPLETE, $250

Send a postal for free catalog describing all 1912 model Indians and improvements.

THE HENDEE MANUFACTURING CO.
(Largest Motocycle Manufacturers in the World)
SPRINGFIELD, MASS.
CHICAGO DENVER SAN FRANCISCO LONDON

21 Motorcycle Manufacturers Corraled by Goodyear Motorcycle Tires



The Tires That Are Built On Tire Machines

Goodyears—the machine-built motorcycle tires—are sweeping everything before them. Their quality has already convinced 21 big and well known motorcycle manufacturers who have made contracts for Goodyear Tires. Riders everywhere are profiting by the enormous saving and superior service rendered by these most durable of all motorcycle tires.

GOODYEAR
AKRON, OHIO
Motorcycle Tires

Hold All World's Records

The unequaled popularity of Goodyear Motorcycle Tires is based upon actual **merit** that is saving motorcyclists an endless amount of tire trouble and expense.

For these tires have put an end to the many painful results of faulty tire construction. They are **the** perfect tires.

The toughest fabric, the livest rubber, and advanced tire-building methods conceived by the experts who have the Goodyear **No-Rim-Cut Auto Tires** to their credit—all these factors have combined to make Goodyear Motorcycle Tires what they are today—by countless tests the **most durable tires in existence.**

They are built on Goodyear Tire-Machines.

These machines do away with all the faults common to **hand-stretched** tires. With this machine all the stretching of the fabric is done by **weights.** These weights do not **vary.** Hence the **tension** of the various plies of fabric does not vary.

By Countless Tests The Most Durable Tires in Existence

As a result, the tire is a unit of uniform strength. No too-**tight** ply to break down under the incessant strain of service. No too-**loose** ply to shirk its duty. All plies share alike on the strain. And the tire lasts.

You can thank this machine for the marvelous tire perfection you now have.

Over 13 years auto tire building experience are back of Goodyear Motorcycle Tires. Yet they cost you no more than you would expect to pay for ordinary tires. Such durable tires as Goodyears would be an economy at any price, because they reduce tire troubles to a minimum.

All Goodyear Motorcycle Tires are built on the tire machines, and all road conditions are met by Goodyear Tires.

Write for our Book on Motorcycle Tires

Our tire book describes our entire line of tires. Shows in detail, how these masterful tires have gained supremacy. Send for it at once.

THE GOODYEAR TIRE & RUBBER CO. **Akron, Ohio**

Branches and Agencies in 103 Principal Cities **Full Line of Motorcycle Tire Accessories**

SPRING TOURING NUMBER

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A YEAR

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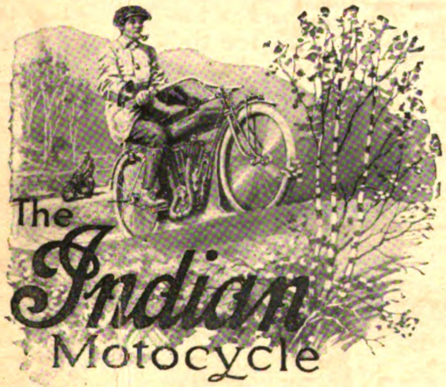
No. 10



"Count the Indians on the Road!"

The pleasure of exploring highways and byways.

"See America first!"—but see it by motorcycle. There's no better, healthier or more satisfactory way of touring. You can laugh at mountainous roads and head winds.

Plan a motorcycle tour for your vacation through the Berkshire Hills, the White Mountains, the Delaware Water Gap, Shenandoah Valley, Long Island, the Lake regions of Wisconsin and Minnesota and hundreds of places of scenic and historic interest both east and west.

Excellent State highways and comfortable hotels await you everywhere. And at every stopping place there's an Indian agent ready to take care of your wants should you require his services.

The Indian is Your Machine

The Indian Motocycle has been steadily and conclusively proving its supremacy as the tourist's machine. For endurance, reliability, hill climbing, speed, economy and ease of control, the Indian holds more official records than all other motorcycles combined.

Free Engine Clutch and Magneto, besides 14 important improvements, supplied with all Indians for 1912 without extra charge. All Indians are magneto equipped. Prices reduced $50 from 1911

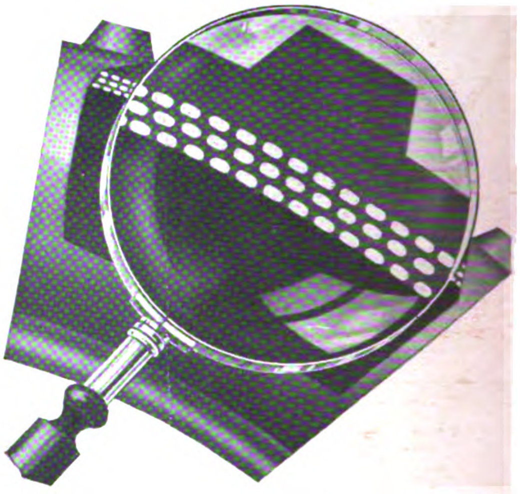
4 H.P. Single Cylinder Indian, $200 7 H.P. Twin Cylinder Indian, $250

Note: Send a postal for free illustrated catalog describing all models and improvements

The Hendee Manufacturing Co., Springfield, Mass.
(Largest Motorcycle Manufacturers in the World)
Chicago Denver San Francisco London

COLUMBUS GETS F. A. M. MEET (See page 113 of this issue)

The Popular Tires for Motorcycles



THE GOODYEAR WAY, THE PLIES LIE EVEN.

Never during tire history have Motorcycle tires forged to the front as rapidly as have Goodyears—the motorcycle tires built on **tire machines**.

These tires are sweeping everything before them. Their speediness has cinched every world's record; their dependability has gained the confidence of thousands of riders.

And practically all the motorcycle manufacturers of the country have now made contracts for them.

The number of manufacturers to contract for these **saving** tires has leaped in the month past from 21 up to 27.

By a wholesale reduction of tire repairing, these tires will save motorcyclists many thousands of dollars during the coming year.

By Countless Tests The Most Durable Tires in Existence

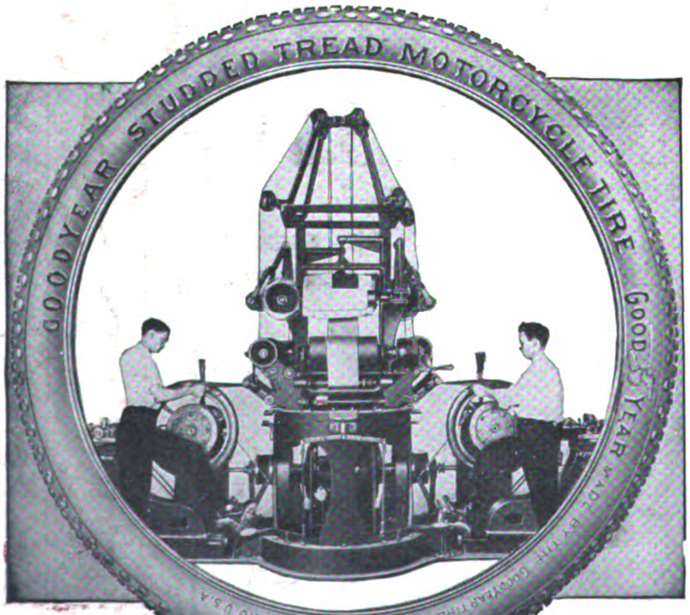
Above is shown a cross section of a Goodyear tire, enlarged; below, the Goodyear Tire Machine that renders **possible** the flaw-proof tire.

This machine stretches on every ply of fabric at the same tension. There can be no more **variation** in this tension than in the weights themselves that do the **stretching**.

GOODYEAR
AKRON, OHIO
Motorcycle Tires

Note the different layers of fabric, how smoothly they lie—how free from air spaces — wrinkling — irregularities. No too-**loose** plies to shirk duty. No too-tight plies **over-strained.** No chance for a break and a **blow-out**—the SURE RESULTS of such defects in **hand**-made tires.

Nothing but a single unit of unequaled strength. And a tire that outlasts all others.



THE GOODYEAR TIRE MACHINE.

Out of 13 Years' Experience No-Rim-Cut's Little "Brothers"

For over 13 years we have been studying the tire problem and from every angle. We have spent vast sums of money in sifting down principles, materials, methods, theories. Our aim was the ideal—the tire of perfect service. We focused on the problem, the brains and skill of the world's greatest tire experts.

One outcome is Goodyear No-Rim-Cut Auto Tire—a tire which leaped into astonishing popularity with a record of sales that in one year's time—1911—exceeded all others.

Another outcome is the Goodyear Motorcycle tire—offered you today at the price you'd expect to pay for any standard tire.

Let us tell you more about these tires. They hold more world's records than all other tires combined.

Send for Our Tire Book

THE GOODYEAR TIRE & RUBBER CO. **Akron, Ohio**

Branches and Agencies in 103 Principal Cities. More Service Stations than any other Tire. We make full line of Motorcycle Tire Accessories and Repair Outfits.

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Vol. 7

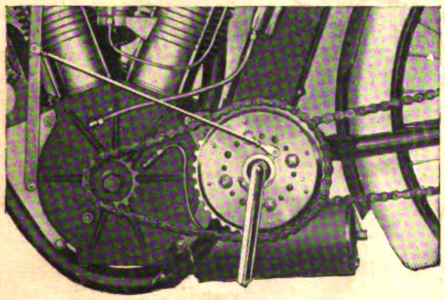
THURSDAY, MAY 30, 1912

Issued Every Other Thursday by the Motorcycle Publishing Co., 51 Chambers St., New York

No. 11

"The Motorcycle With A Thousand Speeds!"

The *Indian* Motocycle



This is how an enthusiastic rider describes his 1912 Indian

The Indian's "flexibility" of speed-control is mainly due to

The Variable Speed and Free Engine Clutch

This device, shown above, enables the Indian rider to regulate his speed from 4 to 60 miles an hour by merely moving the clutch lever the right degree. By this action the clutch can be "slipped" and the machine driven at the speed best suited to the moment.

In other words, the Variable Speed and Free Engine Clutch is the means by which the motor power is fed to the machine at the will of the rider.

This feature supplied without extra charge on all 1912 model Indians

Note: Send postal for free illustrated catalog showing all models and improvements

4 H.P. Single Cylinder, $200 **7 H.P. Twin Cylinder, $250**

The Hendee Manufacturing Co., Springfield, Mass.

(Largest Motorcycle Manufacturers in the World)

Chicago Denver San Francisco London

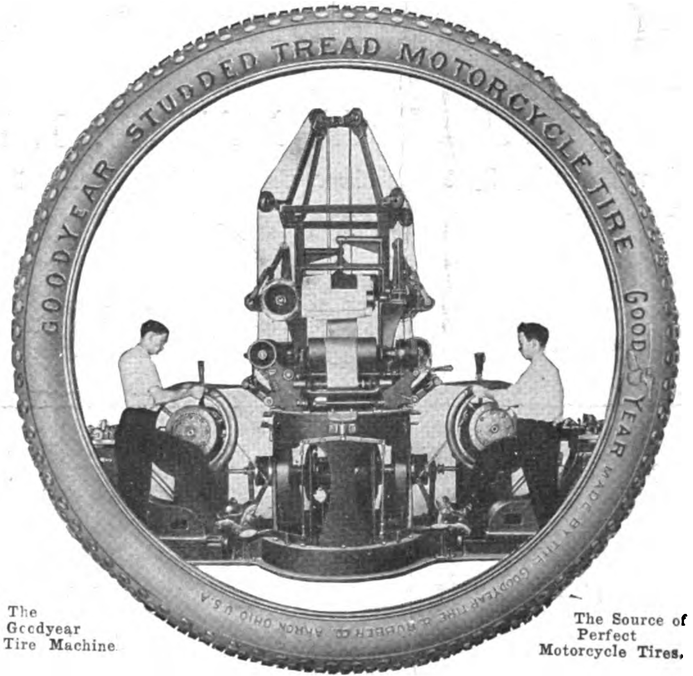
The Wisdom of Riding Goodyear Motorcycle Tires

Tire equipment used to be a matter of but little concern to the average motorcycle buyer. It was a mere 'detail,' left almost wholly to the agent or the manufacturer.

But costly experience has taught motorcyclists that this indifference does not pay. And today they are insisting on Goodyears.

The result is they are now **saving** what used to be **frittered away** in short-lived tires and **repair bills;** and they are now getting the service limit out of their machines due to the perfect and unequalled service rendered by the **tires.**

For countless tests have proved Goodyears to be the most durable tires in existence.


GOODYEAR STUDDED TREAD MOTORCYCLE TIRE
GOODYEAR
MADE BY THE GOODYEAR TIRE & RUBBER CO. AKRON OHIO U.S.A.

The Goodyear Tire Machine

The Source of Perfect Motorcycle Tires.

Perfections—Not Experimentations

Goodyear Motorcycle Tires are built on a foundation of over 13 years' automobile tire making experience.

During this period the brains and energy of the world's greatest tire experts have been directed toward the perfection of an auto tire that would wear longer, run easier and be more durable than any other. We achieved success in the Goodyear No-Rim-Cut—a tire that with sales of over 1,100,000 has leaped into amazing popularity.

No-Rim-Cuts "Little Brothers"

Goodyear Motorcycle Tires are "Little Brothers" to these No-Rim-Cuts.

They are built with the same painstaking care of detail and selection of material and by the same **scientific method**—on the **Goodyear Tire Machines.**

These machines do away with the faults common to **hand-stretched** tires. With this machine all the stretching of the fabric is done by **weights.** These weights do not vary. Hence the tension of the various plies of fabric does not vary.

As a result, the tire is a unit of uniform strength. No **too-tight** ply to break down under the incessant strain of service. No **too-loose** ply to shirk its duty. All plies share alike in the strain. And the tire lasts.

Hold Every World's Record

Goodyear Motorcycle Tires not only lead in wearing qualities and mileage, but they lead in **speed.** These tires hold every world's record, amateur and professional. They are ridden by practically all veteran riders and racers. Read "extra" below.

The Economical Tires

If you want the utmost of tire service you should insist on Goodyear. They cost you no more than you would expect to pay for ordinary tires. They are an economy at any price.

Six great tires—one for every road condition.

Write for our Book on Motorcycle Tires

Our tire book describes our entire line. Shows in detail how these masterful tires have gained supremacy.

Send for it at Once

GOODYEAR
AKRON, OHIO
Motorcycle Tires

Extra! Goodyears Again Break Own World's Records

On May 17, at Los Angeles Motordrome, Raymond Seymour broke professional record for mile. Time, 36⅘. He rode 21 miles following this record, breaking records of Marty Wells, made April 18. Lon Claflin, on same date, lowered amateur record made by Don Johns April 18. Time, 38⅘. **May 24, Seymour and Powers, riding tandem, broke mile record. Time 55⅖—Goodyears. It requires Goodyears to break Goodyear Records. On Staten Island, on the 25th, Constant won three firsts, Cox one and Eckel one—all on Goodyear Tires.**

THE GOODYEAR TIRE & RUBBER CO. **Akron, Ohio**

Branches and Agencies in 103 Principal Cities. More Service Stations than any other Tire. Full Line of Motorcycle Tire Accessories

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Vol.
7

THURSDAY, JUNE 13, 1912
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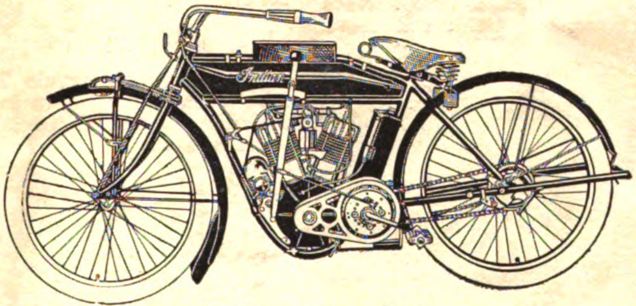
No.
12

"Count the Indians on the Road!"



7 Horsepower, $250.

The Marvelous Speed of the Twin-Cylinder Indian Motocycle

At Los Angeles, Cal., on May 17th, Ray Seymour broke all records of the world from 1 to 20 miles. The first was covered at a speed of 97 miles an hour.

1	mile	36 4-5 seconds	8	miles	5:04 2-5 seconds	15	miles	9:35 1-5 seconds	21	miles	13:32 2-5 seconds
2	"	1:14 2-5 "	9	"	5:42 2-5 "	16	"	10:14 3-5 "	22	"	14:27 1-5 "
3	"	1:52 2-5 "	10	"	6:21 3-5 "	17	"	10:53 1-5 "	23	"	15:07 1-5 "
4	"	2:30 1-5 "	11	"	7:00 "	18	"	11:32 4-5 "	24	"	15:47 "
5	"	3:08 2-5 "	12	"	7:39 "	19	"	12:12 4-5 "	25	"	16:27 "
6	"	3:47 2-5 "	13	"	8:17 2-5 "	20	"	12:52 4-5 "	30	"	20:21 4-5 "
7	"	4:25 4-5 "	14	"	8:56 4-5 "						

NOTE:—Send for free 1912 Catalog showing all models and improvements

The HENDEE MFG. CO., Springfield, Mass.
(Largest Motorcycle Manufacturers in the World)

CHICAGO DENVER SAN FRANCISCO LONDON

Tires That Make Motorcycling Popular

Goodyear Motorcycle Tires have simplified motorcycling.

They have incomparably reduced the danger of punctures and blowouts.

These Motorcycle Tires are built on Goodyear Tire Machines. This advanced and scientific method results from 13 years' tire experience, from which was evolved the Goodyear No-Rim-Cut Auto Tire.

Only by this method can the perfect—the FLAWLESS Tire be produced.

The Most Durable Tire in Existence

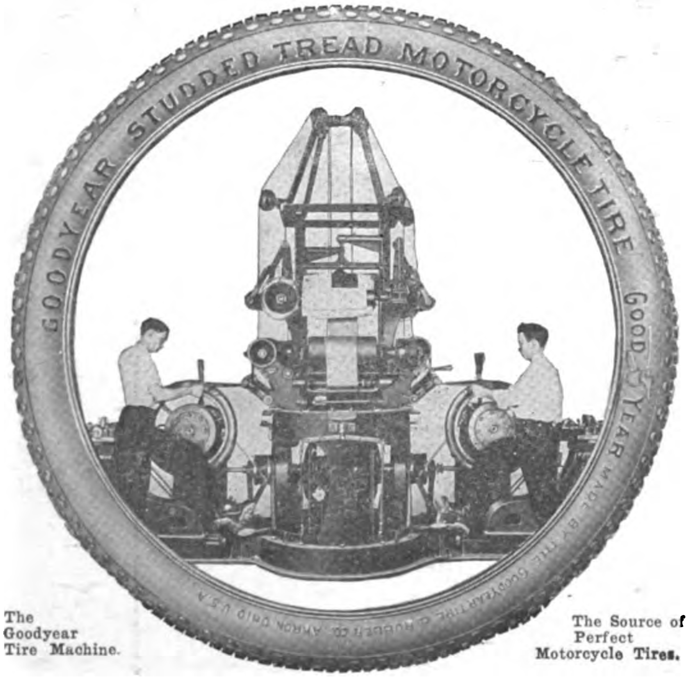
The durability and comparative freedom from tire troubles offered by Goodyear Tires have gone a long way in popularizing this great and exhilarating sport of motorcycling.

Countless tests have proved these machine-made Goodyears to be the most durable motorcycle tires in existence.

Our Durability Test

In these tests we place our tire on an endurance machine. We wear it down by hundreds of thousands of revolutions on a surface more TRYING than the average road. And we subject EVERY OTHER MAKE of tire to the same test.

If our tires are not more durable than others, these tests tell the truth.



The Goodyear Tire Machine.

The Source of Perfect Motorcycle Tires.

Thus no one can question the greater wearing qualities of Goodyear Motorcycle Tires.

Twenty-seven Motorcycle Manufacturers have contracted [illegible] these tires for 1912—still another convincing proof of Goody[illegible] superiority.

Goodyears Hold Every World's Speed Record

Goodyear Motorcycle Tires have proved as invincible on the race track as they have in endurance runs. Every world's record, amateur and professional, is held by Goodyears.

With such tires as these offered at the common-tire price, [illegible] seems folly to take chances. You are sure to come to this tire SOME DAY. Why not save time and money by coming NOW—TODAY!

Write today for instructive Book describing the 6 great

GOODYEAR

AKRON, OHIO

Motorcycle Tires

BULLETIN: June 5, at Cleveland Motordrome Brownie Carl[illegible] broke world's record for 25 miles on quarter mile track. Time, 17:[illegible] June 8, at Riverview Motordrome Seymour breaks three-mile t[illegible] record. Time, 1:59[illegible].

Goodyear Tires *of course !*

THE GOODYEAR TIRE & RUBBER CO. Akron, O[illegible]

Branches and Agencies in 103 Principal Cities. Full Line of Motorcycle Tire Accessories

When writing to advertisers, please mention MOTORCYCLE ILLUSTRATED.

JUN 26 1912

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THURSDAY, JUNE 27, 1912
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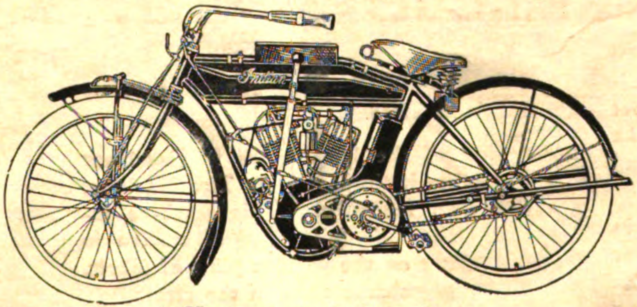
No. 13 ~~12~~

Wins the "Hour Championship" Again!



7 Horsepower Indian, $250.

The *Indian* Motocycle

finished **One—Two—Three** in the F. A. M. **HOUR CHAMPIONSHIP** at Detroit, Mich., Saturday, June 22nd.

All three Indians, ridden by Constant, Klark and Baker, completed the run without a stop.

The Indian has won every F. A. M. Hour Championship since the inauguration of that contest in 1907.

"Count the Indians on the Road!"

NOTE:—Send for free 1912 Catalog showing all models and improvements

The HENDEE MFG. CO., Springfield, Mass.

(Largest Motorcycle Manufacturers in the World)

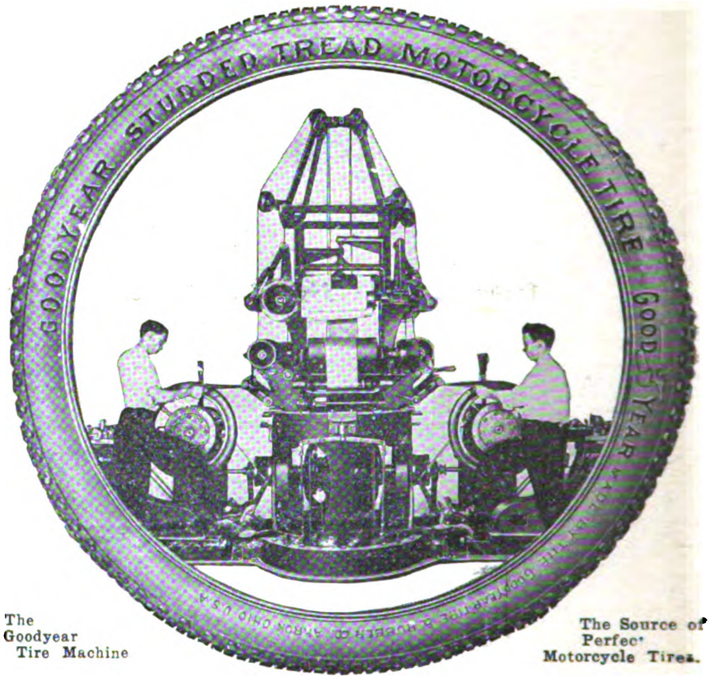
CHICAGO DENVER SAN FRANCISCO LONDON

Machine Made Motorcycle Tires
Most Durable Tires in Existence

Thousands of motorcyclists are pinning their faith to Goodyear Motorcycle Tires. Other thousands will, just as fast as they find them out.

Twenty-seven motorcycle manufacturers are using "Goodyears." This means that approximately every other machine is now equipped with Goodyears.

Countless tests prove Goodyears to be the most durable tires in existence. They are the economical tires.



The Goodyear Tire Machine

The Source of Perfect Motorcycle Tires.

Made by Makers Of Goodyear No-Rim-Cuts

Motorcyclists can now have dependable tires—tires that as perfectly meet the demands of the motorcycle as the best-known auto tire meets the demand of the automobile.

Goodyear Motorcycle Tires are in reality small auto tires. They have over 13 years of auto-tire building experience back of them, and are made by the same experts who have perfected Goodyear NO-RIM-CUTS—today's most successful Auto Tires.

One of the big factors in Goodyear durability is the Goodyear Tire Machine, our own invention. This machine insures absolute uniformity of tension in stretching on the various plies of fabric. Every ply shares alike in the strain.

The result is a tire that stands hardest use and abuse. A tire that largely overcomes blow-outs—that is as puncture proof as any pneumatic can be made—that **lasts.**

There are a dozen other reasons why you should insist on Goodyear Tires. They are explained fully in our instructive book on Motorcycle Tires. Write for it today.

GOOD YEAR
AKRON, OHIO
Motorcycle Tires

Holds Every World's Speed-Record Amateur and Professional

Bulletin: **At the Wandamere Motorcycle Races (Salt Lake City), Ward won the Three-mile Prof., 2 min., $8\frac{1}{5}$ sec. Announced as track record. Whittler second. Six-mile Race, Ward first, Whittler second, Peck third. Time, 4 min., $24\frac{1}{5}$ sec.** ***All rode Goodyear Tires***

At Detroit, June 23rd, Constant, using Goodyear Motorcycle Tires, established new world's record one hour National Championship covering 66 miles. Don Klark, second, also breaks world's record using Goodyear Tires.

At the Luna Cleveland Motordrome, June 19, Carslake broke the world's record for 50 miles; Time 39 minutes, $41\frac{1}{5}$ seconds. Used Goodyear Tires.

THE GOODYEAR TIRE & RUBBER CO. Akron, Ohio

We Make All Kinds of Motorcycle Tire Accessories and Repair Outfits. Branches and Agencies in 103 Principal Cities

We're doing an enormous business on Eclipse Free Engine Clutches —but we can handle it and more

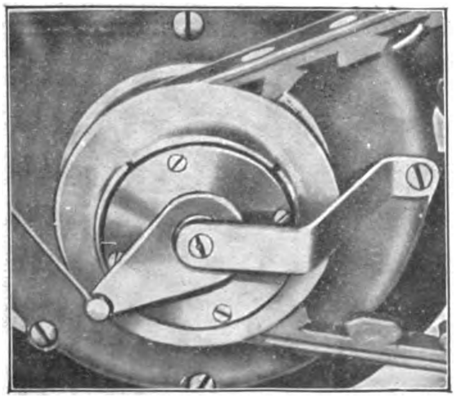
About four months ago, our chief engineer insisted that we increase our manufacturing facilities almost two-fold, in order to take care of the business, which, he asserted, would "snow us under" if we did not provide for it. We "pooh-poohed" the idea at that time. This was foolish. But we decided finally to do as he proposed. This was wise.

We always did have an abiding faith in our chief engineer's predictions, and this faith has been amply justified. The demand for the ECLIPSE FREE ENGINE CLUTCH is absolutely tremendous. But, as we said before, we can handle it—and more.

So we want to appeal to our dealers, as well as to those not yet "in the fold," to stock up as heavily as they possibly can on ECLIPSE FREE ENGINE CLUTCHES. You need have no fear of being "stuck" at the end of the season. You'll want more before that time.

Everybody knows what the ECLIPSE can do. How it eliminates the old style of running alongside the machine for half a block before the motor picks up, or pedalling frantically; how it enables the rider to negotiate the steepest hill, rough, sandy and muddy roads; how, when traffic riding, motor can be slowed down to a walk—and a hundred and one other features which have made the ECLIPSE as indispensable as a brake.

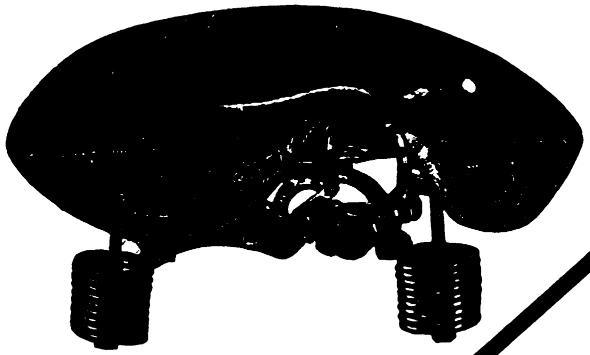
Another thing—we haven't had a complaint since we made the first ECLIPSE.



We hope to have your restock orders at once.

ECLIPSE MACHINE COMPANY

Elmira, N. Y.



CAVALRY No. 4

Showing open front for low saddle position

1st

In Quality
In Comfort
In Durability

The Mesinger—The Superior Saddle

From the raw leather to its finished state, superior material, superior designing and superior skill are combined to produce in MESINGER SADDLES absolutely perfect specimens of the saddle-maker's art.

It needs but a glance at the graceful shape of the MESINGER to identify it as the product of master workmen. And such is the case. Men in our employ have spent a lifetime in the making of saddles—good saddles—saddles that are perfect in shape, perfect in material and perfect in service.

All Mesinger Cavalry saddles are hand padded with curled hair and are positively guaranteed against losing their shape.

Our frame parts are made of highly carbonized steel—no castings whatsoever are employed.

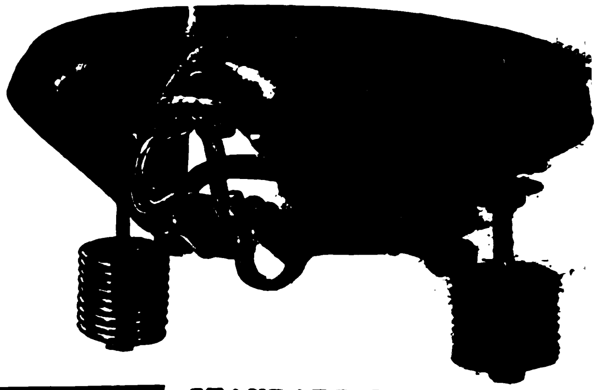
"ASK the RIDER and WATCH HIM RIDING"

Our catalog will be sent on request

H. & F. Mesinger Mfg. Co.

1801-1807 First Avenue

NEW YORK



STANDARD No. 4

Open front insures lowest saddle position